



## **Laws 2025, First Special Session, Chapter 8 – Omnibus Transportation Finance and Policy Bill**

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**Laws 2025, First Special Session, Chapter 8**, is the transportation finance and policy omnibus and establishes the state transportation budget for fiscal years 2026-2027.

### **Article 1 – APPROPRIATIONS**

Article 1 makes a variety of transportation-related appropriations to the Department of Transportation, Department of Public Safety, the Metropolitan Council, and a variety of other state agencies and the University of Minnesota for transportation-related purposes and projects. Cancels portions of certain previous appropriations and extends the date to which certain previous appropriations are available. Makes transfers from the general fund to accounts in the special revenue fund.

Makes a one-time allocation of revenue from Anoka County's portion of regional sales and use tax revenue for a pedestrian bridge in Anoka County. Makes a one-time proportional allocation of revenue from the Metropolitan Council and Hennepin County's portion of regional transportation sales and use tax revenue for the design and construction of pedestrian enclosure and suicide deterrent barriers on the Washington Avenue Bridge on the Twin Cities Campus of the University of Minnesota.

Makes a one-time allocation of revenue from the regional transportation sales and use tax to metro-area transportation management organizations.

See posted spreadsheet for additional details.

### **Article 2 – TRANSPORTATION FINANCE AND POLICY**

**Article 2** contains a variety of transportation finance policy provisions. Unless otherwise specified, all sections of **Chapter 8** are effective July 1, 2025. See Minn. Stat. §645.02.

**Section 1 [Advisory Council on Traffic Safety; duties]** authorizes the Advisory Council on Traffic Safety to advise the commissioner of DPS on grant agreements for traffic safety projects. Effective the day following final enactment.

**Section 2 [Advisory Council on Traffic Safety; administration]** authorizes the commissioner of DPS to enter into agreements for Advisory Council Traffic Safety projects and authorizes the hosting of a state traffic safety conference. Effective the day following final enactment.

**Section 3 [Grant agreements for safety projects]** authorizes the commissioner of public safety to enter into grant agreements, in collaboration with the Advisory Council on Traffic Safety, for projects that reduce serious and fatal injury crashes, with priority to local traffic safety coalitions over other eligible entities. Specifies certain activities that may be considered ‘projects that reduce serious and fatal injury crashes.’ Effective the day following final enactment.

**Section 4 [Driver’s license photograph; exceptions]** cross-references the authorization to wear a medically required covering in a data practices statute. Effective the day following final enactment.

**Section 5 [Greater Minnesota transit account]** establishes a statutory reserve balance requirement for the Greater Minnesota transit account, of which must not more than five percent of the total annual transit assistance fund balance from the previous fiscal year.

**Section 6 [Empowering small Minnesota communities program]** establishes the Empowering Small Minnesota Communities program. The program provides for partnerships between entities in the University of Minnesota and smaller political subdivisions to provide support and assistance on analysis, design, and project development for infrastructure projects. Specifies prioritization for assistance and use of funds under the program.

**Section 7 [Project funding; regional balance]** modifies the Corridors of Commerce regional balance for project funding to strike the calculation of percentages utilizing the current and prior two consecutive project selection rounds. Effective the day following final enactment and applies to funds awarded on or after that date regardless of the date of solicitation.

**Section 8 [Legislative Route No. 246; turnback]** is a legislative route turnback in the city of Northfield.

**Section 9 [Officer Jason B. Meyer Memorial Highway]** designates a stretch of U.S. Highway 63 south of Racine as "Officer Jason B. Meyer Memorial Highway." Funds for the memorial signs must come from nonstate sources.

**Section 10 [Elmstrand \* Finseth \* Ruge Heroes Memorial Bridge]** designates the bridge on Burnsville Parkway over Interstate Highway 35W in the city of Burnsville as “Elmstrand \* Finseth \* Ruge Heroes Memorial Bridge.” Funds for the memorial signs must come from nonstate sources.

**Section 11 [Sergeant Joshua A. Schmit Memorial Highway]** designates a stretch of U.S. Highway 23 north of Willmar as “Sergeant Joshua A. Schmit Memorial Highway.” Funds for the memorial must come from nonstate sources.

