

Subject Transportation finance omnibus
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Overview

This is the transportation finance omnibus. Its provisions include:

- setting the transportation budget;
- authorizing \$2 billion in trunk highway bonding;
- making a variety of transportation-related tax changes, including to (1) increase the motor fuels tax rate to 45 cents per gallon for gasoline (proportionally increased for other types of motor fuel), (2) modify the registration tax in a manner that increases net collections, (3) increase the motor vehicle sales tax rate to 6.875 percent, (4) eliminate transportation funding provided via some state sales taxes, and (5) direct the Metropolitan Council to impose a 0.5 percent transportation sales tax in the Twin Cities metropolitan area;
- restructuring allocation formulas to distribute motor vehicle lease sales tax revenue as well as revenue from the motor vehicle sales tax;
- increasing fees on motor vehicle and driver's license transactions;
- providing for eligibility and related protections to obtain a driver's license or Minnesota identification card without demonstrating lawful presence in the United States; and
- making various finance and policy changes.

Article 1: Transportation Appropriations

This article sets the FY 2020-21 budget for transportation, making appropriations for the Minnesota Department of Transportation (MnDOT), some functions within the Department of Public Safety, and the transportation division of the Metropolitan Council. It also includes appropriations to the Department of Management and Budget for deputy registrar aid and a State Patrol salary study.

Section	Description
1	Transportation appropriations. Defines terms. Establishes that appropriations are from the trunk highway fund unless another is named.

Section	Description
2	Department of Transportation. Establishes the biennial budget for MnDOT. Provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.
3	Metropolitan Council. Establishes the biennial budget for state general fund money for the transportation functions of the Metropolitan Council. Requires use of transportation reserves.
4	Department of Public Safety. Establishes the biennial budget for transportation and some division-wide functions of the Department of Public Safety.
5	Minnesota Management and Budget. Makes appropriations to Minnesota Management and Budget for aid to deputy registrars and a salary survey regarding State Patrol trooper compensation.
6	Deputy registrar reimbursements. Provides for distributing formula-based conditional aid to deputy registrars, from the appropriation in a previous section. Identifies conditions and requirements. Effective the day after enactment.
7	Appropriation cancellation; port development assistance. Cancels \$160,000 from a 2017 appropriation from the general fund for the port development assistance program. (This amount is appropriated for the program in the FY 2020 appropriation in section 2, subdivision 2.)

Article 2: Transportation Bonds

The article contains \$2 billion in trunk highway bonding authorization and appropriations, which are made available over fiscal years 2022-28.

Section	Description
1	Bond appropriations. Provides for bond proceeds appropriations and a summary.
2	Department of Transportation. Appropriates (1) \$1.7 billion from trunk highway bond proceeds spread over FY 2022-28 for state road construction, and (2) \$300 million over FY 2022-24 for the Corridors of Commerce program. Provides for bond cancellation timing.

Section	Description
3	Bond sale expenses. Appropriates \$2 million to the Department of Management and Budget for expenses in selling the bonds.
4	Bond sale authorization. Authorizes sale of trunk highway bonds to fund the appropriations in this article.

Article 3: Transportation-Related Taxes and Fees

This article modifies various tax and fee provisions related to transportation, including reallocating state sales taxes to go to the general fund, adjusting revenue allocation formulas, increasing the motor fuels tax, modifying the registration tax, establishing a transportation sales tax in the Twin Cities metropolitan area, raising the rate for the motor vehicle sales tax, and increasing fees for transactions and services on motor vehicles, driver's licenses, and identification cards.

Section	Description
1	Passenger automobile; hearse. Adjusts formula-based calculation of the motor vehicle registration tax (tab fees) imposed on passenger vehicles, to: ▪ raise the tax rate from 1.25 percent to 1.5 percent; ▪ increase the flat amount used in the formula from \$10 to \$20; ▪ modify the depreciation schedule so that the percentage of a vehicle's base value used in the calculation is increased in each year of vehicle life until the 11th and subsequent years (when it drops from \$25 to \$10); ▪ eliminate counting destination charges as part of the base value of the vehicle used to determine the tax due; and ▪ make a clarifying change on authority to collect the full amount of tax due.
2	Electric vehicle. Modifies allocation of a surcharge on all-electric vehicles so that 50 percent of the revenue goes into a new account for electric vehicle infrastructure being established in the bill (with the other half continuing to go into the highway user tax distribution fund).
3	Technology surcharge. Re-establishes a surcharge on vehicle registrations, at a rate of \$4.75 for FY 2020-21 and \$2 for FY 2022 and after. The revenue is deposited in a technology account that funds the Minnesota Licensing and Registration System (MNLARS).

