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State of Minnesota  
**HOUSE OF REPRESENTATIVES**

EIGHTY-NINTH SESSION

**H. F. No. 4**

- 01/08/2015 Authored by Kelly, Howe, Kiel, Drazkowski, Erickson and others  
The bill was read for the first time and referred to the Committee on Transportation Policy and Finance
- 04/15/2015 Adoption of Report: Amended and re-referred to the Committee on Ways and Means
- 04/17/2015 Adoption of Report: Placed on the General Register as Amended  
Read Second Time
- 04/21/2015 Calendar for the Day, Amended  
Read Third Time as Amended  
Passed by the House as Amended and transmitted to the Senate to include Floor Amendments
- 04/29/2015 Refused to concur and Conference Committee appointed
- 05/18/2015 Pursuant to Joint Rule 3.02(a), the Conference Committee was discharged and the bill was laid on the table
- 03/08/2016 Bill was taken from the table and a Conference Committee was appointed

1.1 A bill for an act  
1.2 relating to transportation; establishing a budget for transportation; appropriating  
1.3 money for transportation, including Department of Transportation, Metropolitan  
1.4 Council, and Department of Public Safety activities; amending various  
1.5 provisions governing transportation policy and finance; establishing funds and  
1.6 accounts; requiring reports; authorizing sale and issuance of trunk highway  
1.7 bonds; amending Minnesota Statutes 2014, sections 16A.11, subdivision  
1.8 3a; 16A.86, subdivision 2; 16A.88, subdivisions 1a, 2; 16E.15, subdivision  
1.9 2; 117.036, subdivisions 2, 4; 160.20, subdivision 4; 160.27, by adding a  
1.10 subdivision; 161.04, by adding a subdivision; 161.231; 161.321, subdivisions  
1.11 2a, 2c, 4; 162.07, subdivision 1a; 168.053, subdivision 1; 168.1299, subdivision  
1.12 1; 169.475, subdivision 2; 169.49; 169.782, subdivisions 1, 2, 4; 169.79,  
1.13 subdivision 4; 169.81, by adding a subdivision; 169.865, subdivisions 1, 2, by  
1.14 adding a subdivision; 169.87, subdivision 6; 173.02, by adding a subdivision;  
1.15 173.15; 174.40, by adding a subdivision; 174.636, by adding a subdivision;  
1.16 174.92; 174.93, subdivision 1; 221.031, by adding a subdivision; 221.605,  
1.17 by adding a subdivision; 299A.465, subdivision 5, by adding a subdivision;  
1.18 299D.085, subdivision 2; 299D.09; 360.305, subdivision 4; 398A.04, by adding a  
1.19 subdivision; 473.146, subdivision 4; 473.399, by adding a subdivision; 473.4051,  
1.20 subdivision 2; Laws 2009, chapter 158, section 10, as amended; Laws 2014,  
1.21 chapter 312, article 11, section 3; proposing coding for new law in Minnesota  
1.22 Statutes, chapters 16A; 160; 161; 162; 168; 174; 299F; repealing Minnesota  
1.23 Statutes 2014, section 299E.02.

1.24 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.25 **ARTICLE 1**

1.26 **TRANSPORTATION APPROPRIATIONS**

1.27 Section 1. **ROAD AND BRIDGE ACT OF 2015.**

1.28 This act may be cited as the "Road and Bridge Act of 2015."

1.29 Sec. 2. **SUMMARY OF APPROPRIATIONS.**



3.1	<u>Transportation</u>		
3.2	<u>Stability</u>	<u>25,000,000</u>	<u>25,000,000</u>
3.3	<u>Transit Assistance</u>	<u>64,790,000</u>	<u>68,160,000</u>

3.4 The amounts that may be spent for each  
 3.5 purpose are specified in the following  
 3.6 subdivisions.

3.7 **Subd. 2. Multimodal Systems**

3.8 **(a) Aeronautics Activity**

3.9	<b><u>(1) Airport Development and Assistance</u></b>		<u>19,798,000</u>	<u>19,798,000</u>
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3.10 This appropriation is from the state  
 3.11 airports fund and must be spent according  
 3.12 to Minnesota Statutes, section 360.305,  
 3.13 subdivision 4.

3.14 The base appropriation in each of fiscal years  
 3.15 2018 and 2019 is \$14,323,000.

3.16 Notwithstanding Minnesota Statutes, section  
 3.17 16A.28, subdivision 6, this appropriation  
 3.18 is available for five years after the date of  
 3.19 appropriation.

3.20 If the appropriation for either year is  
 3.21 insufficient, the appropriation for the other  
 3.22 year is available for it.

3.23	<b><u>(2) Aviation Support and Services</u></b>		<u>6,411,000</u>	<u>6,411,000</u>
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3.24	<u>Appropriations by Fund</u>		
3.25		<u>2016</u>	<u>2017</u>
3.26	<u>Airports</u>	<u>5,311,000</u>	<u>5,311,000</u>
3.27	<u>Trunk Highway</u>	<u>1,100,000</u>	<u>1,100,000</u>

3.28 \$80,000 in each year is from the state airports  
 3.29 fund for the Civil Air Patrol.

3.30 The base appropriation from the general  
 3.31 fund in each of fiscal years 2018 and 2019 is  
 3.32 \$1,100,000.

4.1 The base appropriation from the trunk  
 4.2 highway fund in fiscal year 2018 and  
 4.3 thereafter is \$0.

4.4 **(b) Transit** 82,810,000 86,180,000

4.5	<u>Appropriations by Fund</u>	
4.6	<u>2016</u>	<u>2017</u>
4.7 <u>General</u>	<u>17,245,000</u>	<u>17,245,000</u>
4.8 <u>Trunk Highway</u>	<u>775,000</u>	<u>775,000</u>
4.9 <u>Transit Assistance</u>	<u>64,790,000</u>	<u>68,160,000</u>

4.10 The transit assistance fund appropriation is  
 4.11 from the greater Minnesota transit account  
 4.12 under Minnesota Statutes, section 16A.88.

4.13 The base appropriation from the general  
 4.14 fund in each of fiscal years 2018 and 2019  
 4.15 is \$18,020,000.

4.16 The base appropriation from the transit  
 4.17 assistance fund in fiscal year 2018 and  
 4.18 thereafter is as provided in Minnesota  
 4.19 Statutes, section 16A.88, subdivision 1a.

4.20 The base appropriation from the trunk  
 4.21 highway fund in fiscal year 2018 and  
 4.22 thereafter is \$0.

4.23 **(c) Safe Routes to School** 500,000 500,000

4.24 This appropriation is from the general fund  
 4.25 for the safe routes to school program under  
 4.26 Minnesota Statutes, section 174.40.

4.27 **(d) Freight** 7,653,000 5,153,000

4.28	<u>Appropriations by Fund</u>	
4.29	<u>2016</u>	<u>2017</u>
4.30 <u>General</u>	<u>256,000</u>	<u>256,000</u>
4.31 <u>Special Revenue</u>	<u>2,500,000</u>	<u>0</u>
4.32 <u>Trunk Highway</u>	<u>4,897,000</u>	<u>4,897,000</u>

4.33 The special revenue fund appropriation is  
 4.34 from the vehicle services operating account  
 4.35 for port development assistance program

5.1 grants under Minnesota Statutes, chapter  
 5.2 457A. Any improvements made with the  
 5.3 proceeds of these grants must be publicly  
 5.4 owned. This is a onetime appropriation and  
 5.5 is available in the second year.

5.6 The base appropriation from the general  
 5.7 fund in each of fiscal years 2018 and 2019 is  
 5.8 \$5,153,000.

5.9 The base appropriation from the trunk  
 5.10 highway fund in fiscal year 2018 and  
 5.11 thereafter is \$0.

5.12 Subd. 3. State Roads

5.13 (a) Operations and Maintenance Activity

5.14	<u>(1) General Operations and Maintenance</u>	<u>221,083,000</u>	<u>234,915,000</u>
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5.15 The base appropriation in fiscal year 2018  
 5.16 and thereafter is as provided in Minnesota  
 5.17 Statutes, section 161.04, subdivision 7.

5.18	<u>(2) Snow and Ice Management</u>	<u>65,000,000</u>	<u>65,000,000</u>
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5.19 This appropriation is for snow plowing,  
 5.20 anti-icing treatment, ice removal, and related  
 5.21 expenses.

5.22 If the appropriation in either year is  
 5.23 insufficient, the appropriation for the other  
 5.24 year is available for it.

5.25 If the appropriation in the second year is  
 5.26 insufficient, the commissioner may transfer  
 5.27 an amount of up to ten percent of the snow  
 5.28 and ice management appropriation for the  
 5.29 biennium from the appropriation for general  
 5.30 operations and maintenance under clause (1).

5.31 If a balance remains in this appropriation, the  
 5.32 commissioner may transfer up to that amount

6.1 for general operations and maintenance  
 6.2 under clause (1).  
 6.3 **(b) Program Planning and Delivery Activity**

6.4 **(1) Planning** 30,079,000 30,079,000

6.5 If a balance remains in this appropriation, the  
 6.6 commissioner may transfer up to that amount  
 6.7 for program delivery under clause (2).

6.8 \$250,000 in the first year is for the  
 6.9 interchange safety improvement study under  
 6.10 article 3, section 60.

6.11 \$266,000 in each year is available for grants  
 6.12 to metropolitan planning organizations  
 6.13 outside the seven-county metropolitan area.

6.14 \$900,000 in each year is available for  
 6.15 grants for transportation studies outside  
 6.16 the metropolitan area to identify critical  
 6.17 concerns, problems, and issues. These  
 6.18 grants are available: (1) to regional  
 6.19 development commissions; (2) in regions  
 6.20 where no regional development commission  
 6.21 is functioning, to joint powers boards  
 6.22 established under an agreement of two or  
 6.23 more political subdivisions in the region to  
 6.24 exercise the planning functions of a regional  
 6.25 development commission; and (3) in regions  
 6.26 where no regional development commission  
 6.27 or joint powers board is functioning, to the  
 6.28 department's district office for that region.

6.29 **(2) Program Delivery** 179,946,000 166,758,000

6.30 This appropriation includes use of consultants  
 6.31 to support development and management of  
 6.32 projects.

7.1 The base appropriation in fiscal year 2018  
 7.2 is \$164,238,000 and in fiscal year 2019 is  
 7.3 \$150,563,000.

7.4 \$130,000 in each year is available for  
 7.5 administrative costs of the department's  
 7.6 targeted group business program.

7.7 \$1,000,000 in each year is available  
 7.8 for management of contaminated and  
 7.9 regulated material on property owned by  
 7.10 the Department of Transportation, including  
 7.11 mitigation of property conveyances, facility  
 7.12 acquisition or expansion, chemical release at  
 7.13 maintenance facilities, and spills on the trunk  
 7.14 highway system where there is no known  
 7.15 responsible party. If the appropriation for  
 7.16 either year is insufficient, the appropriation  
 7.17 for the other year is available for it.

7.18	<u><b>(c) State Road Construction</b></u>	<u>897,889,000</u>	<u>905,356,000</u>
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7.19 This appropriation is for the actual  
 7.20 construction, reconstruction, and  
 7.21 improvement of trunk highways, including  
 7.22 design-build contracts. This includes the cost  
 7.23 of actual payment to landowners for lands  
 7.24 acquired for highway rights-of-way, payment  
 7.25 to lessees, interest subsidies, and relocation  
 7.26 expenses.

7.27 The base appropriation in fiscal year 2018  
 7.28 and thereafter is as provided in Minnesota  
 7.29 Statutes, section 161.04, subdivision 7.

7.30 \$1,000,000 in the first year is to complete  
 7.31 projects using funds made available to  
 7.32 the commissioner of transportation under  
 7.33 title XII of the American Recovery and  
 7.34 Reinvestment Act of 2009, Public Law

8.1 111-5, and implemented under Minnesota  
 8.2 Statutes, section 161.36, subdivision 7.

8.3 The commissioner may expend up to one-half  
 8.4 of one percent of the federal appropriations  
 8.5 under this paragraph as grants to opportunity  
 8.6 industrialization centers and other nonprofit  
 8.7 job training centers for job training programs  
 8.8 related to highway construction.

8.9 The commissioner may transfer up to  
 8.10 \$15,000,000 each year to the transportation  
 8.11 revolving loan fund.

8.12 The commissioner may collect receipts for  
 8.13 the partners' share of partnership projects.

8.14 These receipts are appropriated to the  
 8.15 commissioner for these projects.

8.16 The commissioner may expend an amount as  
 8.17 necessary for land acquisition on Corridors  
 8.18 of Commerce projects funded under article  
 8.19 2, section 2, subdivision 1.

8.20 An amount up to the unexpended balance  
 8.21 in the appropriation under Laws 2012, First  
 8.22 Special Session chapter 1, article 1, section  
 8.23 4, subdivision 3, is available for the purposes  
 8.24 stated in Minnesota Statutes, section 12A.16,  
 8.25 subdivision 2.

8.26 <b><u>(d) Highway Debt Service</u></b>	<u>197,103,000</u>	<u>236,428,000</u>
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8.27 \$187,603,000 the first year and \$226,928,000  
 8.28 the second year are for transfer to the state  
 8.29 bond fund. If this appropriation is insufficient  
 8.30 to make all transfers required in the year  
 8.31 for which it is made, the commissioner  
 8.32 of management and budget shall transfer  
 8.33 the deficiency amount under the statutory  
 8.34 open appropriation, and notify the chairs



9.1 and ranking minority members of the  
 9.2 legislative committees with jurisdiction over  
 9.3 transportation finance and the chairs of the  
 9.4 senate Committee on Finance and the house  
 9.5 of representatives Committee on Ways and  
 9.6 Means of the amount of the deficiency. Any  
 9.7 excess appropriation cancels to the trunk  
 9.8 highway fund.

9.9 The base appropriation in fiscal year 2018  
 9.10 is \$262,899,000 and in fiscal year 2019 is  
 9.11 \$281,012,000.

9.12 **(e) Statewide Radio Communications** 5,171,000 5,171,000

9.13	<u>Appropriations by Fund</u>		
9.14		<u>2016</u>	<u>2017</u>
9.15	<u>General</u>	<u>3,000</u>	<u>3,000</u>
9.16	<u>Special Revenue</u>	<u>32,000</u>	<u>0</u>
9.17	<u>Trunk Highway</u>	<u>5,168,000</u>	<u>5,168,000</u>

9.18 The general fund appropriation is to equip  
 9.19 and operate the Roosevelt signal tower for  
 9.20 Lake of the Woods weather broadcasting.

9.21 The special revenue fund appropriation is  
 9.22 from the vehicle services operating account  
 9.23 for a weather transmitter in Lake of the Woods  
 9.24 County. This is a onetime appropriation.