**Section 12 [Impact mitigation; interlinking]** modifies off-set actions for impact mitigation activities to include further specified natural systems improvements and land acquisition for state outdoor recreation systems except for state rest areas and regional parks.

**Section 13 [Local government road funding gap assistance]** establishes the local government road funding gap assistance account. Funds in the account are available only for design, construction, reconstruction, and maintenance of roads solely under the jurisdiction of an eligible local governmental recipient. Eligible local governmental recipients must (1) have a directly elected governing board; (2) maintain sole jurisdiction over a roadway system; (3) does not receive dedicated state funding due to its governmental status; and (4) either has a population greater than 10,000 in the last two decennial censuses or is contained within a city of the first class.

**Section 14 [Dealer]** authorizes the Department of Public Safety to treat a motor vehicle dealer that is licensed in a neighboring state as licensed in Minnesota for some functions, including handling electronically-transmitted vehicle registrations and transfers.

**Section 15 [Passenger automobile; hearse]** exempts the surcharge instituted on electric vehicles and plug-in hybrid electric vehicles from a requirement that, for any vehicle previously registered in Minnesota, the total amount due for a vehicle’s registration must not exceed the smallest total amount previously paid on the vehicle, also known as a “hold harmless” provision.

**Section 16 [Electric vehicle]** institutes a new method of calculating the surcharge for all-electric vehicles. The surcharge is calculated as the **greater** of the following amount:

- 0.5 percent of the electric vehicle’s manufacturer’s suggested retail price (“MSRP”) multiplied by the depreciation schedule set forth for the vehicle registration tax for years 1-10 and by 10 percent for years 11 and beyond; **or**
- The following minimum surcharge amount:
  - \$150 between January 1, 2026, and June 30, 2027; and
  - \$100 on July 1, 2027, and thereafter (the effective date of the tax established in **section 76**).

**Section 17 [Plug-in hybrid electric vehicle surcharge]** establishes a new surcharge for plug-in hybrid electric vehicles. The surcharge is calculated as the greater of the following:

- 0.25 percent of the vehicle’s MSRP multiplied by the depreciation schedule set forth for the vehicle registration tax for years 1-10 and by 10 percent for years 11 and beyond, **or**
- The following minimum surcharge amount:
  - \$75 between January 1, 2026, and June 30, 2027; and
  - \$50 on and after July 1, 2027 (the effective date of the tax established in **section 76**).

The revenue collected from the surcharges imposed in **sections 16 and 17** are deposited in the highway user tax distribution fund.

**Section 18 [60-day temporary vehicle permit]** extends the valid period, from 31 to 60 days, on a temporary vehicle permit that is issued instead of vehicle registration for a vehicle to be transported out of state. Effective October 1, 2025.

**Section 19 [Rental motor vehicle plates]** establishes a rental motor vehicle special license plate. Sets eligibility, identifies eligible vehicles, specifies application requirements, provides for plate design, sets plate transfer requirements, and sets an exemption from validation stickers. Applies the earlier of July 1, 2026, or once the plates are made available.

**Section 20 [Dealers' licenses; exemptions]** establishes that independent contractors are not exempt from requirements to hold a dealer license for the relevant type of motor vehicle business activity.

**Section 21 [Dealers' licenses]** expands qualification requirements to obtain a dealer license related to motor vehicle business activity, which includes necessitating a national background check. Effective January 1, 2026.

**Section 22 [Dealer plates]** amends requirements on issuance and use of motor vehicle dealer special plates, including limiting total issuance of 50 dealer plates to a dealer. Modifies the permissible uses of a dealer plate to include use on a courtesy vehicle provided to a customer of the dealership while the customer's vehicle is repaired. Specifies courtesy vehicle use requirements and exempts a vehicle using the dealer plates for courtesy purposes from certain registration requirements.

**Section 23 [Dealer license for trailers, motorized bicycles; plates; fees; exemptions]** amends requirements on dealer plate issuance to dealers involved in sales of mopeds and some types of trailers.