Section	Description
4	Filing fees; allocations. Increases the motor vehicle filing fee by \$2.50 for registration renewals (from \$6.00 to \$8.50) and by \$3.50 for other types of vehicle transactions (from \$10 to \$13.50). Provides for allocation of fee revenue when the fee is collected by the Department of Public Safety. Effective January 1, 2020.
5	Amounts. Re-establishes a surcharge on original and duplicate vehicle titles, at a rate of \$4.75 for FY 2020-21 and \$2 for FY 2022 and after. The revenue is deposited in a technology account that funds the Minnesota Licensing and Registration System (MNLARS). Makes technical changes, to centralize fee provisions into one list and eliminate obsolete language.
6	Fees. Raises the fee for a driver's license by \$4.50, which applies to all classes of regular, REAL ID-compliant, and enhanced licenses. Re-establishes a surcharge on license transactions, at a rate of \$4.75 for FY 2020-21 and \$2 for FY 2022 and after. The revenue is deposited in a technology account that funds the Minnesota Licensing and Registration System (MNLARS).
7	Fee; equipment. Increases the filing fee by \$4.00 (from \$8.00 to \$12.00) for driver's license and Minnesota identification card transactions such as new licenses and renewals. Effective January 1, 2020.
8	Rate of tax. Increases the tax rate on gasoline by 20 cents to be 45 cents per gallon, with rates on other fuel types increased proportionately. The increase is phased in over FY 2020-22 in 5-cent increments. Provides for annual indexing of the rate based on the National Highway Construction Cost Index. Sets an indexing floor. The first potential indexing adjustment is October 1, 2023.
9	Rate of tax. Increases the tax on special fuels (e.g., compressed natural gas) proportional to the phased-in gasoline tax rates increases. Establishes annual indexing in the same manner as for gasoline and other motor fuels.
10	Motor vehicle lease sales tax revenue. Modifies the allocation of revenue from the state general sales tax due to vehicle leases. Under the change, the first \$32 million annually is retained in the general fund and the remainder is allocated: ▪ 75 percent for county state-aid highways in the seven-county Twin Cities metropolitan area;

Section	Description
	▪ 10 percent for greater Minnesota transit; and ▪ 15 percent for the Small Cities Assistance program. Adjusts the portion going to Twin Cities metropolitan area highways so that Hennepin and Ramsey counties are included, but only using a percentage of each of those county's populations to calculate the distribution of funds. (Allocation of this aid is proportional based on population.) Effective for fiscal year 2020 and after.
11	Deposit of revenues. Eliminates three tax revenue sources from being directed into the highway user tax distribution fund, so that the revenue instead goes to the general fund. The revenue streams are from (1) a motor vehicle rental tax, (2) general sales tax revenue from short-term vehicle rentals, and (3) a portion of general sales tax revenue attributed to motor vehicle repair and replacement parts.
12	Authorization; scope. Makes a conforming change.
13	Transportation stability sales and use tax. Directs the Metropolitan Council to impose a metropolitan area sales and use tax in the Twin Cities metropolitan area, at a rate of 0.5 percent. Provides for tax administration and collection. Allocates the revenue 50 percent to the council for transit purposes and 50 percent to the Transportation Advisory Board (TAB) within the council for grants for transportation projects. Requires the TAB-administered portion to be allocated: ▪ at least 30 percent for road and bridge projects; ▪ at least 30 percent for transit purposes; ▪ at least 10 percent for nonmotorized and active transportation; and ▪ the remaining 30 percent for any of the previous categories. Authorizes the council to issue bonds or other forms of debt backed by the council's transportation system revenue. Requires the first grant awards from the TAB by January 31, 2020.
14	Rate. Increases the rate of the motor vehicle sales tax (MVST) by 0.375, from 6.5 percent to 6.875 percent. Effective January 1, 2020.
15	Allocation of revenue. Modifies the distribution of MVST revenue, so that:

Section	Description
	▪ 57 percent goes to the highway use tax distribution fund (decreased from 60 percent); and ▪ 43 percent goes to transit purposes (increased from 40 percent), which is divided 34.5 percent for Twin Cities metropolitan area transit and 8.5 percent for greater Minnesota transit.

Article 4: Transportation and the Environment

This article contains provisions that relate to environmental impacts of transportation.