9.25 The base appropriation from the general  
 9.26 fund in each of fiscal years 2018 and 2019 is  
 9.27 \$5,171,000.

9.28 The base appropriation from the trunk  
 9.29 highway fund in fiscal year 2018 and  
 9.30 thereafter is \$0.

9.31 **Subd. 4. Local Roads**

9.32 **(a) County State-Aid Highway Fund** 844,521,000 786,152,000

9.33 This appropriation is from the county  
 9.34 state-aid highway fund under Minnesota

10.1 Statutes, section 161.081, and chapter 162,  
 10.2 and is available until spent.  
 10.3 If the commissioner of transportation  
 10.4 determines that a balance remains in the  
 10.5 county state-aid highway fund following  
 10.6 the appropriations and transfers made in  
 10.7 this paragraph, and that the appropriations  
 10.8 made are insufficient for advancing county  
 10.9 state-aid highway projects, an amount  
 10.10 necessary to advance the projects, not to  
 10.11 exceed the balance in the county state-aid  
 10.12 highway fund, is appropriated in each year  
 10.13 to the commissioner. Within two weeks  
 10.14 of a determination under this contingent  
 10.15 appropriation, the commissioner of  
 10.16 transportation shall notify the commissioner  
 10.17 of management and budget and the chairs  
 10.18 and ranking minority members of the  
 10.19 legislative committees with jurisdiction  
 10.20 over transportation finance concerning  
 10.21 funds appropriated. The commissioner shall  
 10.22 include in the next budget submission to  
 10.23 the legislature under Minnesota Statutes,  
 10.24 section 16A.11, any additional amount that is  
 10.25 appropriated under this paragraph.

10.26 <b><u>(b) Municipal State-Aid Street Fund</u></b>	<u>218,127,000</u>	<u>197,506,000</u>
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10.27 This appropriation is from the municipal  
 10.28 state-aid street fund under Minnesota  
 10.29 Statutes, chapter 162, and is available until  
 10.30 spent.

10.31 If the commissioner of transportation  
 10.32 determines that a balance remains in the  
 10.33 municipal state-aid street fund following the  
 10.34 appropriations and transfers made in this  
 10.35 paragraph, and that the appropriations made

11.1 are insufficient for advancing municipal  
 11.2 state-aid street projects, an amount necessary  
 11.3 to advance the projects, not to exceed  
 11.4 the balance in the municipal state-aid  
 11.5 street fund, is appropriated in each year  
 11.6 to the commissioner. Within two weeks  
 11.7 of a determination under this contingent  
 11.8 appropriation, the commissioner of  
 11.9 transportation shall notify the commissioner  
 11.10 of management and budget and the chairs  
 11.11 and ranking minority members of the  
 11.12 legislative committees with jurisdiction  
 11.13 over transportation finance concerning  
 11.14 funds appropriated. The commissioner shall  
 11.15 include in the next budget submission to  
 11.16 the legislature under Minnesota Statutes,  
 11.17 section 16A.11, any additional amount that is  
 11.18 appropriated under this paragraph.

11.19 **(c) Small Cities Assistance** 25,000,000 25,000,000

11.20 This appropriation is from the small cities  
 11.21 assistance account in the transportation  
 11.22 stability fund under Minnesota Statutes,  
 11.23 section 162.145, for small cities assistance  
 11.24 under that section.

11.25 The base appropriation in fiscal year 2018  
 11.26 is \$27,500,000 and in fiscal year 2019 is  
 11.27 \$27,900,000.

11.28 **Subd. 5. Agency Management**

11.29 **(a) Agency Services** 41,972,000 41,972,000

11.30 The base appropriation from the general  
 11.31 fund in each of fiscal years 2018 and 2019  
 11.32 is \$41,972,000.

12.1 The base appropriation from the trunk  
 12.2 highway fund in fiscal year 2018 and  
 12.3 thereafter is \$0.

12.4 **(b) Buildings** 17,838,000 17,838,000

12.5	<u>Appropriations by Fund</u>		
12.6		<u>2016</u>	<u>2017</u>
12.7	<u>General</u>	<u>54,000</u>	<u>54,000</u>
12.8	<u>Trunk Highway</u>	<u>17,784,000</u>	<u>17,784,000</u>

12.9 The base appropriation from the general  
 12.10 fund in each of fiscal years 2018 and 2019  
 12.11 is \$17,838,000.

12.12 The base appropriation from the trunk  
 12.13 highway fund in fiscal year 2018 and  
 12.14 thereafter is \$0.

12.15 Any money appropriated to the commissioner  
 12.16 of transportation for building construction  
 12.17 for any fiscal year before 2016 is available  
 12.18 to the commissioner of transportation  
 12.19 during the biennium to the extent that the  
 12.20 commissioner spends the money on the  
 12.21 building construction projects for which the  
 12.22 money was originally encumbered during the  
 12.23 fiscal year for which it was appropriated.

12.24 If the appropriation for either year is  
 12.25 insufficient, the appropriation for the other  
 12.26 year is available for it.

12.27 **(c) Tort Claims** 600,000 600,000

12.28 This appropriation is to the commissioner of  
 12.29 transportation. If the appropriation for either  
 12.30 year is insufficient, the appropriation for the  
 12.31 other year is available for it.

12.32 **Subd. 6. Flexible Highway Account Transfers**

12.33 The commissioner of transportation shall  
 12.34 transfer from the flexible highway account in

13.1 the county state-aid highway fund the entire  
 13.2 amount in each year to the county turnback  
 13.3 account in the county state-aid highway  
 13.4 fund. The funds transferred are for highway  
 13.5 turnback purposes under Minnesota Statutes,  
 13.6 section 161.081, subdivision 3.

13.7 **Subd. 7. State Road Construction**  
 13.8 **Appropriations Carryforward**

13.9 Any money appropriated to the commissioner  
 13.10 of transportation for state road construction  
 13.11 for any fiscal year before fiscal year 2016  
 13.12 is available to the commissioner during the  
 13.13 biennium to the extent that the commissioner  
 13.14 spends the money on the state road  
 13.15 construction project for which the money  
 13.16 was originally encumbered during the fiscal  
 13.17 year for which it was appropriated.

13.18 **Subd. 8. Contingent Appropriation**

13.19 The commissioner of transportation, with  
 13.20 the approval of the governor and the  
 13.21 written approval of at least five members  
 13.22 of a group consisting of the members of  
 13.23 the Legislative Advisory Commission  
 13.24 under Minnesota Statutes, section 3.30,  
 13.25 and the ranking minority members of the  
 13.26 legislative committees with jurisdiction over  
 13.27 transportation finance, may transfer all or  
 13.28 part of the unappropriated balance in the  
 13.29 trunk highway fund to an appropriation:  
 13.30 (1) for trunk highway design, construction,  
 13.31 or inspection in order to take advantage of  
 13.32 an unanticipated receipt of income to the  
 13.33 trunk highway fund or to take advantage  
 13.34 of federal advanced construction funding;  
 13.35 (2) for trunk highway maintenance in order



15.1 thereafter is as provided in Minnesota  
 15.2 Statutes, section 16A.88, subdivision 2.  
 15.3 To the extent that appropriations from the  
 15.4 general fund are reduced in this subdivision  
 15.5 from base appropriations for fiscal years 2016  
 15.6 and 2017, the amount appropriated from the  
 15.7 metropolitan area transit account that is in  
 15.8 excess of the amount appropriated in fiscal  
 15.9 year 2015 must be allocated first to purposes  
 15.10 identified in the Metropolitan Council 2015  
 15.11 unified budget as adopted in December  
 15.12 2014, including Metro Mobility service, and  
 15.13 funded from general fund appropriations.

15.14 In each of the 2016 and 2017 Metropolitan  
 15.15 Council budget years, the Metropolitan  
 15.16 Council shall provide financial assistance to  
 15.17 suburban transit providers under Minnesota  
 15.18 Statutes, section 473.388, in an amount that  
 15.19 equals no less than:

15.20 (1) the total assistance identified in the  
 15.21 Metropolitan Council 2015 unified budget as  
 15.22 adopted in December 2014; plus

15.23 (2) the amount under clause (1) multiplied  
 15.24 by a percentage, calculated as (i) the total  
 15.25 amount in the metropolitan area transit  
 15.26 account for fiscal year 2016 or 2017, as  
 15.27 appropriate, less the total amount in that  
 15.28 account for the previous fiscal year; divided  
 15.29 by (ii) the total amount in that account for the  
 15.30 previous fiscal year.

15.31 **Subd. 3. Suburban Connections Demonstration**  
 15.32 **Project**

1,500,000

1,500,000

15.33 (a) This appropriation is from the vehicle  
 15.34 services operating account in the special  
 15.35 revenue fund for financial assistance

16.1 to replacement service providers under  
 16.2 Minnesota Statutes, section 473.388, to  
 16.3 implement a demonstration project that  
 16.4 provides regular route transit or express  
 16.5 bus service between municipalities in the  
 16.6 metropolitan area, as defined in Minnesota  
 16.7 Statutes, section 473.121, subdivision 2,  
 16.8 excluding cities of the first class. The  
 16.9 council may not retain any portion of  
 16.10 funds appropriated under this subdivision.  
 16.11 Following notification under paragraph (b),  
 16.12 the council shall allocate the appropriated  
 16.13 funds as directed by the replacement service  
 16.14 providers.

16.15 (b) The replacement service providers  
 16.16 shall collectively identify one or more  
 16.17 demonstration projects for financial  
 16.18 assistance under this subdivision and  
 16.19 submit a notification of the allocation to  
 16.20 the Metropolitan Council. Criteria for  
 16.21 evaluating and identifying demonstration  
 16.22 projects must include but are not limited to:  
 16.23 (1) scope of service offering improvements;  
 16.24 (2) integration with transit facilities and  
 16.25 major business, retail, or suburban centers;  
 16.26 (3) extent to which a proposed route  
 16.27 complements existing transit service; and  
 16.28 (4) density of employment along a proposed  
 16.29 route.

16.30 (c) This is a onetime appropriation.

16.31 **Subd. 4. Transportation Management**  
 16.32 **Organizations**

200,000

200,000

16.33 This appropriation is from the vehicle  
 16.34 services operating account in the special  
 16.35 revenue fund for grants to transportation  
 16.36 management organizations that provide





18.1 The base appropriation from the general  
 18.2 fund in each of fiscal years 2018 and 2019  
 18.3 is \$530,000.

18.4 The base appropriation from the trunk  
 18.5 highway fund in fiscal year 2018 and  
 18.6 thereafter is \$0.

18.7 **(b) Public Safety Support** 9,035,000 9,124,000

18.8	<u>Appropriations by Fund</u>		
18.9		<u>2016</u>	<u>2017</u>
18.10	<u>General</u>	<u>3,532,000</u>	<u>3,537,000</u>
18.11	<u>Special Revenue</u>	<u>450,000</u>	<u>450,000</u>
18.12	<u>H.U.T.D.</u>	<u>1,366,000</u>	<u>1,366,000</u>
18.13	<u>Trunk Highway</u>	<u>3,687,000</u>	<u>3,771,000</u>

18.14 The base appropriation from the general  
 18.15 fund in each of fiscal years 2018 and 2019 is  
 18.16 \$8,674,000.

18.17 The base appropriation from the highway  
 18.18 user tax distribution fund in fiscal year 2018  
 18.19 and thereafter is \$0.

18.20 The base appropriation from the trunk  
 18.21 highway fund in fiscal year 2018 and  
 18.22 thereafter is \$0.

18.23 \$380,000 in each year is from the general  
 18.24 fund for payment of public safety officer  
 18.25 survivor benefits under Minnesota Statutes,  
 18.26 section 299A.44. If the appropriation for  
 18.27 either year is insufficient, the appropriation  
 18.28 for the other year is available for it.

18.29 \$1,367,000 in each year is from the general  
 18.30 fund to be deposited in the public safety  
 18.31 officer's benefit account. This money  
 18.32 is available for reimbursements under  
 18.33 Minnesota Statutes, section 299A.465.

18.34 \$600,000 in each year is from the general  
 18.35 fund and \$100,000 in each year is from the

19.1 trunk highway fund for soft body armor  
19.2 reimbursements under Minnesota Statutes,  
19.3 section 299A.38.

19.4 \$450,000 in each year is from the vehicle  
19.5 services operating account in the special  
19.6 revenue fund for the creation of two  
19.7 emergency response teams. One emergency  
19.8 response team must be under the jurisdiction  
19.9 of the St. Cloud Fire Department, or a  
19.10 similarly located fire department if necessary,  
19.11 and one emergency response team must be  
19.12 under the jurisdiction of the Duluth Fire  
19.13 Department. The commissioner shall allocate  
19.14 the funds as needed to facilitate the creation  
19.15 and maintenance of the emergency response  
19.16 teams. This is a onetime appropriation.

19.17 \$792,000 in each year is from the general  
19.18 fund for transfer by the commissioner of  
19.19 management and budget to the trunk highway  
19.20 fund on December 31, 2015, and December  
19.21 31, 2016, respectively, in order to reimburse  
19.22 the trunk highway fund for expenses not  
19.23 related to the fund. These represent amounts  
19.24 appropriated out of the trunk highway  
19.25 fund for general fund purposes in the  
19.26 administration and related services program.

19.27 \$610,000 in each year is from the highway  
19.28 user tax distribution fund for transfer by the  
19.29 commissioner of management and budget  
19.30 to the trunk highway fund on December 31,  
19.31 2015, and December 31, 2016, respectively,  
19.32 in order to reimburse the trunk highway  
19.33 fund for expenses not related to the fund.  
19.34 These represent amounts appropriated out  
19.35 of the trunk highway fund for highway

20.1 user tax distribution fund purposes in the  
 20.2 administration and related services program.

20.3 **(c) Technology and Support Services** 3,685,000 3,685,000

20.4	<u>Appropriations by Fund</u>		
20.5		<u>2016</u>	<u>2017</u>
20.6	<u>General</u>	<u>1,322,000</u>	<u>1,322,000</u>
20.7	<u>H.U.T.D.</u>	<u>19,000</u>	<u>19,000</u>
20.8	<u>Trunk Highway</u>	<u>2,344,000</u>	<u>2,344,000</u>

20.9 The base appropriation from the general  
 20.10 fund in each of fiscal years 2018 and 2019 is  
 20.11 \$3,685,000.

20.12 The base appropriation from the highway  
 20.13 user tax distribution fund in fiscal year 2018  
 20.14 and thereafter is \$0.

20.15 The base appropriation from the trunk  
 20.16 highway fund in fiscal year 2018 and  
 20.17 thereafter is \$0.

20.18 **Subd. 3. State Patrol**

20.19 **(a) Patrolling Highways** 85,016,000 83,121,000

20.20	<u>Appropriations by Fund</u>		
20.21		<u>2016</u>	<u>2017</u>
20.22	<u>General</u>	<u>37,000</u>	<u>37,000</u>
20.23	<u>Special Revenue</u>	<u>3,500,000</u>	<u>0</u>
20.24	<u>H.U.T.D.</u>	<u>92,000</u>	<u>92,000</u>
20.25	<u>Trunk Highway</u>	<u>81,387,000</u>	<u>82,992,000</u>

20.26 \$975,000 from the trunk highway fund in  
 20.27 fiscal year 2016 is to purchase a single-engine  
 20.28 aircraft for the State Patrol, exclusively for  
 20.29 public safety purposes.

20.30 The special revenue fund appropriation is  
 20.31 from the vehicle services operating account  
 20.32 to recruit, hire, train, equip, and provide  
 20.33 salary for additional State Patrol troopers.