**Section 24 [Deputy registrars; reimbursements]** requires DVS to issue payment to deputy registrars for certain transactions for which a filing fee does not apply or is not collected.

**Section 25 [Requirements upon subsequent transfer; service fee]** makes a technical change required from the changes made in **section 18**.

**Section 26 [Insurer application for title]** authorizes a process for issuance of a title on a motor vehicle that is acquired by an insurer through an insurance payment, when the title was not provided to the insurer following a claim payment. Effective August 1, 2025.

**Section 27 [Requirements upon unpaid insurance vehicle claim]** sets requirements on disposition of a motor vehicle in the possession of a salvage vehicle auction company on behalf of an insurer following an insurance claim. Effective August 1, 2025.

**Section 28 [Retail delivery fee; definition; fuel products]** defines "fuel products" for the chapter of state statutes governing the retail delivery fee.

**Section 29 [Retail delivery fee; definition; road construction materials]** defines “road construction materials” for the chapter of state statutes governing the retail delivery fee.

**Section 30 [Retail delivery fee; transactions]** exempts from the retail delivery fee for delivery following a sale of (1) some liquefied fuel products that are subject to the state general sales tax when sold, and (2) road construction materials.

**Section 31 [Definitions; intersection]** revises the definition of “intersection” for the chapter of state statutes governing traffic regulations. Effective August 1, 2025

**Section 32 [Traffic-control signal]** updates statutory indication of steady yellow light to include a reference to a flashing yellow light. Makes technical changes by striking shall and inserting “must.” Effective August 1, 2025.

**Section 33 [Seat belt requirement]** requires use of a factory equipped seatbelt in a class 2 all-terrain vehicle when it is operated in a public road right-of-way.

**Section 34 [Qualifying agricultural products; definition]** temporarily—until January 1, 2031—adds crude soybean oil to the set of agricultural products that can be transported under a special overweight vehicle permit for farm products. Effective January 1, 2026.

**Section 35 [Qualifying agricultural products; requirements; restrictions]** limits the county routes and state highways on which a vehicle can haul crude soybean oil under the special farm products permit. Effective January 1, 2026.

**Section 36 [Motorcycles; driving rules]** limits the road types of which a person may lane filter or lane split on a motorcycle. Excluded road types include (1) the entry, pass-through, or exit of a roundabout, (2) a designated school zone, (3) a controlled access on-ramp where vehicles are queued, and (4) a work zone where travel is reduced to a single lane of traffic. Effective July 1, 2025.

**Section 37 [Definitions; road test]** defines “road test” in the chapter of state statutes that governs driver licensing.

**Section 38 [Definition; work zone]** cross-references the definition of a work zone in the chapter of law governing driver’s education and driver’s licensing.

**Section 39 [Commercial driver’s instruction permit]** extends the length of validity for a commercial driver’s instructional permit from 6 months to 1 year.

**Sections 40 and 41 [Evidence; identity; date of birth; evidence of name change]** cross-references the definition of a work zone in the chapter of law governing driver’s education and driver’s licensing.

**Section 42 [Driver’s license agents; reimbursements]** directs DVS to issue payment to driver’s license agents for certain transactions for which a filing fee does not apply or is not collected.

**Section 43 [Driver's education; work zone safety]** requires the commissioner of public safety to conduct rulemaking to add work zone safety and construction worker safety as subjects to be taught by a driver's education program at public schools, private schools, or commercial driver training schools. Specifies the instructional contents.

**Section 44 [Driver's manual; work zone safety]** requires the commissioner of public safety to update the driver's manual to include a section on work zone safety and road construction worker safety, including traffic laws in work zones, speed limits in a work zone and the potential statutory surcharge that may be assessed, the dangers of distracted driving in a work zone, and information on lane merger benefits and best practices in a work zone with specific information on the 'zipper' merge.

**Section 45 [Certain head wear permitted]** amends the requirements that address certain coverings of the applicant's head in the photograph used for a driver's license or identification. Permits an applicant who, because of an injury or illness that requires continuous coverage of their head or scalp, to not remove the medically required covering. The covering must not completely obscure the applicant's face in the photograph.