Section	Description
1	Transportation goals. Modifies state transportation system goals to include promotion of zero-emission vehicles and directs MnDOT to accomplish the goals with minimal impact on human health.
2	[Adds § 174.023] Environment and climate reporting. Requires MnDOT to provide an annual legislative report on activity in meeting state greenhouse gas reduction goals.
3	Energy conservation. Directs MnDOT to use information on transportation sector energy usage for promotion of low- and zero-emission energy resources for transportation.
4	[Adds § 174.47] Electric vehicle infrastructure. Directs MnDOT to establish electric vehicle infrastructure statewide. Establishes an electric vehicle infrastructure account (which receives funds under a separate provision in the bill) and sets administrative requirements on use of the funds.

Article 5: Licenses and Identification Cards

This article makes various modifications related to driver's license and Minnesota identification cards, which include allowing a person to obtain a driver's license or Minnesota identification card without providing proof of legal presence in the United States; permitting additional forms of documentation to establish identity and residency in order to obtain the license or identification card; and establishing various data and nondiscrimination protections related to the licenses and identification cards.

Section	Description
1	Noncompliant license or identification card; lawful status. Makes a technical change, to create a cross-reference in the chapter on data practices.
2	Temporary lawful admission. Makes a technical change, to clarify application of a provision on issuing licenses and ID cards to those who have temporary admission into the United States.
3	Content of application; other information. Eliminates a certification requirement related to Social Security number eligibility.
4	Noncompliant license or identification card; lawful status. Establishes that a person may obtain a noncompliant driver's license or Minnesota identification card (i.e., one that does not fully comply with REAL ID Act requirements) without showing proof of legal presence in the United States. Makes an administrative rule on documenting legal status no longer apply to applications for a noncompliant license or identification card. This has the effect of eliminating temporary marking on the noncompliant licenses and cards.
5	Noncompliant license or identification card; general requirements. Sets requirements on legibility, certification, translation, and name change documentation related to documents that are being added under the bill as acceptable to show identity.
6	Noncompliant license or identification card; primary documents. Identifies additional forms of documentation as permissible <i>primary</i> documents that can be used to prove identity for noncompliant license and identification card applications. This is in addition to documents currently specified in administrative rules. The submitted documentation must have security features.
7	Noncompliant license or identification card; secondary documents. Identifies several additional forms of documentation as permissible <i>secondary</i> documents that can be used to prove identity for noncompliant license and identification card applications. This is in addition to documents currently specified in administrative rules. Prevents reuse of a document as both primary and secondary.
8	License; contents and design. Requires marking a driver's license with "not for voting" on the back side of the document, for licenses issued in some situations where the applicant is not providing proof of citizenship. Prohibits any further indications on the document regarding lawful presence. Makes technical changes.

Section	Description
9	Identification card; content and design; fee. Requires marking a Minnesota identification card with “not for voting” on the back side of the document, for cards issued in some situations where the applicant is not providing proof of citizenship. Prohibits any further indications on the document regarding lawful presence. Makes technical changes.
10	Disclosure of personal information. Establishes that mandated driver’s license and identification data disclosure for public safety does not authorize disclosure of data that is otherwise restricted for a driver’s license or identification card for which the person has not demonstrated lawful presence.
11	Driving record disclosure to law enforcement. Prevents driving record data disclosure to law enforcement agencies if restricted for a driver’s license or identification card for which the person has not demonstrated lawful presence.
12	Certain data on noncompliant license or identification card; department and agents. Prohibits the Department of Public Safety and driver’s license agents from disclosing data related to driver’s licenses and identification cards where the applicant or card holder has not demonstrated lawful presence.
13	Certain data on noncompliant license or identification card; criminal justice. Prohibits law enforcement, prosecutors, and other enforcement officials from taking any action that is specifically based on a driver’s license or identification card that is marked to indicate that the person has not demonstrated citizenship or lawful presence.
14	Election day registration. Prohibits a person from proving identity and residence for purposes of election day voter registration using a driver’s license or identification card for which the person has not demonstrated lawful presence.
15	County notification; election judge training. Directs the secretary of state to inform county auditors about not accepting a driver’s license or identification card for which the person has not demonstrated lawful presence for election day voter registration. Directs county auditors to inform election officials and include information on the topic in election judge training. Effective January 1, 2020.
16	Repealer. Repeals a prohibition on Department of Public Safety rulemaking. The prohibition prevents the department from modifying current administrative rules related to driver’s

Section	Description
	licenses and Minnesota identification cards (including on documentation of identity and residency, duplicate licenses and cards, and variances).
17	Effective date. Makes the article effective August 1, 2019 (unless specified otherwise).

Article 6: Transportation Finance and Policy

This article contains a variety of provisions on transportation finance and policy.