20.34 This is a onetime appropriation.

20.35 **(b) Commercial Vehicle Enforcement** 8,023,000 8,257,000

21.1	<b><u>(c) Capitol Security</u></b>	<u>8,035,000</u>	<u>8,147,000</u>
21.2	<u>This appropriation is from the general fund.</u>		
21.3	<u>The commissioner may not: (1) spend</u>		
21.4	<u>any money from the trunk highway fund</u>		
21.5	<u>for capitol security; or (2) permanently</u>		
21.6	<u>transfer any state trooper from the patrolling</u>		
21.7	<u>highways activity to capitol security.</u>		
21.8	<u>The commissioner may not transfer any</u>		
21.9	<u>money appropriated to the commissioner</u>		
21.10	<u>under this section: (1) to capitol security; or</u>		
21.11	<u>(2) from capitol security.</u>		
21.12	<b><u>(d) Vehicle Crimes Unit</u></b>	<u>723,000</u>	<u>736,000</u>
21.13	<u>This appropriation is from the highway user</u>		
21.14	<u>tax distribution fund.</u>		
21.15	<u>This appropriation is to investigate: (1)</u>		
21.16	<u>registration tax and motor vehicle sales tax</u>		
21.17	<u>liabilities from individuals and businesses</u>		
21.18	<u>that currently do not pay all taxes owed;</u>		
21.19	<u>and (2) illegal or improper activity related</u>		
21.20	<u>to sale, transfer, titling, and registration of</u>		
21.21	<u>motor vehicles.</u>		
21.22	<b><u>Subd. 4. Driver and Vehicle Services</u></b>		
21.23	<b><u>(a) Driver Services</u></b>	<u>30,078,000</u>	<u>30,532,000</u>
21.24	<u>This appropriation is from the driver services</u>		
21.25	<u>operating account in the special revenue fund.</u>		
21.26	<u>Of the appropriation from the driver services</u>		
21.27	<u>operating account, \$31,000 in each year is</u>		
21.28	<u>to create a Data Services Unit within the</u>		
21.29	<u>Division of Driver and Vehicle Services.</u>		
21.30	<b><u>(b) Vehicle Services</u></b>	<u>30,027,000</u>	<u>30,291,000</u>
21.31	<u>Appropriations by Fund</u>		
21.32	<u>2016</u>	<u>2017</u>	

22.1	<u>Special Revenue</u>	<u>21,791,000</u>	<u>22,055,000</u>
22.2	<u>H.U.T.D.</u>	<u>8,236,000</u>	<u>8,236,000</u>

22.3 The special revenue fund appropriation is  
 22.4 from the vehicle services operating account  
 22.5 in the special revenue fund.

22.6 Of the appropriation from the vehicle  
 22.7 services operating account, \$59,000 in each  
 22.8 year is to create a Data Services Unit within  
 22.9 the Division of Driver and Vehicle Services.

22.10	<u>Subd. 5. <b>Traffic Safety</b></u>	<u>446,000</u>	<u>457,000</u>
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22.11	<u>Subd. 6. <b>Pipeline Safety</b></u>	<u>1,371,000</u>	<u>1,388,000</u>
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22.12 This appropriation is from the pipeline safety  
 22.13 account in the special revenue fund.

22.14 **Sec. 7. TRANSFERS; GENERAL FUND.**

22.15 On or before June 30, 2015, the commissioner of management and budget shall  
 22.16 transfer \$228,000,000 from the general fund as follows:

22.17 (1) \$114,474,000 to the county state-aid highway fund;

22.18 (2) \$35,526,000 to the municipal state-aid street fund;

22.19 (3) \$50,000,000 to the small cities assistance account in the transportation stability  
 22.20 fund under Minnesota Statutes, section 162.145;

22.21 (4) \$14,000,000 to the county state-aid highway fund, for allocation in the same  
 22.22 manner as provided under Minnesota Statutes, section 16A.89, subdivision 5, paragraph  
 22.23 (b); and

22.24 (5) \$14,000,000 to the greater minnesota transit account in the transit assistance fund.

22.25 **EFFECTIVE DATE.** This section is effective the day following final enactment.

22.26 **Sec. 8. TRANSFER; SPECIAL REVENUE FUND.**

22.27 On or before July 15, 2015, the commissioner of management and budget shall  
 22.28 transfer \$5,000,000 from the vehicle services operating account in the special revenue  
 22.29 fund to the Minnesota grade crossing safety account in the special revenue fund, for the  
 22.30 purposes specified under Minnesota Statutes, section 219.1651.

22.31 **Sec. 9. CONTINGENT APPROPRIATIONS REDUCTIONS.**

23.1 (a) In the appropriations specified under paragraph (b), the amounts appropriated are  
 23.2 reduced as necessary, if legislation is not enacted in the 2015 legislative session or funds  
 23.3 under that legislation are insufficient, to provide for allocation to specified transportation  
 23.4 purposes of revenue from (1) the state general sales tax on motor vehicle parts; (2)  
 23.5 the state general sales tax on motor vehicle leases under Minnesota Statutes, section  
 23.6 297A.815; (3) the state general sales tax on motor vehicle rental; and (4) the tax on motor  
 23.7 vehicle rental under Minnesota Statutes, section 297A.64, subdivision 1.

23.8 (b) The appropriations in this article to the commissioner of transportation that are  
 23.9 subject to a contingent reduction under paragraph (a) are as follows:

23.10 (1) for transit under section 4, subdivision 2, paragraph (b), from the transit  
 23.11 assistance fund;

23.12 (2) for state roads under section 4, subdivision 3, in general operations and  
 23.13 maintenance, program delivery, and state road construction, and distributed in amounts  
 23.14 proportional to the original appropriations;

23.15 (3) for county state aid under section 4, subdivision 4, paragraph (a); and

23.16 (4) for municipal state aid under section 4, subdivision 4, paragraph (b).

23.17 **ARTICLE 2**

23.18 **TRUNK HIGHWAY BONDING**

23.19 Section 1. **BOND APPROPRIATIONS.**

23.20 The sums shown in the column under "Appropriations" are appropriated from the  
 23.21 bond proceeds account in the trunk highway fund to the state agencies or officials indicated,  
 23.22 to be spent for public purposes. Appropriations of bond proceeds must be spent as  
 23.23 authorized by the Minnesota Constitution, articles XI and XIV. Unless otherwise specified,  
 23.24 money appropriated in this article for a capital program or project may be used to pay state  
 23.25 agency staff costs that are attributed directly to the capital program or project in accordance  
 23.26 with accounting policies adopted by the commissioner of management and budget.

23.27 **SUMMARY**

23.28 <u>Department of Transportation</u>	<u>\$ 1,300,000,000</u>
23.29 <u>Department of Management and Budget</u>	<u>1,300,000</u>
23.30 <b><u>TOTAL</u></b>	<b><u>\$ 1,301,300,000</u></b>

23.31 **APPROPRIATIONS**

23.32 **Sec. 2. DEPARTMENT OF**  
 23.33 **TRANSPORTATION**

23.34 <u>Subdivision 1. <b>Corridors of Commerce</b></u>	<b><u>\$ 812,500,000</u></b>
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24.1 This appropriation is to the commissioner of  
24.2 transportation for the corridors of commerce  
24.3 program under Minnesota Statutes, section  
24.4 161.088.

24.5 Of this appropriation, \$125,000,000 is  
24.6 available in each of fiscal years 2016 to 2021,  
24.7 and \$62,500,000 is available in fiscal year  
24.8 2022.

24.9 In any fiscal year covered by this  
24.10 appropriation, the commissioner may  
24.11 identify projects based on previous selection  
24.12 processes or may perform a new selection.

24.13 For projects within the department's  
24.14 metropolitan district, the commissioner shall  
24.15 first select projects that: (1) are recommended  
24.16 under Minnesota Statutes, section 161.088,  
24.17 subdivision 5, paragraph (b), from previous  
24.18 selection processes; (2) are on (i) U.S.  
24.19 highways, or (ii) non-interstate highways  
24.20 having an average annual daily traffic volume  
24.21 of at least 50,000 vehicles; and (3) provide  
24.22 for capacity expansion through additional  
24.23 general purpose or auxiliary lanes of travel.

24.24 For projects outside of the department's  
24.25 metropolitan district, the commissioner shall  
24.26 first select any projects which are either  
24.27 not completed or connected to projects,  
24.28 in which: (1) funds have been previously  
24.29 provided under the corridors of commerce  
24.30 program for right-of-way acquisition, design,  
24.31 or environmental analysis; and (2) the project  
24.32 provides for capacity expansion through  
24.33 additional general purpose or auxiliary lanes  
24.34 of travel.



25.1 Subd. 2. **Transportation Economic**  
 25.2 **Development** 32,500,000

25.3 This appropriation is for the transportation  
 25.4 economic development program under  
 25.5 Minnesota Statutes, section 174.12.

25.6 Of this appropriation, \$5,000,000 is available  
 25.7 in each of fiscal years 2016 to 2021, and  
 25.8 \$2,500,000 is available in fiscal year 2022.

25.9 Subd. 3. **State Road Construction** 455,000,000

25.10 This appropriation is for the construction,  
 25.11 reconstruction, and improvement of trunk  
 25.12 highways, including design-build contracts.

25.13 This includes the cost of actual payment to  
 25.14 landowners for lands acquired for highway  
 25.15 rights-of-way, payment to lessees, interest  
 25.16 subsidies, and relocation expenses.

25.17 Of this appropriation, \$70,000,000 is  
 25.18 available in each of fiscal years 2016 to 2021,  
 25.19 and \$35,000,000 is available in fiscal year  
 25.20 2022.

25.21 Subd. 4. **Cancellations**

25.22 The appropriations in this section cancel as  
 25.23 specified under Minnesota Statutes, section  
 25.24 16A.642, except that the commissioner of  
 25.25 management and budget shall count the start  
 25.26 of authorization for issuance of state bonds  
 25.27 as the first day of the fiscal year during  
 25.28 which the bonds are available to be issued as  
 25.29 specified under subdivision 1, 2, or 3, and  
 25.30 not as the date of enactment of this section.

25.31 Sec. 3. **BOND SALE EXPENSES** \$ 1,300,000

25.32 This appropriation is to the commissioner  
 25.33 of management and budget for bond

26.1 sale expenses under Minnesota Statutes,  
26.2 sections 16A.641, subdivision 8, and 167.50,  
26.3 subdivision 4, and is effective through fiscal  
26.4 year 2025.

26.5 Sec. 4. **BOND SALE AUTHORIZATION.**

26.6 To provide the money appropriated in this article from the bond proceeds account in  
26.7 the trunk highway fund, the commissioner of management and budget shall sell and issue  
26.8 bonds of the state in an amount up to \$1,301,300,000 in the manner, upon the terms, and  
26.9 with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the  
26.10 Minnesota Constitution, article XIV, section 11, at the times and in the amounts requested  
26.11 by the commissioner of transportation. The proceeds of the bonds, except accrued interest  
26.12 and any premium received from the sale of the bonds, must be deposited in the bond  
26.13 proceeds account in the trunk highway fund.

26.14 **ARTICLE 3**

26.15 **TRANSPORTATION POLICY AND FINANCE**

26.16 Section 1. Minnesota Statutes 2014, section 16A.11, subdivision 3a, is amended to read:

26.17 Subd. 3a. **Part three: detailed capital budget.** The detailed capital budget must:  
26.18 (1) include recommendations for capital projects to be funded during the next six fiscal  
26.19 years, including any request for project funding from the metropolitan transit capital  
26.20 account in the transportation stability fund under section 16A.89; and; (2) if applicable,  
26.21 must meet the requirements under section 174.93, subdivision 1a. It must be submitted  
26.22 with projects recommended by the governor and in order of importance among that  
26.23 agency's requests as determined by the agency originating the request.

26.24 Sec. 2. Minnesota Statutes 2014, section 16A.86, subdivision 2, is amended to read:

26.25 Subd. 2. **Budget request.** A political subdivision that requests an appropriation  
26.26 of state money for a local capital improvement project, including a request for project  
26.27 funding from the metropolitan transit capital account in the transportation stability  
26.28 fund under section 16A.89, is encouraged to submit the request to the commissioner  
26.29 of management and budget by July 15 of an odd-numbered year to ensure its full  
26.30 consideration. The requests must be submitted in the form and with the supporting  
26.31 documentation required by the commissioner of management and budget. All requests  
26.32 timely received by the commissioner must be submitted to the legislature, along with the

27.1 governor's recommendations, whether or not the governor recommends that a request be  
27.2 funded, by the deadline established in section 16A.11, subdivision 1.

27.3 Sec. 3. Minnesota Statutes 2014, section 16A.88, subdivision 1a, is amended to read:

27.4 Subd. 1a. **Greater Minnesota transit account; base appropriation.** (a) The  
27.5 greater Minnesota transit account is established within the transit assistance fund in the  
27.6 state treasury. Money in the account is ~~annually appropriated to the commissioner of~~  
27.7 ~~transportation~~ for assistance to transit systems outside the metropolitan area under section  
27.8 174.24. The commissioner may use up to ~~\$408,000 in fiscal year 2008 and \$416,000 in~~  
27.9 ~~fiscal year 2009 and thereafter~~ annually for administration of the transit program. The  
27.10 commissioner shall use funds appropriated by law from the account for transit operations  
27.11 as provided in section 174.24 and related program administration.

27.12 (b) The base appropriations from the account to the commissioner of transportation  
27.13 for each forecasted fiscal year after the current biennium equals the balance in the account  
27.14 for each year as identified in the latest forecast under sections 16A.103 and 174.03,  
27.15 subdivision 9.

27.16 Sec. 4. Minnesota Statutes 2014, section 16A.88, subdivision 2, is amended to read:

27.17 Subd. 2. **Metropolitan area transit account; base appropriation.** (a) The  
27.18 metropolitan area transit account is established within the transit assistance fund in the  
27.19 state treasury. ~~All money in the account is annually appropriated to~~ The Metropolitan  
27.20 Council shall use funds appropriated by law from the account for the funding of transit  
27.21 systems within the metropolitan area under sections 473.384, 473.386, 473.387, 473.388,  
27.22 and 473.405 to 473.449.

27.23 (b) The base appropriations from the account to the Metropolitan Council for each  
27.24 forecasted fiscal year after the current biennium equals the balance in the account for each  
27.25 year as identified in the latest forecast under sections 16A.103 and 174.03, subdivision 9.

27.26 Sec. 5. **[16A.89] TRANSPORTATION STABILITY FUND.**

27.27 Subdivision 1. **Fund established.** A transportation stability fund is established in  
27.28 the state treasury under the budgetary jurisdiction of the legislative committees having  
27.29 jurisdiction over transportation finance. The fund consists of money provided by law,  
27.30 and any other funds donated, allotted, transferred, or otherwise provided. Money in the  
27.31 fund must be allocated solely for transportation purposes as specified in this section and  
27.32 as provided by law.

28.1 Subd. 2. **Financial reports.** Any report or financial statement submitted to  
28.2 the legislature providing financial information on the fund must include accounting  
28.3 information on each account established within the fund, including revenues and sources,  
28.4 transfers, uses, and account balance.

28.5 Subd. 3. **Highway allocation account.** (a) A highway allocation account is  
28.6 established in the transportation stability fund. The account consists of funds allocated  
28.7 under section 297A.94 from the estimated general sales tax on motor vehicle repair and  
28.8 replacement parts, and any other funds as provided by law.

28.9 (b) The commissioner of transportation shall promptly transfer any funds deposited  
28.10 in the account to the highway user tax distribution fund.

28.11 Subd. 4. **Transit allocation account.** (a) A transit allocation account is established  
28.12 in the transportation stability fund. The account consists of funds allocated under section  
28.13 297A.815, subdivision 3, from a portion of estimated motor vehicle lease sales tax.

28.14 (b) The commissioner of transportation shall promptly transfer any funds deposited  
28.15 in the account to the greater Minnesota transit account in the transit assistance fund.