Section	Description
1	Metropolitan Council special transportation service. Makes a technical change, to create a cross-reference within chapter 13 (the Government Data Practices Act).
2	Transportation service data. Allows for private transportation service data to be shared between the Department of Human Services and the Metropolitan Council to coordinate special transportation services.
3	Unfair practices by manufacturers, distributors, factory branches. Prohibits motor vehicle manufacturers and distributors from charging back or withholding payment to a vehicle dealer due to unreasonable Department of Public Safety delays in vehicle registration or transfer. This provision expires June 30, 2022.
4	Bikeway. Centralizes bicycle-related definitions.
5	Cooperation among agencies and governments; assistance. Directs MnDOT to assist local units of government on bicycle planning activities.
6	Powers of political subdivisions. Directs local units of government to prioritize preservation of disability parking spaces when establishing a bikeway.
7	State bicycle routes. Makes a conforming change.

Section	Description
8	Jim Oberstar Bikeway. Establishes a Jim Oberstar Bikeway designation for a bikeway route from St. Paul through Duluth to the Canadian border along Lake Superior.
9	Route No. 115. Makes a conforming change.
10	Eisenhower Bridge of Valor. Modifies designation of the U.S. Highway 63 bridge over the Mississippi River in Red Wing to be the "Eisenhower Bridge of Valor."
11	Corrections Officer Joseph Gomm Memorial Highway. Designates a portion of Trunk Highway 95 from I-94 to Trunk Highway 36 as "Corrections Officer Joseph Gomm Memorial Highway."
12	Tom Rukavina Memorial Bridge. Designates a bridge on U.S. Highway 53 in Virginia as "Tom Rukavina Memorial Bridge."
13	Captain Jeffrey Vollmer Memorial Highway. Designates a portion of Trunk Highway 25 as "Captain Jeffrey Vollmer Memorial Highway."
14	Richard J. Ames Memorial Highway. Designates a route from Jordan to U.S. Highway 61 near Miesville as the "Richard J. Ames Memorial Highway."
15	Kenneth E. Sellon and Eugene B. Schlotfeldt Memorial Highway. Designates a portion of Interstate Highway 94 from Sauk Centre to Alexandria as the "Kenneth E. Sellon and Eugene B. Schlotfeldt Memorial Highway."
16	Ryane Clark Memorial Highway. Designates a portion of Trunk Highway 23, in Kandiyohi County between New London and Spicer, as the "Ryane Clark Memorial Highway."
17	[Adds § 161.369] Indian employment preference. Authorizes MnDOT to provide an employment preference for members of Indian tribes, which applies to projects on or near Indian reservations.

Section	Description
18	Relocation of utility. Broadens the circumstances when MnDOT can incorporate utility relocation into contracted trunk highway work, to include utility relocations ordered by MnDOT.
19	Relocation of facilities; reimbursement. Prevents utility companies from being reimbursed for the costs of utility relocation due to a trunk highway construction project for facilities installed after August 1, 2019.
20	Passenger automobile; hearse. Authorizes a vehicle dealer to determine the value of a motor vehicle used in registration tax calculation, to be based on the manufacturer's suggested retail price. Requires retention of the label or price documentation.
21	Application; cancellation; excessive gross weight forbidden. Modifies exceptions to penalties and required re-registration for some overweight vehicles transporting unfinished forest products, which includes having a variance calculation apply throughout the year (instead of just during winter weight increases).
22	Listing by dealers. Permits vehicle dealers to withhold payment on registration tax already due for vehicles that the dealer holds for sale or demonstration, without a lien going onto the vehicle for nonpayment of the tax.
23	Collector military vehicle. Allows for some former military vehicles to be registered and operated as general motor vehicles for on-road use. The provision applies to decommissioned military vehicles for which a civilian model having the same size and weight was also manufactured and sold (e.g., a Humvee).
24	Design. Authorizes issuance of a Multinational Peacekeepers special license plate.
25	[Adds § 168.1283] Minnesota agriculture special plates. Creates a Minnesota agriculture special license plate. As part of the requirements to obtain the plate, a vehicle owner would need to donate \$20 annually for Minnesota Future Farmers of America (FFA) Foundation and Minnesota 4-H activities.
26	[Adds § 168.1284] Lions Clubs International special plates. Creates a Lions Clubs International special license plate. As part of the requirements to obtain the plate, a vehicle owner must donate \$25 on initial application and \$5 annually for Lions Clubs International.

Section	Description
27	[Adds § 168.1285] Rotary International special plates. Creates a Rotary International special license plate. Among the requirements to obtain the plate, a vehicle owner must donate \$25 on initial application and \$5 annually for Rotary International.
28	Multiple licenses. Allows a company that holds multiple types of dealer licenses (for instance, as a new motor vehicle dealer and as a used motor vehicle dealer) to hold and sell vehicles across its dealership locations without needing to transfer title or ownership.
29	Designated dealer title and registration liaison. Directs the Department of Public Safety to designate a liaison for vehicle dealers.
30	Late fee. Eliminates a \$2 late fee for title transfers from vehicle dealers. Effective July 1, 2020, or earlier if necessary programming changes are completed.
31	Electronic transmission. Directs the Department of Public Safety to set standards that allow vehicle dealers to use third-party software that can electronically submit title transfers and vehicle registrations to the department. Effective July 1, 2020, or earlier if necessary programming changes are completed.
32	Vehicle registration data; federal compliance. Authorizes vehicle dealers to obtain motor vehicle data from the Department of Public Safety for specified purposes that are permitted under federal law.
33	Application for certificate of title. Allows for some former military vehicles to be titled as general motor vehicles for on-road use.
34	Consular identification card. Allows an individual to use a consular identification card as a “primary” document to show identity for vehicle titling and registration.
35	Application, issuance, form, bond, and notice. Establishes that issuance of a duplicate motor vehicle title by a deputy registrar is an expedited transaction. Sets a \$10 fee, to be retained by the deputy registrar.

Section	Description
36	Owner's interest terminated or vehicle sold by secured party. Broadens a provision on procedures for changing vehicle ownership due to actions taken by a secured party (i.e., a lender or other party that holds legal rights over the vehicle), to include assignees of a secured party.
37	Notice of perfection by dealer. Authorizes vehicle dealers to provide a statement to secured parties for a vehicle (such as lenders) that title application with the security interest was properly provided to the Department of Public Safety.
38	[Adds § 168A.241] Driver and Vehicle Services Executive Steering Committee. Codifies a steering committee in the Department of Public Safety. Creates the committee, outlines its scope, specifies membership, addresses meetings and staffing, and identifies duties and reporting. Makes the committee expire June 30, 2026.
39	Automated driving system. Defines "automated driving system" for the chapter on traffic regulations.
40	Bicycle lane. Establishes that bicycle lanes are part of the roadway (that is, the main traveled portion of a road) and not a shoulder (the contiguous portion of the road that is not traveled upon).
41	Bikeway. Broadens a definition of "bikeway" for the chapter on traffic regulations (which substantially matches the definition being centralized in another section).
42	Federal motor vehicle safety standards automated vehicle exemption. Defines "federal motor vehicle safety standards automated vehicle exemption" for the chapter on traffic regulations.
43	Highly automated vehicle. Defines "highly automated vehicle" for the chapter on traffic regulations.
44	Minimal risk condition. Defines "minimal risk condition" for the chapter on traffic regulations.
45	Operator. Defines "operator" for the chapter on traffic regulations, including specifying an order of precedence for determining the vehicle operator.

Section	Description
46	Narrow-width lane. Defines “narrow-width lane” for the chapter on traffic regulations.
47	Platooning system. Defines “platooning system” for the chapter on traffic regulations.
48	Recycling vehicle. Defines “recycling vehicle” for the chapter on traffic regulations.
49	Residential roadway. Expands the definition of “residential roadway” for the chapter on traffic regulations to include a city street or town road that is not a collector or arterial street in an area zoned exclusively for housing. This has the effect of allowing cities and towns to adopt a speed limit of 25 miles per hour on residential roadways without a traffic engineering study and approval by MnDOT.
50	Solid waste vehicle. Defines “solid waste vehicle” for the chapter on traffic regulations.
51	Vehicle platoon. Defines “vehicle platoon” for the chapter on traffic regulations.
52	Automated vehicle. Establishes that an operator of an automated vehicle who is not present in the vehicle has the same rights and responsibilities as a vehicle operator who is physically present.
53	Obedience to work zone flagger; violation, penalty. Authorizes peace officers to stop and cite the driver of a motor vehicle that has been reported by a qualified work zone flagger as having violated traffic regulations within a work zone. The authority is for up to four hours from the time of the incident (so that the officer does not need to have directly observed the violation). Sets a \$300 fine for a violation by the driver.
54	Passing. Requires clearance when passing a bicycle that is at least three feet or half of that vehicle’s width, whichever is greater, unless passing in a separate lane. Makes technical changes.