28.16 Subd. 5. **County highway allocation account.** (a) A county highway allocation  
28.17 account is established in the transportation stability fund. The account consists of funds  
28.18 allocated under section 297A.815, subdivision 3, from a portion of estimated motor  
28.19 vehicle lease sales tax.

28.20 (b) The commissioner of transportation shall promptly transfer any funds deposited  
28.21 in the account to the county state-aid highway fund. Notwithstanding any other law to  
28.22 the contrary, the commissioner of transportation shall allocate the funds transferred under  
28.23 this paragraph to the counties in the metropolitan area, as defined in section 473.121,  
28.24 subdivision 4, excluding the counties of Hennepin and Ramsey, so that each county receives  
28.25 from that amount the percentage that its population, as defined in section 477A.011,  
28.26 subdivision 3, estimated or established by July 15 of the year prior to the current calendar  
28.27 year, bears to the total population of the counties receiving funds under this paragraph.

28.28 Subd. 6. **Metropolitan transit capital account.** (a) A metropolitan transit capital  
28.29 account is established in the transportation stability fund. The account consists of funds  
28.30 allocated under section 297A.94 from the general sales tax on rental motor vehicles,  
28.31 and any other funds as provided by law.

28.32 (b) Money in the metropolitan transit capital account is for transit projects, as  
28.33 specified by law, of a capital nature in metropolitan counties, as defined in section 473.121,  
28.34 subdivision 4, with priority for arterial bus rapid transit and express bus facilities. No  
28.35 funds in the account may be expended for light rail transit, commuter rail, or streetcars.

29.1 (c) The base appropriations from the metropolitan transit capital account for each  
 29.2 forecasted fiscal year after the current biennium equals the balance in the account for each  
 29.3 year as identified in the latest forecast under sections 16A.103 and 174.03, subdivision 9.

29.4 **EFFECTIVE DATE.** This section is effective the day following final enactment.

29.5 Sec. 6. Minnesota Statutes 2014, section 16E.15, subdivision 2, is amended to read:

29.6 Subd. 2. **Software sale fund.** (a) Except as provided in ~~paragraph~~ paragraphs (b)  
 29.7 and (c), proceeds of from the sale or licensing of software products or services by the chief  
 29.8 information officer must be credited to the MN.IT services revolving fund. If a state  
 29.9 agency other than the Office of MN.IT Services has contributed to the development of  
 29.10 software sold or licensed under this section, the chief information officer may reimburse  
 29.11 the agency by discounting computer services provided to that agency.

29.12 (b) Proceeds of from the sale or licensing of software products or services developed  
 29.13 by the Pollution Control Agency, or custom developed by a vendor for the agency, must be  
 29.14 credited to the environmental fund.

29.15 (c) Proceeds from the sale or licensing of software products or services developed  
 29.16 by the Department of Transportation, or custom developed by a vendor for the agency,  
 29.17 using trunk highway funds must be credited to the trunk highway fund.

29.18 Sec. 7. Minnesota Statutes 2014, section 117.036, subdivision 2, is amended to read:

29.19 Subd. 2. **Appraisal.** (a) Before commencing an eminent domain proceeding under  
 29.20 this chapter for an acquisition greater than \$25,000, the acquiring authority must obtain at  
 29.21 least one appraisal for the property proposed to be acquired. In making the appraisal, the  
 29.22 appraiser must confer with one or more of the owners of the property, if reasonably possible.  
 29.23 For acquisitions less than \$25,000, the acquiring authority may obtain a minimum damage  
 29.24 acquisition report in lieu of an appraisal. In making the minimum damage acquisition  
 29.25 report, the qualified person with appraisal knowledge must confer with one or more of  
 29.26 the owners of the property, if reasonably possible. Notwithstanding section 13.44, the  
 29.27 acquiring authority must provide the owner with a copy of (1) each appraisal for property  
 29.28 acquisitions over \$25,000, or (2) the minimum damage acquisition report for properties  
 29.29 under \$25,000, the acquiring authority has obtained for the property at the time an offer is  
 29.30 made, but no later than 60 days before presenting a petition under section 117.055, and.  
 29.31 The acquiring authority must also inform the owner of the right to obtain an appraisal under  
 29.32 this section. Upon request, the acquiring authority must make available to the owner all  
 29.33 appraisals of the property for properties over \$25,000, or the minimum damage acquisition  
 29.34 report for properties under \$25,000. If the acquiring authority is considering both a full

30.1 and partial taking of the property, the acquiring authority shall obtain and provide the  
30.2 owner with appraisals ~~for both types of takings~~ for properties over \$25,000 for both types  
30.3 of takings, or minimum damage acquisition reports for properties under \$25,000.

30.4 (b) The owner may obtain an appraisal by a qualified appraiser of the property  
30.5 proposed to be acquired. The owner is entitled to reimbursement for the reasonable costs  
30.6 of the appraisal from the acquiring authority up to a maximum of \$1,500 for single family  
30.7 and two-family residential property and minimum damage acquisitions and \$5,000 for  
30.8 other types of property, provided that the owner submits to the acquiring authority the  
30.9 information necessary for reimbursement, including a copy of the owner's appraisal,  
30.10 at least five days before a condemnation commissioners' hearing. For purposes of this  
30.11 ~~paragraph subdivision~~, a "minimum damage acquisition" means an interest in property  
30.12 that a qualified person ~~with appraisal knowledge~~ having an understanding of the local real  
30.13 estate market indicates can be acquired for ~~a cost of \$10,000~~ \$25,000 or less.

30.14 (c) The acquiring authority must pay the reimbursement to the owner within 30  
30.15 days after receiving a copy of the appraisal and the reimbursement information. Upon  
30.16 agreement between the acquiring authority and the owner, the acquiring authority may pay  
30.17 the reimbursement directly to the appraiser.

30.18 Sec. 8. Minnesota Statutes 2014, section 117.036, subdivision 4, is amended to read:

30.19 Subd. 4. **Use of appraisal at commissioners' hearing.** An appraisal or  
30.20 minimum damage acquisition report must not be used or considered in a condemnation  
30.21 commissioners' hearing, nor may the appraiser who prepared the appraisal or the person  
30.22 who prepared the minimum damage acquisition report testify, unless a copy of the  
30.23 appraiser's written report or the minimum damage acquisition report is provided to the  
30.24 opposing party at least five days before the hearing.

30.25 Sec. 9. Minnesota Statutes 2014, section 160.20, subdivision 4, is amended to read:

30.26 Subd. 4. **Conditions.** (a) A road authority may accept applications for permits for  
30.27 installation of drain tile along or across the right-of-way under its jurisdiction. The road  
30.28 authority may adopt reasonable rules for the installations and may require a bond before  
30.29 granting a permit. Permits for installation along a highway right-of-way must ensure that  
30.30 the length of the installation is restricted to the minimum necessary to achieve the desired  
30.31 agricultural benefits. A permit must not allow open trenches to be left on the right-of-way  
30.32 after installation of the drain tile is completed. A road authority that grants a permit for  
30.33 tile drain installation is not responsible for damage to that installation resulting from the  
30.34 action of the authority or any other permittee utilizing the right-of-way.

31.1 (b) A person who installs drain tile along or across a highway right-of-way without  
31.2 obtaining a permit as provided in this section is guilty of a misdemeanor.

31.3 (c) The commissioner shall take no action under this section which will result in the  
31.4 loss of federal aid for highway construction in the state.

31.5 (d) For the purpose of ~~this section~~ subdivisions 2 to 4, "highway" means any  
31.6 highway as defined in section 160.02 which is located outside the corporate limits of a  
31.7 home rule charter or statutory city.

31.8 **Sec. 10. [160.235] TRAFFIC SIGNAL TIMING OPTIMIZATION.**

31.9 (a) A road authority that has ownership of a traffic signal on a principal arterial  
31.10 roadway or roadway with an average daily traffic greater than 20,000 vehicles per day  
31.11 must complete an inventory of all traffic signals under its ownership and submit it to the  
31.12 Department of Transportation district engineer. The inventory must include age of all  
31.13 signals, control equipment, communications, detection type, timing plans in operation,  
31.14 and date of last timing optimization.

31.15 (b) Based on the information from the inventory, a road authority subject to  
31.16 paragraph (a) must develop and implement a traffic signal system optimization plan, which  
31.17 must include re-evaluation of traffic signal timing at least once every five years. Each road  
31.18 authority with a traffic signal optimization plan must annually certify compliance with its  
31.19 plan and submit the certification as part of its annual maintenance expenditure report.

31.20 **EFFECTIVE DATE.** This section is effective the day following final enactment. The  
31.21 initial inventory under paragraph (a) must be submitted on or before December 30, 2015.

31.22 Sec. 11. Minnesota Statutes 2014, section 160.27, is amended by adding a subdivision  
31.23 to read:

31.24 **Subd. 10. Temporary permit for field application.** (a) In connection with  
31.25 the use of the road right-of-way of a road authority, excluding on controlled-access  
31.26 highways under section 160.08, a property owner or occupant of property abutting the  
31.27 road right-of-way may apply for a permit for temporary placement, for up to 14 days, of a  
31.28 pressurized flexible force main for the transport of manure for field application.

31.29 (b) The property owner or occupant must:

31.30 (1) identify the entire length of the right-of-way for use under the permit;

31.31 (2) place the force main within the backslope of the road authority's right-of-way  
31.32 where possible;

31.33 (3) place pumping equipment outside the road authority's right-of-way; and

31.34 (4) meet all of the permit requirements identified by the road authority.

32.1 (c) Once the road authority has issued a permit, the property owner or occupant may  
 32.2 install the force main over the length of the right-of-way from the permittee's property to  
 32.3 where the manure will be applied, irrespective of whether the permittee is the owner or  
 32.4 occupant of all property abutting the portion of the right-of-way where the force main is  
 32.5 to be installed.

32.6 Sec. 12. Minnesota Statutes 2014, section 161.04, is amended by adding a subdivision  
 32.7 to read:

32.8 Subd. 7. **Trunk highway fund base appropriations.** In conjunction with each  
 32.9 forecast under sections 16A.103 and 174.03, subdivision 9, the commissioner shall  
 32.10 identify base appropriations in each forecasted fiscal year from the trunk highway fund to  
 32.11 the commissioner for the operations and maintenance and state road construction budget  
 32.12 activities within the state roads budgetary program. The base appropriations must be  
 32.13 adjusted such that, following the financial policies of the department, 90 percent of the  
 32.14 unreserved trunk highway fund balance calculated absent the requirement under this  
 32.15 subdivision is forecasted for the operations and maintenance and state road construction  
 32.16 budget activities.

32.17 Sec. 13. **[161.126] PROHIBITION ON AESTHETIC ENHANCEMENTS.**

32.18 (a) The commissioner may not use public funds for any aesthetic enhancements that  
 32.19 increase the total cost of a project on a highway or bridge.

32.20 (b) For purposes of this subdivision:

32.21 (1) "aesthetic enhancements" includes monuments, markers, memorials, sculptures,  
 32.22 statues, decorative fixtures, alternative materials, specialty signage, and other treatments  
 32.23 designed to impact the perceived beauty or visual appeal of the infrastructure;

32.24 (2) "public funds" includes but is not limited to funding from federal and state  
 32.25 sources; and

32.26 (3) "total cost" includes costs of ongoing maintenance.

32.27 **EFFECTIVE DATE.** This section is effective the day following final enactment,  
 32.28 and applies to any project for which a contract has not been entered into or let for bidding  
 32.29 on or after that date.

32.30 Sec. 14. Minnesota Statutes 2014, section 161.231, is amended to read:

32.31 **161.231 APPROPRIATION; PROCEEDS FROM LEASED STATE**  
 32.32 **PROPERTY.**



33.1           There is appropriated annually from the fund or account in the state treasury to which  
33.2 the ~~rental~~ money from the sale, lease, conveyance, or disposal of state leased property  
33.3 is credited a sufficient amount of money to carry out the state's obligations under the  
33.4 provisions of sections 15.16, 117.135, 117.226, 161.16, 161.202, 161.23, subdivision 3,  
33.5 161.24, 161.241, 161.43, 161.433, 161.44, 161.442, and 272.68, subdivision 3, including  
33.6 the inventorying, marketing, and property management activities required to sell, lease,  
33.7 rent, permit, convey, or otherwise dispose of the land or the interest in the land. At the  
33.8 discretion of the commissioner of transportation, money in the account at the end of each  
33.9 biennium may cancel to the trunk highway fund.

33.10           Sec. 15. Minnesota Statutes 2014, section 161.321, subdivision 2a, is amended to read:

33.11           Subd. 2a. **Small targeted group business; subcontracting goals.** (a) The  
33.12 commissioner, as a condition of awarding a construction contract, may set goals that  
33.13 require the prime contractor to subcontract portions of the contract to small targeted group  
33.14 businesses. ~~Prime contractors must demonstrate good faith efforts to meet the project goals.~~  
33.15 ~~The commissioner shall establish a procedure for granting waivers from the subcontracting~~  
33.16 ~~requirement when qualified small targeted group businesses are not reasonably available.~~  
33.17 The prime contractor may request a subcontracting goal waiver for the difference between  
33.18 the level of targeted group small business participation the prime contractor has obtained  
33.19 and the level specified in the goal. The commissioner may grant the waiver only if the  
33.20 prime contractor has demonstrated good faith efforts to meet the goal. The commissioner  
33.21 shall establish a procedure for evaluating the good faith efforts of contractors. The  
33.22 commissioner may establish (1) financial incentives for prime contractors who exceed the  
33.23 goals set for the use of subcontractors under this subdivision; and (2) sanctions for prime  
33.24 contractors who fail to make good faith efforts to meet the goals set under this subdivision.

33.25           (b) The small targeted group business subcontracting requirements of this  
33.26 subdivision do not apply to prime contractors who are small targeted group businesses.

33.27           Sec. 16. Minnesota Statutes 2014, section 161.321, subdivision 2c, is amended to read:

33.28           Subd. 2c. **Veteran-owned small business; subcontracting goals.** (a) The  
33.29 commissioner, as a condition of awarding a construction contract, may set goals that  
33.30 require the prime contractor to subcontract portions of the contract to veteran-owned small  
33.31 businesses, except when prohibited by federal law or rule as a condition of receiving  
33.32 federal funds. ~~Prime contractors must demonstrate good faith efforts to meet the project~~  
33.33 ~~goals. The commissioner shall establish a procedure for granting waivers from the~~  
33.34 ~~subcontracting requirement when qualified veteran-owned small businesses are not~~

34.1 ~~reasonably available.~~ The prime contractor may request a subcontracting goal waiver  
 34.2 for the difference between the level of veteran-owned small business participation the  
 34.3 prime contractor has obtained and the level specified in the goal. The commissioner may  
 34.4 grant the waiver only if the prime contractor has demonstrated good faith efforts to meet  
 34.5 the goal. The commissioner shall establish a procedure for evaluating the good faith  
 34.6 efforts of contractors. The commissioner may establish (1) financial incentives for prime  
 34.7 contractors who exceed the goals set for the use of subcontractors under this subdivision;  
 34.8 and (2) sanctions for prime contractors who have not been granted a waiver and fail  
 34.9 to meet goals set under this subdivision.

34.10 (b) The subcontracting requirements of this subdivision do not apply to prime  
 34.11 contractors who are veteran-owned small businesses.

34.12 Sec. 17. Minnesota Statutes 2014, section 161.321, subdivision 4, is amended to read:

34.13 Subd. 4. **Contract awards, limitations.** Contracts awarded pursuant to this section  
 34.14 ~~are may be~~ subject to all limitations contained in rules adopted by the commissioner  
 34.15 of administration.