Section	Description
55	Following vehicle too closely. Exempts a vehicle platoon from a limitation on following within 500 feet of another vehicle outside of a business or residential district.
56	Passing parked authorized vehicle; citation; probable cause. Modifies a provision requiring drivers to move over or reduce speed when specified types of vehicles are on the side of the road with lights activated, to (1) broaden the list of vehicles and types of vehicle lighting for which the requirements apply, and (2) expand peace officer authority to cite a driver within a four-hour window following an incident.
57	Transit bus; school bus. Requires drivers to yield to a school bus that is attempting to enter a lane of travel from a shoulder, right-turn lane, or other location used for passenger loading or unloading.
58	Traffic laws apply. Clarifies that bicyclists operating on a shoulder have the same rights and duties as when operating on the road generally. Makes a technical change, to substantially reproduce language on sidewalk and crosswalk operating authority that is being moved.
59	Riding rules. Amends various operating rules for bicyclists. Makes technical changes, including to eliminate language that is being moved to another subdivision in the statute.
60	Requirements. Expands the cases when a person driving a motor vehicle must not cross a railroad grade crossing in the presence or approach of a train, to also include other on-track equipment.
61	Pedestrians; penalty. Extends the penalty for pedestrians who ignore barriers, signals, and warning sounds for a train, to also cover other on-track equipment.
62	Certain vehicles to stop at railroad crossings. Requires school buses and other vehicles that are required to stop at railroad crossings for trains to follow the same requirements for other on-track equipment. Requires other on-track equipment to follow the same procedure as trains at an exempt crossing.
63	Crossing railroad tracks with certain equipment. Requires persons going through a rail grade crossing on heavy equipment or similar slow moving vehicle to follow the same procedures for other on-track equipment as for trains.

Section	Description
64	Use of stop-signal arm. Allows a school bus operator to proceed from a right-turn lane to a through lane after loading or unloading students, instead of being required to turn.
65	Colors. Allows the rub rails on school buses adjacent to the beltline (the area below the windows) to be either black or yellow.
66	Transportation network company vehicle. Permits transportation network company vehicles (e.g., for Uber or Lyft) to display illuminated company signs.
67	Warning lamp on vehicles collecting solid waste or recycling. Revises the standard for warning lamps used on solid waste vehicles. Makes recycling vehicles subject to the same standard and requirements on use.
68	Prohibitions generally; exceptions. Allows mounting a transportation network company sign on the bottom area of a vehicle's windshield.
69	Glazing material; prohibitions. Broadens an exception to the prohibition on motor vehicle window tinting that is available based on a prescription or medical statement, so that other specified family members can operate the vehicle without in-vehicle presence of the person for whom the prescription or statement is issued. Makes technical changes. Effective November 1, 2019.
70	Towaway trailer transporter combinations. Allows a power unit to tow a combination of two trailers under specified circumstances.
71	Special products permits. Modifies a special permit for overweight two- and three-units vehicles, to (1) specify that only paper products or iron ore tailings can be transported under the permit, and (2) expand the roads that the vehicle may operate on, to include all of Trunk Highway 53.
72	Six-axle vehicles. Makes a conforming change.

Section	Description
73	Definition. Defines “qualifying agricultural products” that can be hauled under a provision on special overweight vehicle permits.
74	Seven-axle vehicles. Makes a conforming change.
75	[Adds § 169.881] Vehicle platoons. Allows for vehicle platooning on controlled access trunk highways. Sets the requirements and conditions under which a vehicle platoon may operate, including requiring plan approval by MnDOT.
76	Suspension of driver’s license. Prohibits the Department of Public Safety from suspending a person’s driver’s license based on the failure to appear in court after receiving a citation for a petty misdemeanor or for driving after suspension.
77	Third-party tester. Defines “third-party tester” in the chapter on driver licensing as a person certified by the Department of Public Safety to conduct road tests and skills tests.
78	Third-party testing program. Defines “third-party testing program” in the chapter on driver licensing as a program authorized by the Department of Public Safety to conduct road tests and skills tests.
79	Contents of application; other information. Makes a conforming change.
80	Autism spectrum or mental health identifier. Allows a driver’s license or Minnesota identification card holder to optionally add an identifier to the card indicating that the person has been diagnosed with an autism spectrum disorder or a mental health condition. Effective July 1, 2020.
81	Emergency contacts. Allows a driver’s license or Minnesota identification card holder to optionally identify up to three emergency contacts, to be available to law enforcement personnel. Provides for updating the contacts. Effective July 1, 2020, or earlier if necessary programming changes are completed.