34.16 Sec. 18. Minnesota Statutes 2014, section 162.07, subdivision 1a, is amended to read:

34.17 Subd. 1a. **Apportionment sum and excess sum.** (a) For purposes of this  
 34.18 subdivision, "distribution amount" means the amount identified in section 162.06,  
 34.19 subdivision 1, after the deductions provided for in section 162.06 for administrative costs,  
 34.20 disaster account, research account, and state park road account.

34.21 (b) The apportionment sum is calculated ~~by subtracting the excess sum, as calculated~~  
 34.22 ~~in paragraph (c), from~~ as 68 percent of the distribution amount.

34.23 (c) The excess sum is calculated as ~~the sum of revenue within~~ 32 percent of the  
 34.24 ~~distribution amount;~~

34.25 ~~(1) attributed to that portion of the gasoline excise tax rate under section 296A.07,~~  
 34.26 ~~subdivision 3, in excess of 20 cents per gallon, and to that portion of the excise tax rates~~  
 34.27 ~~in excess of the energy equivalent of a gasoline excise tax rate of 20 cents per gallon~~  
 34.28 ~~for E85 and M85 under section 296A.07, subdivision 3, and special fuel under section~~  
 34.29 ~~296A.08, subdivision 2;~~

34.30 ~~(2) attributed to a change in the passenger vehicle registration tax under section~~  
 34.31 ~~168.013, imposed on or after July 1, 2008, that exceeds (i) the amount collected in fiscal~~  
 34.32 ~~year 2008, multiplied by (ii) the annual average United States Consumer Price Index for~~  
 34.33 ~~the calendar year previous to the current calendar year, divided by the annual average~~  
 34.34 ~~United States Consumer Price Index for calendar year 2007; and~~

35.1 ~~(3) attributed to that portion of the motor vehicle sales tax revenue in excess of the~~  
35.2 ~~percentage allocated to the county state-aid highway fund in fiscal year 2007.~~

35.3 ~~(d) For purposes of this subdivision, the United States Consumer Price Index~~  
35.4 ~~identified in paragraph (c) is for all urban consumers, United States city average, as~~  
35.5 ~~determined by the United States Department of Labor.~~

35.6 **EFFECTIVE DATE.** This section is effective July 1, 2015, for distribution  
35.7 calculations on or after that date.

35.8 Sec. 19. **[162.145] SMALL CITIES ASSISTANCE.**

35.9 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms  
35.10 have the meanings given them.

35.11 (b) "Eligible city" means a statutory or home rule charter city that does not receive  
35.12 municipal state aid under sections 162.09 to 162.14 in the calendar year in which funds  
35.13 are distributed under this section.

35.14 (c) "Maximum aid" means 3.5 multiplied by the unweighted average amount of  
35.15 assistance to a city in a fiscal year.

35.16 (d) "Population" means the most recent population estimated or established as of 30  
35.17 days before the date of an allocation under subdivision 4, of (i) the most recent federal  
35.18 census, (ii) a special census conducted under contract with the United States Bureau of  
35.19 the Census, (iii) a population estimate made by the Metropolitan Council pursuant to  
35.20 section 473.24, or (iv) a population estimate of the state demographer made pursuant to  
35.21 section 4A.02.

35.22 (e) "State-aid adjustment factor" means the greater of zero, or:

35.23 (1) 0.005; minus

35.24 (2) the number of lane miles of county state-aid highway in a city, divided by the  
35.25 total number of lane miles of county state-aid highway in all eligible cities.

35.26 (f) "Total population" means the sum of populations of all eligible cities.

35.27 Subd. 2. **Small cities assistance account.** A small cities assistance account is  
35.28 created in the transportation stability fund. The account consists of funds as provided by  
35.29 law, and any other money donated, allotted, transferred, or otherwise provided to the  
35.30 account. Money in the account may only be expended as provided under this section.

35.31 Subd. 3. **Administration.** (a) Subject to funds made available by law, the  
35.32 commissioner shall allocate all funds as provided in subdivision 4 and shall notify the  
35.33 commissioner of revenue.

35.34 (b) Following notification from the commissioner of transportation, the  
35.35 commissioner of revenue shall distribute the specified funds to cities in the same manner

36.1 as local government aid under chapter 477A. An appropriation to the commissioner of  
36.2 transportation under this section is available to the commissioner of revenue for the  
36.3 purposes specified in this paragraph.

36.4 (c) Notwithstanding other law to the contrary, in order to receive distributions under  
36.5 this section, a city must conform to the standards in section 477A.017, subdivision 2. A  
36.6 city that receives funds under this section must make and preserve records necessary to  
36.7 show that the funds are spent in compliance with subdivision 4.

36.8 Subd. 4. **Distribution formula.** (a) In each fiscal year in which funds are available  
36.9 under this section, the commissioner shall allocate funds to eligible cities.

36.10 (b) The preliminary aid to each city is calculated as follows:

36.11 (1) 5 percent of funds allocated equally among all eligible cities;

36.12 (2) 35 percent of funds allocated proportionally based on each city's share of lane  
36.13 miles of municipal streets compared to total lane miles of municipal streets of all eligible  
36.14 cities;

36.15 (3) 35 percent of funds allocated proportionally based on each city's share of  
36.16 population compared to total population of all eligible cities; and

36.17 (4) 25 percent of funds allocated proportionally based on each city's share of state-aid  
36.18 adjustment factor compared to the sum of state-aid adjustment factors of all eligible cities.

36.19 (c) The final aid to each city is calculated as the lesser of:

36.20 (1) the preliminary aid to the city multiplied by an aid factor; or

36.21 (2) the maximum aid.

36.22 (d) The commissioner shall set the aid factor under paragraph (c), which must be the  
36.23 same for all eligible cities, so that the total funds allocated under this subdivision equals  
36.24 the total amount available for the fiscal year.

36.25 Subd. 5. **Use of funds.** (a) Funds distributed under this section are available only for  
36.26 construction and maintenance of roads located within the city, including:

36.27 (1) land acquisition, environmental analysis, design, engineering, construction,  
36.28 reconstruction, and maintenance;

36.29 (2) road projects partially located within the city;

36.30 (3) projects on county state-aid highways located within the city; and

36.31 (4) cost participation on road projects under the jurisdiction of another unit of  
36.32 government.

36.33 (b) Funds distributed under this section are not subject to state-aid requirements  
36.34 under this chapter, including but not limited to engineering standards adopted by the  
36.35 commissioner in rules.

36.36 **EFFECTIVE DATE.** This section is effective the day following final enactment.

37.1 Sec. 20. Minnesota Statutes 2014, section 168.053, subdivision 1, is amended to read:

37.2 Subdivision 1. **Application; fee; penalty.** Any person, firm, or corporation with  
37.3 a business located in Minnesota engaged in the business of transporting motor vehicles  
37.4 owned by another, by delivering, by drive-away or towing methods, either singly or by  
37.5 means of the full mount method, the saddle mount method, the tow bar method, or any other  
37.6 combination thereof, and under their own power, vehicles over the highways of the state  
37.7 from the manufacturer or any other point of origin, to any point of destination, within or  
37.8 without the state, shall make application to the registrar for a drive-away in-transit license.  
37.9 This application for annual license shall be accompanied by a registration fee of \$250 and  
37.10 contain information the registrar may require. Upon the filing of the application and the  
37.11 payment of the fee, the registrar shall issue to each drive-away operator a drive-away  
37.12 in-transit license plate, which must be carried and displayed on the power unit consistent  
37.13 with section 169.79 and the plate shall remain on the vehicle while being ~~operated within~~  
37.14 Minnesota transported. The license plate issued under this subdivision is not valid for the  
37.15 purpose of permanent vehicle registration ~~and is not valid outside Minnesota~~. Additional  
37.16 drive-away in-transit license plates desired by any drive-away operator may be secured  
37.17 from the registrar of motor vehicles upon the payment of a fee of \$5 for each set of  
37.18 additional license plates. Any person, firm, or corporation engaging in the business as a  
37.19 drive-away operator, of transporting and delivering by means of full mount method, the  
37.20 saddle mount method, the tow bar method, or any combination thereof, and under their  
37.21 own power, motor vehicles, who fails or refuses to file or cause to be filed an application,  
37.22 as is required by law, and to pay the fees therefor as the law requires, shall be found guilty  
37.23 of violating the provisions of sections 168.053 to 168.057; and, upon conviction, fined  
37.24 not less than \$50, and not more than \$100, and all costs of court. Each day so operating  
37.25 without securing the license and plates as required shall constitute a separate offense.

37.26 Sec. 21. **[168.1294] "START SEEING MOTORCYCLES" PLATES.**

37.27 Subdivision 1. **Issuance of plates.** The commissioner shall issue special "Start  
37.28 Seeing Motorcycles" license plates or a single motorcycle plate to an applicant who:

37.29 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup  
37.30 truck, motorcycle, or recreational motor vehicle;

37.31 (2) pays a fee of \$10 for each set of plates;

37.32 (3) pays the registration tax as required under section 168.013, along with any  
37.33 other fees required by this chapter;

37.34 (4) contributes a minimum of \$10 annually to the motorcycle safety fund created  
37.35 under section 171.06, subdivision 2a, paragraph (a), clause (1); and

38.1 (5) complies with this chapter and rules governing registration of motor vehicles  
38.2 and licensing of drivers.

38.3 Subd. 2. **Design.** The representatives of American Bikers for Awareness, Training,  
38.4 and Education of Minnesota shall design the special plate to contain the inscription "Start  
38.5 Seeing Motorcycles" between the bolt holes on the bottom of the plate with a design area  
38.6 on the left side of the plate, subject to the approval of the commissioner.

38.7 Subd. 3. **Plates transfer.** On application to the commissioner and payment of a  
38.8 transfer fee of \$5, special plates issued under this section may be transferred to another  
38.9 motor vehicle if the subsequent vehicle is:

38.10 (1) qualified under subdivision 1, clause (1), to bear the special plates; and  
38.11 (2) registered to the same individual to whom the special plates were originally issued.

38.12 Subd. 4. **Exemption.** Special plates issued under this section are not subject to  
38.13 section 168.1293, subdivision 2.

38.14 Subd. 5. **Fees.** Fees collected under subdivision 1, clause (2), and subdivision 3 are  
38.15 credited to the vehicle services operating account in the special revenue fund.

38.16 Subd. 6. **No refund.** Contributions under this section must not be refunded.

38.17 **EFFECTIVE DATE.** This section is effective January 1, 2016, for special "Start  
38.18 Seeing Motorcycles" plates issued on or after that date.

38.19 Sec. 22. Minnesota Statutes 2014, section 168.1299, subdivision 1, is amended to read:

38.20 Subdivision 1. **Issuance.** Notwithstanding section 168.1293, the commissioner shall  
38.21 issue special Minnesota golf plates or a single motorcycle plate to an applicant who:

38.22 (1) is a registered owner of a passenger automobile, one-ton pickup truck,  
38.23 motorcycle, or recreational vehicle;

38.24 (2) pays a fee of \$10 and any other fees required by this chapter;

38.25 (3) contributes a minimum of \$30 annually ~~after January 1, 2017,~~ to the Minnesota  
38.26 Section PGA Foundation account; and

38.27 (4) complies with this chapter and rules governing registration of motor vehicles  
38.28 and licensing of drivers.

38.29 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies to plates  
38.30 issued on or after that date.

38.31 Sec. 23. Minnesota Statutes 2014, section 169.475, subdivision 2, is amended to read:

39.1 Subd. 2. **Prohibition on use; penalty.** (a) No person may operate a motor vehicle  
39.2 while using a wireless communications device to compose, read, or send an electronic  
39.3 message, when the vehicle is in motion or a part of traffic.

39.4 (b) A person who is convicted of a second or subsequent violation under this section  
39.5 must pay a fine of \$150 plus the amount specified in the uniform fine schedule established  
39.6 by the Judicial Council.

39.7 **EFFECTIVE DATE.** This section is effective August 1, 2015, and applies to  
39.8 violations committed on or after that date.

39.9 Sec. 24. Minnesota Statutes 2014, section 169.49, is amended to read:

39.10 **169.49 HEADLAMPS.**

39.11 (a) Every motor vehicle, other than a motorcycle, ~~shall~~ must be equipped with at  
39.12 least two headlamps, ~~with~~ including at least one on each side of the front of the motor  
39.13 vehicle, ~~which~~. Headlamps ~~shall~~ must comply with the requirements and limitations set  
39.14 forth in sections 169.47 to ~~169.79~~ 169.66.

39.15 (b) Every motorcycle ~~shall~~ must be equipped with at least one and not more than  
39.16 ~~two~~ four headlamps, which ~~shall~~ must comply with the requirements and limitations of  
39.17 sections 169.47 to ~~169.79~~ 169.66.

39.18 **EFFECTIVE DATE.** This section is effective the day following final enactment.

39.19 Sec. 25. Minnesota Statutes 2014, section 169.782, subdivision 1, is amended to read:

39.20 Subdivision 1. **Driver; daily inspection, report.** (a) The driver of a commercial  
39.21 motor vehicle shall ~~report in writing at the completion of each day's work on~~ inspect daily  
39.22 each commercial motor vehicle the driver has operated. A person who owns one or more  
39.23 commercial motor vehicles and who employs drivers for those commercial motor vehicles  
39.24 must require each driver to submit a written report at the completion of each day's work  
39.25 as required by this section. The driver of a commercial motor vehicle subject to this  
39.26 section is not required to prepare and submit a written report if no defect or deficiency  
39.27 is discovered by or reported to the driver, except that the driver of a passenger-carrying  
39.28 commercial motor vehicle shall prepare and submit a written report regardless of whether  
39.29 any defect or deficiency is discovered by or reported to the driver.

39.30 (b) The inspection and report must cover the following parts and accessories: service  
39.31 brakes, including trailer and semitrailer brake connections; parking (hand) brake; steering  
39.32 mechanism; lighting devices and reflectors; tires; horn; windshield wiper or wipers; rear  
39.33 vision mirror or mirrors; coupling devices; wheels and rims; and emergency equipment.

40.1 ~~(b)~~ (c) The report must identify the vehicle and list any defect or deficiency  
 40.2 discovered by or reported to the driver that would affect the safe operation of the vehicle or  
 40.3 result in its mechanical breakdown. If no defect or deficiency is discovered by or reported  
 40.4 to the driver, the report must so indicate. The driver must sign the report after completing  
 40.5 it. In the case of a commercial motor vehicle operated by two drivers, the signature of one  
 40.6 of the drivers satisfies the requirements of this subdivision if both drivers agree concerning  
 40.7 the defects or deficiencies. If a driver operates more than one commercial motor vehicle  
 40.8 during a day's work, a report must be prepared for each vehicle operated.

40.9 ~~(e)~~ (d) Before operating or allowing the operation of a commercial motor vehicle  
 40.10 on which a report has been prepared under this subdivision, the owner of the vehicle or  
 40.11 the owner's agent must repair defects or deficiencies listed on the report that would likely  
 40.12 affect the safe operation of the vehicle. Before allowing the commercial motor vehicle to  
 40.13 be operated again, the owner or the owner's agent must certify, on the report listing the  
 40.14 defect or deficiency, that the defect or deficiency has been corrected or that correction is  
 40.15 unnecessary. A motor carrier must keep the original vehicle inspection report for at least  
 40.16 three months after the date of inspection. The report must be available for inspection by  
 40.17 an authorized federal, state, or local official at any time during this period.