Section	Description
82	Commissioner shall suspend. Prohibits suspension of a person's driver's license if the person was only convicted for driving after suspension or driving after revocation.
83	Failure to pay fine. Prohibits suspension of a person's driver's license based solely on the fact that the person failed to pay a traffic ticket, parking fine, or surcharge.
84	Offenses. Reiterates the prohibition on suspending a person's driver's license following a conviction for driving after suspension or driving after revocation.
85	[Adds § 171.3213] Third-party testing of school bus drivers. Allows school districts and school bus companies that have third-party testing programs to administer road tests and skills tests to drivers for other school districts or school bus companies, respectively.
86	[Adds § 171.325] Driver's license suspensions and revocations; reports. Requires the Department of Public Safety to provide an annual report on driver's license issuances, suspensions, and revocations. Requires the state court administrator to report annually on charges and convictions for driving after suspension or revocation, and on fines for motor vehicle violations.
87	State transportation improvement program. Sets requirements for MnDOT on prioritization and weighting in the department's project selection process, including specification of weighting factors to include, allowing for different weighting across MnDOT districts, and requiring stakeholder input.
88	Asset management. Directs MnDOT to maintain an inventory of transportation assets.
89	Eligibility; application. Adds tribal governments as eligible for public transit financial assistance administered by MnDOT.
90	Advisory committee on active transportation. Revises a committee to be on active transportation instead of nonmotorized transportation, specifies additional committee purposes, extends committee expiration to 2023, and requires the next meeting by October 15, 2019. Effective the day after enactment.

Section	Description
91	[Adds § 174.46] Automated vehicle testing. Authorizes and sets requirements for testing automated vehicles, including requiring a testing permit, setting driver and vehicle capabilities, identifying other conditions and restrictions, mandating reporting, and establishing uniformity of testing laws.
92	Snow and ice control; appropriation. Modifies the calculation for a statutory appropriation for snow and ice control from the balance in the trunk highway fund, to be based on annual expenditures above the established spending level.
93	Program established; inspector powers and duties. Modifies a rail inspection program administered by MnDOT, which includes allowing two additional positions in the program and broadening the scope of inspections that can be performed.
94	Inspection program requirements. Specifies MnDOT duties in implementing the rail inspection program.
95	Railroad company assessment; account; appropriation. Clarifies that the railroad assessment for the MnDOT rail inspection program is for all programmatic costs. Makes technical changes.
96	Grade crossing safety account. Allows administrative costs to be covered by funds in the grade crossing safety account.
97	[Adds § 219.752] Minimum crew size. Requires a minimum crew of two individuals for Class I or Class II railroad operation involving freight movement or passengers. Establishes a misdemeanor penalty for violations, with a \$250 fine for the first violation and a \$1,000 fine for subsequent violations.
98	Hours of service exemptions; utility construction. Creates an exemption from hours of service requirements for <i>intrastate</i> transportation of utility construction materials within a 50-mile radius of a project site.
99	General requirements. Revises wheelchair securement standards for vehicles used in transit and other non-private transportation services to transport a person who is in a wheelchair, to require that securement devices meet Americans with Disabilities Act (ADA) requirements and are used according to the manufacturer's instructions.

Section	Description
100	Design requirements. Modifies wheelchair securement design requirements to reference federal ADA regulations.
101	Maximum number of persons transported. Makes technical changes.
102	Additional safety requirements. Establishes boarding and lift requirements for vehicles used to transport a person who is in a wheelchair, which is done by reference to federal ADA regulations. Specifies driver duties related to wheelchair securement activities.
103	Standards. Broadens inspection requirements for vehicles that transport a person who is in a wheelchair.
104	Traffic fines and forfeited bail money. Increases the allocation of fine revenue involving State Patrol citations that under some circumstances goes into the grade crossing safety account, from \$1 million to \$1.75 million in FY 2020 and \$2.5 million in FY 2021 and after. (This results in a corresponding reduction in the amount going to the trunk highway fund.)
105	Electric vehicle infrastructure. Narrows requirements on use of universal and bi-directional charging for electric vehicle charging stations, to only apply to state-installed infrastructure.
106	Unmanned aircraft. Defines “unmanned aircraft” in the chapter on aeronautics.
107	Unmanned aircraft system. Defines “unmanned aircraft system” in the chapter on aeronautics.
108	Air transportation service charge. Expands charges to users of agency provided air transportation services to include indirect operating costs. Authorizes MnDOT to also charge for capital costs of the aircraft, including acquisition or leasing. Establishes a new account for the aircraft capital revenue, with the funds annually appropriated to MnDOT for aircraft acquisition or leasing. Makes technical changes.