40.18 ~~(d)~~ (e) A copy of the vehicle inspection report, including a certification of corrections  
 40.19 resulting from the report, must be carried in the commercial motor vehicle, or in the power  
 40.20 unit of a commercial motor vehicle combination, at all times when the vehicle or power  
 40.21 unit is operated until the next inspection report is completed under this subdivision. The  
 40.22 copy must be made available on demand to (1) a peace officer, (2) a person authorized  
 40.23 under section 221.221, and (3) a person described in section 299D.06.

40.24 **EFFECTIVE DATE.** This section is effective the day following final enactment.

40.25 Sec. 26. Minnesota Statutes 2014, section 169.782, subdivision 2, is amended to read:

40.26 Subd. 2. **Driver; pretrip inspection.** ~~(a) Before driving~~ Prior to the first operation  
 40.27 of a commercial motor vehicle following completion of a daily inspection report under  
 40.28 subdivision 1, a driver must:

- 40.29 (1) review the most recent vehicle inspection report on the vehicle;  
 40.30 (2) determine that the vehicle is in safe operating condition; and  
 40.31 (3) sign the inspection report in the vehicle.

40.32 The driver shall sign the report only if all defects and deficiencies listed in the report  
 40.33 have been certified as having been corrected or as not requiring correction.



41.1 ~~(b) If the commercial motor vehicle does not contain the previous day's inspection~~  
 41.2 ~~report, the driver must make the inspection and complete the report required under~~  
 41.3 ~~subdivision 1.~~

41.4 **EFFECTIVE DATE.** This section is effective the day following final enactment.

41.5 Sec. 27. Minnesota Statutes 2014, section 169.782, subdivision 4, is amended to read:

41.6 Subd. 4. **Exceptions.** ~~(a) With the exception of subdivision 2, paragraph (a), clause~~  
 41.7 ~~(2),~~ This section does not apply to a commercial motor vehicle that is a farm truck that may  
 41.8 be operated by a person not holding a commercial driver's license, provided that before  
 41.9 driving the vehicle, a driver must determine that the vehicle is in safe operating condition.

41.10 (b) This section does not apply to a commercial motor vehicle held for resale by a  
 41.11 motor vehicle dealer licensed under section 168.27.

41.12 (c) This section does not apply to a covered farm vehicle as defined in Code of  
 41.13 Federal Regulations, title 49, section 390.5, that is not carrying hazardous materials of  
 41.14 a type or quantity that requires the vehicle to be placarded in accordance with Code of  
 41.15 Federal Regulations, title 49, section 172.504.

41.16 **EFFECTIVE DATE.** This section is effective the day following final enactment.

41.17 Sec. 28. Minnesota Statutes 2014, section 169.79, subdivision 4, is amended to read:

41.18 Subd. 4. **Collector's vehicle Optional front plate for certain vehicles.** One plate  
 41.19 must be displayed on the rear of the vehicle, and one plate may be displayed on the front  
 41.20 of the vehicle at the discretion of the owner, if the vehicle is:

41.21 (1) a collector's vehicle with a pioneer, classic car, collector, or street rod license;

41.22 (2) a vehicle that meets the requirements of a pioneer, classic, or street rod vehicle  
 41.23 except that the vehicle is used for general transportation purposes; ~~or~~

41.24 (3) a vehicle that is of model year 1972 or earlier, not registered under section  
 41.25 168.10, subdivision 1c, and is used for general transportation purposes; ~~then one plate~~  
 41.26 ~~must be displayed on the rear of the vehicle, or one plate on the front and one on the rear,~~  
 41.27 ~~at the discretion of the owner; or~~

41.28 (4) a vehicle that was originally manufactured without a specifically designed  
 41.29 location for plate placement on the front, excluding vehicles provided for in subdivisions  
 41.30 3, 3a, and 5.

41.31 Sec. 29. Minnesota Statutes 2014, section 169.81, is amended by adding a subdivision  
 41.32 to read:

42.1            Subd. 3f. **Length limits exclusion; aerodynamic device.** An aerodynamic device  
42.2 that meets the requirements under Code of Federal Regulations, title 23, section 658.16  
42.3 (b)(4), is excluded from each calculation of length under subdivision 2, 3, or 3c, including  
42.4 total vehicle length and length of a semitrailer or trailer, whether in a vehicle combination  
42.5 or not.

42.6            Sec. 30. Minnesota Statutes 2014, section 169.865, subdivision 1, is amended to read:

42.7            Subdivision 1. **Six-axle vehicles.** (a) A road authority may issue an annual permit  
42.8 authorizing a vehicle or combination of vehicles with a total of six or more axles to haul  
42.9 ~~raw or unprocessed agricultural~~ qualifying products and be operated with a gross vehicle  
42.10 weight of up to:

42.11            (1) 90,000 pounds; and

42.12            (2) 99,000 pounds during the period set by the commissioner under section 169.826,  
42.13 subdivision 1.

42.14            (b) Notwithstanding subdivision 3, paragraph (a), clause (4), a vehicle or  
42.15 combination of vehicles operated under this subdivision and transporting only sealed  
42.16 intermodal containers may be operated on an interstate highway if allowed by the United  
42.17 States Department of Transportation.

42.18            (c) Any combination of qualifying products may be transported under a single  
42.19 permit issued under this subdivision.

42.20            (d) The fee for a permit issued under this subdivision is \$300, or a proportional  
42.21 amount as provided in section 169.86, subdivision 5.

42.22            Sec. 31. Minnesota Statutes 2014, section 169.865, subdivision 2, is amended to read:

42.23            Subd. 2. **Seven-axle vehicles.** (a) A road authority may issue an annual permit  
42.24 authorizing a vehicle or combination of vehicles with a total of seven or more axles to  
42.25 haul ~~raw or unprocessed agricultural~~ qualifying products and be operated with a gross  
42.26 weight of up to:

42.27            (1) 97,000 pounds; and

42.28            (2) 99,000 pounds during the period set by the commissioner under section 169.826,  
42.29 subdivision 1.

42.30            (b) Drivers of vehicles operating under this subdivision must comply with driver  
42.31 qualification requirements adopted under section 221.0314, subdivisions 2 to 5, and Code  
42.32 of Federal Regulations, title 49, parts 40 and 382, unless exempt under section 221.031,  
42.33 subdivision 2c.

43.1 (c) Any combination of qualifying products may be transported under a single  
 43.2 permit issued under this subdivision.

43.3 (d) The fee for a permit issued under this subdivision is \$500, or a proportional  
 43.4 amount as provided in section 169.86, subdivision 5.

43.5 Sec. 32. Minnesota Statutes 2014, section 169.865, is amended by adding a subdivision  
 43.6 to read:

43.7 **Subd. 6. Qualifying products.** For purposes of this section, "qualifying products"  
 43.8 consists of:

43.9 (1) raw or unprocessed agricultural products;

43.10 (2) agricultural products transported for processing as a biofuel, including but not  
 43.11 limited to oat hulls and other feedstocks;

43.12 (3) livestock and poultry feed, seed, fertilizer, potash, and agricultural lime; and

43.13 (4) highway and building construction materials, and associated demolition materials,  
 43.14 including but not limited to aggregate material as defined in section 298.75, subdivision  
 43.15 1, paragraph (a), hot mix asphalt, plastic concrete, cementitious materials, concrete  
 43.16 admixtures, asphalt cement, construction demolition materials, and recycled road materials.

43.17 Sec. 33. Minnesota Statutes 2014, section 169.87, subdivision 6, is amended to read:

43.18 **Subd. 6. Recycling and garbage vehicles.** (a) Except as provided in paragraph (b),  
 43.19 weight restrictions imposed under subdivisions 1 and 2 do not apply to a vehicle that  
 43.20 does not exceed 20,000 pounds per single axle and is designed and used exclusively for  
 43.21 recycling, while engaged in recycling in a political subdivision that mandates curbside  
 43.22 recycling pickup.

43.23 (b) Weight restrictions imposed under subdivisions 1 and 2 do not apply to: (1) a  
 43.24 vehicle that does not exceed 14,000 pounds per single axle and is used exclusively for  
 43.25 recycling as described in paragraph (a), ~~or~~; (2) a vehicle that does not exceed 14,000  
 43.26 pounds per single axle and is designed and used exclusively for collecting mixed municipal  
 43.27 solid waste, as defined in section 115A.03, subdivision 21, while engaged in such  
 43.28 collection; or (3) a portable toilet service vehicle that does not exceed 14,000 pounds per  
 43.29 single axle or 26,000 pounds gross vehicle weight, and is designed and used exclusively  
 43.30 for collecting liquid waste from portable toilets, while engaged in such collection.

43.31 (c) Notwithstanding section 169.80, subdivision 1, a violation of weight restrictions  
 43.32 imposed under subdivisions 1 and 2 by a vehicle designed and used exclusively for  
 43.33 recycling while engaged in recycling in a political subdivision that mandates curbside  
 43.34 recycling pickup while engaged in such collection, ~~or~~ by a vehicle that is designed and

44.1 used exclusively for collecting mixed municipal solid waste as defined in section 115A.03,  
44.2 subdivision 21, while engaged in such collection, or by a portable toilet service vehicle  
44.3 that is designed and used exclusively for collecting liquid waste from portable toilets,  
44.4 while engaged in such collection, is not subject to criminal penalties but is subject to a  
44.5 civil penalty for excess weight under section 169.871.

44.6 **EFFECTIVE DATE.** This section is effective the day following final enactment.

44.7 Sec. 34. Minnesota Statutes 2014, section 173.02, is amended by adding a subdivision  
44.8 to read:

44.9 **Subd. 18a. Electronic advertising device.** (a) "Electronic advertising device"  
44.10 means an advertising device that is capable of displaying digital content that can be  
44.11 changed through messaging or electronic communications technology.

44.12 (b) Digital content consists of static text and images only, and does not include  
44.13 animation, flashing or moving lights, video, or other content having the appearance of  
44.14 movement.

44.15 **EFFECTIVE DATE.** This section is effective the day following final enactment.

44.16 Sec. 35. Minnesota Statutes 2014, section 173.15, is amended to read:

44.17 **173.15 PROHIBITED ADVERTISING DEVICES.**

44.18 (a) After June 8, 1971 no advertising device shall be erected or maintained:

44.19 (1) which purports to be or resembles an official traffic-control device, sign, or  
44.20 signal, or railroad sign or signal; or which hides from view or interferes in any material  
44.21 degree with the effectiveness of any traffic-control device, sign, or signal, or railroad sign  
44.22 or signal, or which obstructs or interferes with the driver's view of approaching, merging,  
44.23 or intersecting traffic for a distance not to exceed 500 feet;

44.24 (2) which prominently displays the word "stop" or "danger";

44.25 (3) which contains statements, words, or pictures of an obscene, indecent, or  
44.26 immoral character, or such as would offend public morals or decency;

44.27 (4) on any right-of-way of the interstate system of highways, except as otherwise  
44.28 provided by law or allowed by the commissioner;

44.29 (5) on private land without the consent of the owner or occupant thereof;

44.30 (6) on trees, shrubs, or which are painted or drawn upon rocks or natural features,  
44.31 or on public utility poles;

44.32 (7) which has distracting flashing or moving lights so designed or lighted as to  
44.33 be a traffic hazard;

45.1 (8) to which access can be obtained only from an interstate main-traveled way but  
45.2 excluding frontage roads adjacent thereto;

45.3 (9) which are structurally unsafe, are in disrepair, or are abandoned.

45.4 (b) The prohibition under paragraph (a), clause (7), does not include an electronic  
45.5 advertising device in which digital content changes no more frequently than once every  
45.6 six seconds.

45.7 **EFFECTIVE DATE.** This section is effective the day following final enactment.

45.8 Sec. 36. Minnesota Statutes 2014, section 174.40, is amended by adding a subdivision  
45.9 to read:

45.10 Subd. 4a. **Eligibility.** A statutory or home rule charter city, county, or town is  
45.11 eligible to receive funding under this section only if it has adopted subdivision regulations  
45.12 that require safe routes to school infrastructure in developments authorized on or after  
45.13 the effective date of this section.

45.14 Sec. 37. **[174.57] SNOW AND ICE CONTROL; APPROPRIATION.**

45.15 (a) In a fiscal year in which the commissioner expends at least 110 percent of  
45.16 the total biennial appropriation for snow and ice management specified in law, the  
45.17 commissioner may use an additional amount for this purpose that does not exceed 50  
45.18 percent of the reserved fund balance in the trunk highway fund. The amount identified by  
45.19 the commissioner under this paragraph is appropriated from the trunk highway fund to  
45.20 the commissioner for snow and ice management purposes.

45.21 (b) Upon using the appropriation authority in this section, the commissioner shall  
45.22 notify the commissioner of management and budget and the chairs and ranking minority  
45.23 members of the house of representatives and senate committees having jurisdiction over  
45.24 transportation finance. The commissioner shall include in each budget submission to  
45.25 the legislature under section 16A.11 the amount appropriated under this section for the  
45.26 budget biennium that is ending.

45.27 Sec. 38. Minnesota Statutes 2014, section 174.636, is amended by adding a subdivision  
45.28 to read:

45.29 Subd. 5. **Legislative authorization.** The powers conferred to the commissioner  
45.30 under sections 174.60 to 174.636 are subject to the requirements under section 174.94.

46.1 Sec. 39. Minnesota Statutes 2014, section 174.92, is amended to read:

46.2 **174.92 EXERCISE OF POWER; COMMUTER RAIL; EXERCISE OF**  
46.3 **POWER.**

46.4 Subdivision 1. Powers. The commissioner of transportation may exercise the  
46.5 powers granted in this chapter, as necessary, to plan, design, acquire, construct, and equip  
46.6 commuter rail facilities.

46.7 Subd. 2. Legislative authorization. The powers conferred to the commissioner  
46.8 under sections 174.80 to 174.92 are subject to the requirements under section 174.94.

46.9 Sec. 40. Minnesota Statutes 2014, section 174.93, subdivision 1, is amended to read:

46.10 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms  
46.11 have the meanings given:

46.12 (1) "commissioner" means the commissioner of transportation;

46.13 (2) "guideway" means a form of transportation service provided to the public on a  
46.14 regular and ongoing basis, that operates on exclusive or controlled rights-of-way or rails  
46.15 in whole or in part, and includes: (i) each line for intercity passenger rail, commuter rail,  
46.16 light rail transit, streetcars, and highway bus rapid transit, and express bus service operated  
46.17 primarily within a dedicated right-of-way; and (ii) any multimodal station serving two or  
46.18 more lines identified in item (i); and

46.19 (3) "local unit of government" means a county, statutory or home rule charter city,  
46.20 town, or other political subdivision including, but not limited to, a regional railroad  
46.21 authority or joint powers board.

46.22 (b) For purposes of this section, "sources of funds" includes, but is not limited to,  
46.23 money from federal aid, state appropriations, the Metropolitan Council, special taxing  
46.24 districts, local units of government, fare box recovery, and nonpublic sources.

46.25 (c) For purposes of this section, "budget activity" includes, but is not limited  
46.26 to, environmental analysis, land acquisition, easements, design, preliminary and  
46.27 final engineering, acquisition of vehicles and rolling stock, track improvement and  
46.28 rehabilitation, and construction.

46.29 (d) For purposes of this section, guideway excludes arterial bus rapid transit,  
46.30 limited-stop bus service, and express bus service that is not operated primarily within a  
46.31 dedicated right-of-way.

46.32 Sec. 41. **[174.94] GUIDEWAY DEVELOPMENT AUTHORIZATION.**

46.33 (a) For purposes of this section, "guideway" has the meaning given in section  
46.34 174.93, subdivision 1.

47.1 (b) The commissioner and any political subdivision, including but not limited to  
47.2 the Metropolitan Council, a regional railroad authority, a county, or a statutory or home  
47.3 rule charter city, may not complete an alternatives analysis or select a locally preferred  
47.4 alternative for a guideway project unless on or after January 1, 2015: (1) a law is enacted  
47.5 that specifically identifies and authorizes the project, or (2) state funds are appropriated  
47.6 specifically for the project.

47.7 (c) Nothing in this section prohibits the commissioner or any political subdivision  
47.8 from (1) performing transit planning; (2) producing feasibility studies; or (3) commencing  
47.9 project development, including through an alternatives analysis or preliminary  
47.10 environmental analysis.

47.11 **EFFECTIVE DATE.** This section is effective the day following final enactment,  
47.12 and applies for any project not approved by the Federal Transit Administration for  
47.13 preliminary engineering or a subsequent project phase as of the effective date of this  
47.14 section. The portion that relates to the Metropolitan Council applies in the counties of  
47.15 Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

47.16 Sec. 42. Minnesota Statutes 2014, section 221.031, is amended by adding a subdivision  
47.17 to read:

47.18 Subd. 9a. **Federal out-of-service order; operation prohibited.** No intrastate  
47.19 carrier, private carrier engaged in intrastate commerce, or person providing intrastate  
47.20 transportation service described in section 221.025 shall operate a commercial motor  
47.21 vehicle in Minnesota while a motor carrier out-of-service order issued by the Federal  
47.22 Motor Carrier Safety Administration under Code of Federal Regulations, title 49, part  
47.23 385 or 386, is in effect.

47.24 Sec. 43. Minnesota Statutes 2014, section 221.605, is amended by adding a subdivision  
47.25 to read:

47.26 Subd. 4. **Federal out-of-service order; operation prohibited.** No interstate carrier  
47.27 or private carrier engaged in interstate commerce shall operate a commercial motor  
47.28 vehicle in Minnesota while a motor carrier out-of-service order issued by the Federal  
47.29 Motor Carrier Safety Administration under Code of Federal Regulations, title 49, part  
47.30 385 or 386, is in effect.

47.31 Sec. 44. Minnesota Statutes 2014, section 299A.465, is amended by adding a  
47.32 subdivision to read:

48.1            Subd. 2a. **Volunteer firefighter killed in line of duty.** (a) This subdivision  
48.2 applies when a volunteer firefighter is killed while on duty and discharging the volunteer  
48.3 firefighter's duties as a volunteer firefighter.

48.4            (b) The municipality or municipalities that operate the fire department that the  
48.5 volunteer firefighter serves with shall provide health insurance coverage to the volunteer  
48.6 firefighter's dependents, including the volunteer firefighter's spouse.

48.7            (c) The municipality or municipalities that operate the fire department that the  
48.8 volunteer firefighter serves with shall pay the same level of contribution to cover the  
48.9 volunteer firefighter's dependents as is required for a firefighter under subdivision 2,  
48.10 paragraph (c). Coverage must continue for a spousal dependent of the volunteer firefighter  
48.11 for the period of time that the person is a dependent up to the age of 65, and coverage must  
48.12 continue for any other dependent until the person is age 26.

48.13            Sec. 45. Minnesota Statutes 2014, section 299A.465, subdivision 5, is amended to read:

48.14            Subd. 5. **Definition.** For purposes of this section:

48.15            (a) "Peace officer" or "officer" has the meaning given in section 626.84, subdivision  
48.16 1, paragraph (c).

48.17            (b) "Dependent" means a person who meets the definition of dependent in section  
48.18 62L.02, subdivision 11, at the time of the officer's or firefighter's injury or death. A person  
48.19 is not a dependent for purposes of this section during the period of time the person is  
48.20 covered under another group health plan.

48.21            (c) "Firefighter" has the meaning given in Minnesota Statutes 2000, section 424.03,  
48.22 but does not include volunteer firefighters.

48.23            (d) "Volunteer firefighter" has the meaning given in section 299N.03, subdivision 7.

48.24            (e) "Fire department" has the meaning given in section 299N.03, subdivision 4.

48.25            Sec. 46. Minnesota Statutes 2014, section 299D.085, subdivision 2, is amended to read:

48.26            Subd. 2. **Certificate.** No person may operate as an overdimensional load escort  
48.27 driver in this state without a certificate issued by the commissioner, or by a state with  
48.28 which the commissioner has entered into a reciprocal agreement. The commissioner shall  
48.29 assess a fee for each certificate applicant, calculated to cover the commissioner's cost of  
48.30 establishing and administering the program. No other certification is required to escort  
48.31 an overdimensional load.

48.32            Sec. 47. Minnesota Statutes 2014, section 299D.09, is amended to read:

48.33            **299D.09 ESCORT SERVICE; APPROPRIATION; RECEIPTS.**



49.1 (a) Fees charged for escort services provided by the State Patrol are annually  
 49.2 appropriated to the commissioner of public safety to administer and provide these services.

49.3 (b) ~~The fee charged for services provided by the State Patrol with a vehicle is \$79.28~~  
 49.4 ~~an hour. The fee charged for services provided without a vehicle is \$59.28 an hour~~  
 49.5 shall be set to recover actual costs as determined by the commissioner of public safety  
 49.6 by July 1 each year.

49.7 (c) The fees charged for State Patrol flight services are \$140 an hour for a fixed wing  
 49.8 aircraft, \$490 an hour for a helicopter, and \$600 an hour for the Queen Air in fiscal year  
 49.9 2012; and \$139.64 an hour for a fixed wing aircraft, \$560.83 an hour for a helicopter, and  
 49.10 \$454.84 an hour for the Queen Air in fiscal year 2013 and thereafter.

49.11 **EFFECTIVE DATE.** This section is effective the day following final enactment.

49.12 Sec. 48. **[299F.037] REPORTING FIREFIGHTER DEATHS.**

49.13 Whenever an active firefighter dies, whether or not the death is presumed to be in the  
 49.14 line of duty, the fire chief of the deceased firefighter must report, without undue delay,  
 49.15 the death to the state fire marshal. The notification shall identify the cause of death and  
 49.16 contain information concerning the circumstances of the death.

49.17 Sec. 49. Minnesota Statutes 2014, section 360.305, subdivision 4, is amended to read:

49.18 Subd. 4. **Costs allocated; local contribution; hangar construction account.** (a)  
 49.19 ~~Except as otherwise provided in this subdivision~~ Annually by June 1, the commissioner  
 49.20 of transportation shall ~~require as a condition of assistance by the state that the~~ establish  
 49.21 local contribution rates which will apply to a political subdivision, municipality, or public  
 49.22 ~~corporation make a substantial contribution to the cost of the construction, improvement,~~  
 49.23 ~~maintenance, or operation of the airport, in connection with which the assistance of the~~  
 49.24 ~~state is sought. These costs are referred to as project costs~~ when applying for state or  
 49.25 federal funding assistance to construct, improve, maintain, or operate an airport, or to  
 49.26 acquire land for airport facilities or clear zones. If the commissioner does not establish  
 49.27 local contribution rates by June 1, the previous rates apply.

49.28 (b) ~~For any airport, whether key, intermediate, or landing strip, where only state and~~  
 49.29 ~~local funds are to be used, the contribution shall be not less than one-fifth of the sum of:~~

49.30 (1) ~~the project costs;~~

49.31 (2) ~~acquisition costs of the land and clear zones, which are referred to as acquisition~~  
 49.32 ~~costs.~~ The commissioner may pay all costs beyond the local contribution. Local  
 49.33 contribution rates shall not be less than five percent of the total cost of the activity or  
 49.34 acquisition, except that the commissioner may require less than five percent for research

50.1 projects, radio or navigational aids, activities, or acquisitions for which federal funds are  
50.2 available to cover more than 90 percent of the total cost, or as otherwise necessary to  
50.3 respond to an emergency.

50.4 ~~(c) For any airport where federal, state, and local funds are to be used, the~~  
50.5 ~~contribution shall not be less than five percent of the sum of the project costs and~~  
50.6 ~~acquisition costs. The commissioner's establishment of local contribution rates is not~~  
50.7 ~~subject to the rulemaking requirements of chapter 14.~~

50.8 ~~(d) The commissioner may pay the total cost of radio and navigational aids.~~

50.9 ~~(e) Notwithstanding paragraph (b) or (c), the commissioner may pay all of the~~  
50.10 ~~project costs of a new landing strip, but not an intermediate airport or key airport, or may~~  
50.11 ~~pay an amount equal to the federal funds granted and used for a new landing strip plus~~  
50.12 ~~all of the remaining project costs; but the total amount paid by the commissioner for the~~  
50.13 ~~project costs of a new landing strip, unless specifically authorized by an act appropriating~~  
50.14 ~~funds for the new landing strip, shall not exceed \$200,000.~~

50.15 ~~(f) Notwithstanding paragraph (b) or (c), the commissioner may pay all the project~~  
50.16 ~~costs for research and development projects, including, but not limited to noise abatement;~~  
50.17 ~~provided that in no event shall the sums expended under this paragraph exceed five~~  
50.18 ~~percent of the amount appropriated for construction grants.~~

50.19 ~~(g) (d) To receive aid under this section for project costs or for acquisition costs, the~~  
50.20 ~~municipality must enter into an agreement with the commissioner giving assurance that~~  
50.21 ~~the airport will be operated and maintained in a safe, serviceable manner for aeronautical~~  
50.22 ~~purposes only for the use and benefit of the public:~~

50.23 ~~(1) for 20 years after the date that the municipality receives any state funds for~~  
50.24 ~~project construction or improvement costs are received by the municipality; and~~

50.25 ~~(2) for 99 years after the date that the municipality receives any state funds for land~~  
50.26 ~~acquisition costs are received by the municipality. If any land acquired with state funds~~  
50.27 ~~ceases to be used for aviation purposes, the municipality shall repay the state airports fund~~  
50.28 ~~the same percentage of the appraised value of the property as that percentage of the costs~~  
50.29 ~~of acquisition and participation provided by the state to acquire the land.~~

50.30 ~~The agreement may contain other conditions as the commissioner deems reasonable.~~

50.31 ~~(h) (e) The commissioner shall establish a hangar construction revolving account,~~  
50.32 ~~which shall be used for the purpose of financing the construction of hangar buildings to~~  
50.33 ~~be constructed by municipalities owning airports. All municipalities owning airports are~~  
50.34 ~~authorized to enter into contracts for the construction of hangars, and contracts with~~  
50.35 ~~the commissioner for the financing of hangar construction for an amount and period of~~  
50.36 ~~time as may be determined by the commissioner and municipality. All receipts from the~~

51.1 financing contracts shall be deposited in the hangar construction revolving account and  
 51.2 are reappropriated for the purpose of financing construction of hangar buildings. The  
 51.3 ~~commissioner may pay from the hangar construction revolving account 80 percent of the~~  
 51.4 ~~cost of financing construction of hangar buildings. For purposes of this paragraph, the~~  
 51.5 ~~construction of hangars shall include their design.~~ The commissioner shall transfer up to  
 51.6 \$4,400,000 from the state airports fund to the hangar construction revolving account.

51.7 ~~(f)~~ (f) The commissioner may pay a portion of the purchase price of any contribute  
 51.8 to costs incurred by any municipality for airport maintenance and operations, safety  
 51.9 equipment, and of the actual airport snow removal costs incurred by any municipality.  
 51.10 ~~The portion to be paid by the state shall not exceed two-thirds of the cost of the purchase~~  
 51.11 ~~price or snow removal. To receive aid a municipality must enter into an agreement of the~~  
 51.12 ~~type referred to in paragraph (g).~~

51.13 ~~(g)~~ (g) This subdivision applies only to project costs or acquisition costs of  
 51.14 municipally owned airports incurred after June 1, 1971.

51.15 Sec. 50. Minnesota Statutes 2014, section 398A.04, is amended by adding a  
 51.16 subdivision to read:

51.17 Subd. 2b. **Legislative authorization.** The powers conferred to a regional rail  
 51.18 authority under this chapter are subject to the requirements under section 174.94.

51.19 Sec. 51. Minnesota Statutes 2014, section 473.146, subdivision 4, is amended to read:

51.20 **Subd. 4. **Transportation planning.**** (a) The Metropolitan Council is the designated  
 51.21 planning agency for any long-range comprehensive transportation planning required by  
 51.22 section 134 of the Federal Highway Act of 1962, Section 4 of Urban Mass Transportation  
 51.23 Act of 1964 and Section 112 of Federal Aid Highway Act of 1973 and other federal  
 51.24 transportation laws. The council shall assure administration and coordination of  
 51.25 transportation planning with appropriate state, regional and other agencies, counties,  
 51.26 and municipalities.

51.27 (b) The council shall establish an advisory body consisting of citizens and  
 51.28 representatives of municipalities, counties, and state agencies in fulfillment of the planning  
 51.29 responsibilities of the council. The membership of the advisory body must consist of:

51.30 (1) the commissioner of transportation or the commissioner's designee;

51.31 (2) the commissioner of the Pollution Control Agency or the commissioner's  
 51.32 designee;

51.33 (3) one member of the Metropolitan Airports Commission appointed by the  
 51.34 commission;

52.1 (4) one person appointed by the council to represent nonmotorized transportation;

52.2 (5) one person appointed by the commissioner of transportation to represent the  
52.3 freight transportation industry;

52.4 (6) two persons ~~appointed by the council~~ to represent public transit, with one  
52.5 appointed by the council, and one appointed by the Suburban Transit Association who  
52.6 must be an elected official from a city participating in the replacement service program  
52.7 under section 473.388;

52.8 (7) ten elected officials of cities within the metropolitan area, including one  
52.9 representative from each first-class city, appointed by the Association of Metropolitan  
52.10 Municipalities;

52.11 (8) one member of the county board of each county in the seven-county metropolitan  
52.12 area, appointed by the respective county boards;

52.13 (9) eight citizens appointed by the council, one from each council precinct; and

52.14 (10) one member of the council, appointed by the council.

52.15 (c) The council shall appoint a chair from among the members of the advisory body.

52.16 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
52.17 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
52.18 Scott, and Washington.

52.19 Sec. 52. Minnesota Statutes 2014, section 473.399, is amended by adding a subdivision  
52.20 to read:

52.21 Subd. 6. **Legislative authorization.** The powers conferred to a responsible  
52.22 authority, as defined in section 473.3993, subdivision 4, under sections 473.399 to  
52.23 473.3999 are subject to the requirements in section 174.94.

52.24 **APPLICATION.** This section applies in the counties of Anoka, Carver, Dakota,  
52.25 Hennepin, Ramsey, Scott, and Washington.

52.26 Sec. 53. Minnesota Statutes 2014, section 473.4051, subdivision 2, is amended to read:

52.27 Subd. 2. **Operating costs.** After operating revenue and federal money have been  
52.28 used to pay for light rail transit operations, 50, 100 percent of the remaining operating and  
52.29 ongoing maintenance costs must be paid by the state from nonstate sources. For purposes  
52.30 of this subdivision, state sources include but are not limited to general fund appropriations  
52.31 and revenue from the motor vehicle sales tax under chapter 297B.