Section	Description
109	[Adds § 360.026] Unmanned aircraft local ordinances. Requires local units of government to provide review and notice to MnDOT regarding ordinances governing unmanned aircraft.
110	Unmanned aircraft systems. Exempts unmanned aircraft that weigh less than 55 pounds total at takeoff from registration and fee requirements if used solely for recreation. Requires registration with a \$25 fee (reduced from the current aircraft registration tax of at least \$100) for non-recreational unmanned aircraft that weight less than 55 pounds at takeoff.
111	Certificate of insurance. Clarifies that passenger seat liability coverage is not required for unmanned aircraft.
112	Tax refund. Establishes that a tax refund is not available for an unmanned aircraft that is destroyed or removed from the state.
113	Duties of council. Expands Metro Mobility service to include Lakeville.
114	Data practices. Provides for the Department of Human Services and the Metropolitan Council to share specified data to coordinate special transportation services, with the consent of the data subject.
115	Financial assistance; regional allocation. Makes Metropolitan Council minimum regional allocation funding requirements to suburban transit providers permanent, which is from a portion of total motor vehicle sales tax revenue.
116	Obligations. Authorizes the Metropolitan Council to issue up to an additional \$92.3 million in “regional transit capital” bonds or similar forms of debt.
117	Limitation; light rail transit. Narrows a prohibition on use of debt (e.g., bonds and grant anticipation notes) issued by the Metropolitan Council for light rail transit purposes.

Section	Description
118	Air quality, emissions, bus deployment. Directs the Metropolitan Council to use its lowest emission buses on routes that serve areas identified as having poor air quality.
119	Application. Broadens a liability provision on freight rail and light rail transit co-located in the same corridor so that the provision also covers the Bottineau Light Rail Transit (Blue Line extension) project.
120	Campus zone pass. Directs the Metropolitan Council to implement a zone pass program for light rail transit around the University of Minnesota campus. Specifies requirements.
121	Motor vehicle charges and conviction data; report. Requires the court administrator to collect data on driving after suspension or revocation, and on fines for violations related to motor vehicle operation.
122	Trunk highway facility projects. Eliminates a requirement that the city of Floodwood operate and maintain a trunk highway rest area after it is conveyed to it.
123	Pilot program evaluation. Modifies the due date and recipients for a legislative report on a pilot program that is being extended (see the next section).
124	Expiration. Extends an expiration date from 2022 to 2026 for a pilot program that allows for community destination signs in Two Harbors.
125	Temporary motor vehicle permits. Authorizes an extended time period for three types of temporary motor vehicle permits, to allow them to be valid for up to 180 days. Effective the day after enactment.
126	Prescription for glazed windows. Provides temporary authority to operate a vehicle with window tinting under an exception based on medical need.

Section	Description
127	Retroactive license reinstatement. Provides a process for the Department of Public Safety to make an individual's driver's license eligible for reinstatement if that license is suspended based on a conviction for driving after suspension or revocation, failure to pay a fee or fine, or both.
128	Conveyance of land; Stearns County. Authorizes land conveyance for a portion of state rail bank property in Stearns County.
129	Legislative Route No. 112 removed. Authorizes a turnback of a trunk highway in South St. Paul.
130	Metropolitan Council and Calhoun Isles Condominium Association facilitated meeting. Directs an office within the Bureau of Mediation Services to facilitate discussions between the Metropolitan Council and the Calhoun Isles Condominium Association regarding Southwest light rail transit project impacts. Effective the day after enactment.
131	Rail safety meetings. Directs the city of Minneapolis to host rail safety meetings at least annually during Southwest light rail transit project construction. Effective the day after enactment.
132	Minnesota State Academies signs; marked Interstate Highway 35. Requires signs on Interstate I-35 for Minnesota State Academy for the Deaf and Minnesota State Academy for the Blind, and prevents removal of directional signs on Trunk Highway 60.
133	Mileage-base user fee pilot program. Establishes a mileage-based user fee pilot program. Specifies program objectives, provides administrative authority to MnDOT, provides for data practices, and requires a legislative report by December 1, 2021.
134	Traffic stop study. Directs the Department of Public Safety to provide a grant to a qualified research organization to review and analyze data on traffic stops and provide a report to the legislature by February 15, 2021.
135	Legislative report on transportation information availability. Directs MnDOT to report to the legislature by December 1, 2020, on departmental reporting and information availability. Specifies entities to consult with in forming the report.

Section	Description
136	Revisor instruction. Paragraph (a) Provides technical direction to the Revisor of Statutes to make a conforming change to centralize bicycle-related definitions. Paragraph (b) provides technical direction to, in effect, reorder subdivisions to place a new definition first in a section on special vehicle permits for agricultural products.
137	Repealer. Paragraph (a) makes conforming changes, to repeal (1) a traffic regulation provision that requires drivers to move over for some types of vehicles (which are addressed in another provision being modified in the bill), and (2) wheelchair securement requirements. Paragraph (b) eliminates a quarterly review requirement of the Office of the Legislative Auditor regarding Metropolitan Council transit financial activity. Paragraph (c) eliminates a prohibition on study, planning, project development, and construction of commuter rail in the “Dan Patch” corridor from Minneapolis to Northfield.



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