52.32 **APPLICATION.** This section applies in the counties of Anoka, Carver, Dakota,  
52.33 Hennepin, Ramsey, Scott, and Washington.

53.1 Sec. 54. Laws 2009, chapter 158, section 10, as amended by Laws 2012, chapter 287,  
53.2 article 3, section 56, and Laws 2014, chapter 255, section 20, is amended to read:

53.3 Sec. 10. **EFFECTIVE DATE.**

53.4 Sections 2 and 3 are effective August 1, 2009, ~~and the amendments made in sections~~  
53.5 ~~2 and 3 to Minnesota Statutes, sections 169.011 and 169.045, expire July 31, 2015.~~

53.6 **EFFECTIVE DATE.** This section is effective the day following final enactment.

53.7 Sec. 55. Laws 2014, chapter 312, article 11, section 3, the effective date, is amended to  
53.8 read:

53.9 **EFFECTIVE DATE.** Subdivisions 1 to 4 are effective January 1, 2015, for special  
53.10 Minnesota golf plates issued on or after that date. Subdivision 5 is effective ~~January 1,~~  
53.11 ~~2017~~ July 1, 2015.

53.12 **EFFECTIVE DATE.** This section is effective the day following final enactment.

53.13 Sec. 56. **DEPARTMENT OF TRANSPORTATION EFFICIENCIES.**

53.14 (a) In fiscal years 2016 and 2017, the commissioner of transportation shall  
53.15 implement efficiencies identified by the Transportation Strategic Management and  
53.16 Operations Advisory Task Force report under Laws 2008, chapter 152, article 6, section 9,  
53.17 equal to 15 percent of the Department of Transportation's total appropriations for fiscal  
53.18 years 2014 and 2015.

53.19 (b) The efficiency savings amount identified in paragraph (a) is available to the  
53.20 commissioner of transportation in fiscal years 2016 and 2017 for the construction,  
53.21 maintenance, or rehabilitation, including pothole repair, of highways, roads, and bridges  
53.22 on the trunk highway system.

53.23 **EFFECTIVE DATE.** This section is effective the day following final enactment.

53.24 Sec. 57. **LEGISLATIVE ROUTE NO. 228 REMOVED.**

53.25 (a) Minnesota Statutes, section 161.115, subdivision 159, is repealed effective the  
53.26 day after the commissioner of transportation receives a copy of the agreement between  
53.27 the commissioner and the governing body of Otter Tail County to transfer jurisdiction of  
53.28 Legislative Route No. 228 and after the commissioner notifies the revisor of statutes  
53.29 under paragraph (b).

53.30 (b) The revisor of statutes shall delete the route identified in paragraph (a) from  
53.31 Minnesota Statutes when the commissioner of transportation sends notice to the revisor

54.1 electronically or in writing that the conditions required to transfer the route have been  
54.2 satisfied.

54.3 **Sec. 58. LEGISLATIVE ROUTE NO. 275 REMOVED.**

54.4 (a) Minnesota Statutes, section 161.115, subdivision 206, is repealed effective the  
54.5 day after the commissioner of transportation receives a copy of the agreement between the  
54.6 commissioner and the governing body of Lac qui Parle County to transfer jurisdiction  
54.7 of Legislative Route No. 275 and after the commissioner notifies the revisor of statutes  
54.8 under paragraph (b).

54.9 (b) The revisor of statutes shall delete the route identified in paragraph (a) from  
54.10 Minnesota Statutes when the commissioner of transportation sends notice to the revisor  
54.11 electronically or in writing that the conditions required to transfer the route have been  
54.12 satisfied.

54.13 **Sec. 59. COST PARTICIPATION POLICY.**

54.14 The commissioner of transportation, in consultation with representatives of local  
54.15 units of government, shall create and adopt a policy concerning cost participation  
54.16 for cooperative construction projects and maintenance responsibilities between the  
54.17 Department of Transportation and local units of government. The policy must minimize  
54.18 the share of cooperative project costs to be funded by the local units of government while  
54.19 complying in all respects with the state constitutional requirements concerning allowable  
54.20 uses of the trunk highway fund. The policy should provide and include sufficient flexibility  
54.21 for unique projects and locations if doing so results in a lower total project cost. The policy  
54.22 must be completed and adopted by the commissioner no later than September 1, 2015.

54.23 **EFFECTIVE DATE.** This section is effective the day following final enactment.

54.24 **Sec. 60. CONCRETE DIAMOND GRINDING SLURRY.**

54.25 The commissioner of transportation shall not engage in a study, including under any  
54.26 agreement with a consultant, related to the deposit of slurry generated from highway  
54.27 diamond grinding on the side of roadways, unless the commissioner consults with  
54.28 interested representatives of the road construction and maintenance industry regarding the  
54.29 methodology and specifications for the study. The commissioner or a consultant operating  
54.30 under an agreement with the commissioner shall consult with interested representatives  
54.31 of the road construction and maintenance industry to evaluate methods of determining  
54.32 best management practices.

55.1 **EFFECTIVE DATE.** This section is effective the day following final enactment.

55.2 Sec. 61. **INTERSTATE 94/694/494 INTERCHANGE SAFETY IMPROVEMENT**  
55.3 **STUDY.**

55.4 The commissioner of transportation must conduct a safety improvement study for  
55.5 the interchange of signed Interstate Highways 94, 694, and 494 in the cities of Woodbury  
55.6 and Oakdale. At a minimum, the study must provide specific recommendations to  
55.7 improve the safety of the interchange and include cost estimates for each recommended  
55.8 improvement. The commissioner must report the findings and recommendations of the  
55.9 study to the legislative committees having jurisdiction over transportation policy and  
55.10 finance within 180 days after the effective date of this section.

55.11 **EFFECTIVE DATE.** This section is effective the day following final enactment.

55.12 Sec. 62. **LEGISLATIVE REPORT ON VEHICLE TITLE TRANSFER FEE**  
55.13 **FUNDS.**

55.14 By November 1, 2015, the commissioner of the Pollution Control Agency shall  
55.15 submit a report on motor vehicle title transfer fee funds to the chairs and ranking  
55.16 minority members of the legislative committees with jurisdiction over transportation and  
55.17 environment policy and finance. At a minimum, the report must (1) identify the annual  
55.18 amount of revenue from the motor vehicle title transfer fee under Minnesota Statutes,  
55.19 section 115A.908, over fiscal years 2012 to 2015; (2) evaluate the policy rationale for  
55.20 allocation of revenue from the title transfer fee; and (3) specify uses of funds from the  
55.21 title transfer fee, including identification of any motor vehicle, road, or bridge purposes  
55.22 for which funds are used.

55.23 **EFFECTIVE DATE.** This section is effective the day following final enactment.

55.24 Sec. 63. **PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.**

55.25 Subdivision 1. **Definition.** For the purposes of this section, "responsible authority"  
55.26 means the commissioner of transportation or the Metropolitan Council, as appropriate.

55.27 Subd. 2. **Public-private partnership authority.** (a) A responsible authority is  
55.28 authorized to consider and utilize public-private partnership procurement methods as  
55.29 provided in this section. A public-private partnership initiative must take advantage of  
55.30 private sector efficiencies in design and construction, along with expertise in finance and  
55.31 development, and provide a better long-term value for the state than could be obtained  
55.32 through traditional procurement methods.

56.1 (b) A responsible authority may use in the pilot program an existing public-private  
56.2 partnership mechanism or a proposed mechanism that proves the best available option  
56.3 for the state. Mechanisms that a responsible authority may use consist only of: user  
56.4 fees, construction payments, joint development agreements, negotiated exactions, and  
56.5 air rights development.

56.6 (c) A responsible authority may receive or solicit and evaluate proposals to  
56.7 build, operate, and finance projects that are not inconsistent with the department's or  
56.8 the Metropolitan Council's most recent transportation plans. If a responsible authority  
56.9 receives an unsolicited proposal, the authority shall publish a notice in the State Register  
56.10 at least once a week for two weeks stating that the authority has received the proposal and  
56.11 will accept other proposals for the same project purpose for 120 days after the initial date  
56.12 of publication. The private proposer must be selected on a competitive basis.

56.13 Subd. 3. **Pilot program restrictions.** (a) The pilot program under this section is  
56.14 for a total of up to three projects that are exclusively or primarily for infrastructure of  
56.15 a capital nature, excluding rolling stock.

56.16 (b) A responsible authority may not enter into a public-private partnership under this  
56.17 section for a project with a total project cost estimate of more than \$100,000,000.

56.18 (c) When entering into a public-private partnership, a responsible authority may not  
56.19 enter into any noncompete agreement that inhibits the state's ability to address ongoing or  
56.20 future infrastructure needs.

56.21 (d) If a responsible authority enters into a public-private partnership agreement  
56.22 that includes a temporary transfer of ownership or control of a road, bridge, or other  
56.23 infrastructure investment to the private entity, the agreement must include a provision  
56.24 requiring the return of the road, bridge, or other infrastructure investment to the state after  
56.25 a specified period of time that may not exceed 25 years.

56.26 (e) A responsible authority may only consider new projects for a public-private  
56.27 partnership. A responsible authority is prohibited from considering projects involving  
56.28 existing infrastructure for a public-private partnership, unless the proposed project adds  
56.29 capacity to the existing infrastructure.

56.30 Subd. 4. **Consultation.** (a) As part of the pilot program under this section, the  
56.31 commissioner and the Metropolitan Council shall consult with the commissioner of  
56.32 management and budget, the commissioner of employment and economic development, the  
56.33 commissioner of administration, and one representative each from the American Council  
56.34 of Engineering Companies - Minnesota chapter, the Central Minnesota Transportation  
56.35 Alliance, and the Minnesota County Engineers Association. In addition, the commissioner



57.1 shall invite the Federal Highway Administration and the Metropolitan Council shall invite  
57.2 the Federal Transit Administration to participate in consultation activities.

57.3 (b) Consultation activities include reviewing projects proposed under this section,  
57.4 reviewing any contractual or financial agreements to ensure program requirements are  
57.5 met, and ensuring that any proposed or executed agreement serves the public interest.

57.6 Subd. 5. **Evaluation and selection of private entity and project.** (a) A responsible  
57.7 authority shall contract with one or more consultants to assist in proposal evaluation. The  
57.8 consultant must possess expertise and experience in public-private partnership project  
57.9 evaluation methodology, such as value for money, costs of public-private partnership  
57.10 compared with costs of public project delivery, and cost-benefit analysis.

57.11 (b) When soliciting, evaluating, and selecting a private entity with which to enter  
57.12 into a public-private partnership and before selecting a project, a responsible authority  
57.13 must consider:

57.14 (1) the ability of the proposed project to improve safety, reduce congestion, increase  
57.15 capacity, and promote economic growth;

57.16 (2) the proposed cost of and financial plan for the project;

57.17 (3) the general reputation, qualifications, industry experience, and financial capacity  
57.18 of the private entity;

57.19 (4) the project's proposed design, operation, and feasibility;

57.20 (5) the length and extent of transportation and transit service disruption;

57.21 (6) comments from local citizens and affected jurisdictions;

57.22 (7) the benefits to the public;

57.23 (8) the safety record of the private entity; and

57.24 (9) any other criteria a responsible authority deems appropriate.

57.25 Subd. 6. **Public-private agreement.** (a) A public-private agreement between a  
57.26 responsible authority and a private entity must, at a minimum, specify:

57.27 (1) the planning, acquisition, financing, development, design, construction,  
57.28 reconstruction, replacement, improvement, maintenance, management, repair, leasing, or  
57.29 operation of the project;

57.30 (2) the term of the public-private agreement;

57.31 (3) the type of property interest, if any, that the private entity will have in the project;

57.32 (4) a description of the actions a responsible authority may take to ensure proper  
57.33 maintenance of the project;

57.34 (5) whether user fees will be collected on the project and the basis by which the  
57.35 user fees are determined and modified along with identification of the public agency that  
57.36 will determine and modify fees;

- 58.1 (6) compliance with applicable federal, state, and local laws;  
58.2 (7) grounds for termination of the public-private agreement by a responsible  
58.3 authority;  
58.4 (8) adequate safeguards for the traveling public and residents of the state in event of  
58.5 default on the contract;  
58.6 (9) financial protection for the state in the event of default, which must include  
58.7 payment and performance bonds, for any construction, that meet the requirements under  
58.8 Minnesota Statutes, sections 574.26 to 574.32; and  
58.9 (10) procedures for amendment of the agreement.  
58.10 (b) A public-private agreement between a responsible authority and a private entity  
58.11 may provide for:  
58.12 (1) review and approval by a responsible authority of the private entity's plans for  
58.13 the development and operation of the project;  
58.14 (2) inspection by a responsible authority of construction and improvements to the  
58.15 project;  
58.16 (3) maintenance by the private entity of a liability insurance policy;  
58.17 (4) filing of appropriate financial statements by the private entity on a periodic basis;  
58.18 (5) filing of traffic reports by the private entity on a periodic basis;  
58.19 (6) financing obligations of a responsible authority and the private entity;  
58.20 (7) apportionment of expenses between a responsible authority and the private entity;  
58.21 (8) the rights and remedies available in the event of a default or delay;  
58.22 (9) the rights and duties of the private entity, a responsible authority, and other state  
58.23 or local governmental entities with respect to the use of the project;  
58.24 (10) the terms and conditions of indemnification of the private entity by a responsible  
58.25 authority;  
58.26 (11) assignment, subcontracting, or other delegations of responsibilities of (i) the  
58.27 private entity, or (ii) a responsible authority under agreement to third parties, including  
58.28 other private entities or state agencies;  
58.29 (12) if applicable, sale or lease to the private entity of private property related to  
58.30 the project;  
58.31 (13) traffic enforcement and other policing issues; and  
58.32 (14) any other terms and conditions a responsible authority deems appropriate.  
58.33 **Subd. 7. Funding from federal government.** (a) A responsible authority may  
58.34 accept from the United States or any of its agencies funds that are available to the state  
58.35 for carrying out the pilot program, whether the funds are available by grant, loan, or  
58.36 other financial assistance.

59.1 (b) A responsible authority may enter into agreements or other arrangements with  
59.2 the United States or any of its agencies as necessary for carrying out the pilot program.

59.3 (c) A responsible authority shall seek to maximize project funding from nonstate  
59.4 sources and may combine federal, state, local, and private funds to finance a public-private  
59.5 partnership pilot project.

59.6 Subd. 8. **Legislative reporting.** By August 1 annually in 2016 through 2019, the  
59.7 commissioner of transportation and the Metropolitan Council shall jointly submit to the  
59.8 chairs and ranking minority members of the legislative committees having jurisdiction  
59.9 over transportation policy and finance a list of all agreements executed under the pilot  
59.10 program authority. At a minimum, the list must identify each agreement, the contracting  
59.11 entities, the contract amount and duration, and any repayment requirements, and provide  
59.12 an update on the project's progress. The list may be submitted electronically and is subject  
59.13 to Minnesota Statutes, section 3.195, subdivision 1.

59.14 Subd. 9. **Expiration.** The authority to enter into new agreements under this section  
59.15 expires on June 30, 2019.

59.16 Sec. 64. **REPEALER.**

59.17 Minnesota Statutes 2014, section 299E.02, is repealed.

APPENDIX  
Article locations in H0004-3

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APPENDIX

Repealed Minnesota Statutes: H0004-3

No active language found for: 299E.02