**Section 46 [Examination subjects and locations]** requires the commissioner of public safety to include work zone and road construction worker safety as one of the required tested subjects for a driver's license examination.

**Section 47 [Examination fees]** increases the fee from \$20 to \$50 that must be paid by an individual who fails to appear or cancels less than 24 hours before a scheduled appointment. Requires a fee of \$20 be paid by an individual who cancels a scheduled appointment between 24 and 72 hours before the appointment time.

**Section 48 [Test scheduling]** authorizes the scheduling of recurring appointment time blocks for commercial driver's license road tests by the Department of Public Safety.

**Section 49 [Offenses]** makes a technical change to cross-reference both degrees of manslaughter as a circumstance upon which the commissioner must immediately revoke a person's driver's license upon their conviction of certain specified offenses.

**Section 50 and 51 [Offenses; Establishment]** update cross-references to reflect the technical change made in **section 49**.

**Section 52 [Reintegration license; expiration]** provides that a reintegration driver's license expires 24 months from the date of issuance. Effective the day following final enactment for licenses issued on or after that date.

**Section 53 [Issuance of regular driver's license; reintegration license]** establishes a 90-day extension period for when a reintegration driver's license is considered expired for purposes of a person applying for and receiving their driver's license. Effective the day following final enactment.

**Sections 54 and 55 [License diversion program; reintegration license]** make a cross-reference made necessary by the technical change in **section 49**.

**Section 56 [Ignition interlock program; rulemaking]** requires the commissioner of public safety to adopt rules relating to performance standards and certification processes and program guidelines of the ignition interlock device program.

**Section 57 [Flexible instruction permitted]** authorizes a student to receive a combination of online, teleconference (also known as hybrid), and in-person classroom instruction if (1) the instruction is from a single licensed driver's education provider, (2) the curriculum is identical across instructional settings, and (3) the provider of driver's education Page 7 of 13 is authorized to provide at least two methods of classroom instruction under the Department rules. Effective August 1, 2025.

**Section 58 [Consolidated local transportation financials report]** requires MnDOT to submit an annual report that combines and summarizes reporting from Twin Cities metropolitan area counties and associated regional railroad authorities. Specifies required financial details.

**Section 59 [Exceptions]** modifies expiration requirements for MnDOT reports, including to prevent a consolidated local transportation financial report from expiring.

**Section 60 [Active transportation; program administration]** strikes a requirement of annual funding solicitations by MnDOT under the Active Transportation program.

**Section 61 [Transportation advancement account; metropolitan counties; use of funds]** makes technical changes to the use of transportation advancement account funds and adds a statutory cross-reference to the definition of 'active transportation.'

**Section 62 [Transportation advancement account; metropolitan counties; financial information]** directs metropolitan counties (the 7 county metropolitan area counties) to submit specified financial information to MnDOT as part of the consolidated financial report required in **section 58**.

**Section 63 [Passenger rail account; transfer]** extends the required statutory transfer from the general fund to the passenger rail account from 2027 to 2029.

**Section 64 [Electric-assisted bicycle rebate; definitions]** amends the definition of "eligible individual" under the electric-assisted bicycle rebate program to require the filing of an income tax return in the two taxable years prior to the year in which the individual applied for a rebate. Effective for rebates issued after December 31, 2024.

**Section 65 [Electric-assisted bicycle rebate; amount of rebate]** modifies the amount awarded in the electric-assisted bicycle rebate to the lesser of 75 percent of eligible expenses paid by an eligible individual or \$750. Limits eligibility of the rebate to either income-limited individual (married individuals who file a joint return of \$78,000 or less, \$62,000 for head of household, \$41,000 for all other individuals) or a qualifying person with a disability (a person

who receives social security disability insurance benefits, receives supplemental income benefits, or receives qualifying waiver services). Effective for rebates after December 31, 2024.

**Section 66 [Electric-assisted bicycle rebate; commissioner to issue rebate certificates]** requires the commissioner of revenue to allocate electric-assisted bicycle rebate certificates to eligible applicants beginning July 1, 2025, instead of first-come, first-served basis. If the total number of eligible applicants exceeds the amount of certificates available for allocation, the commissioner must allocate the certificates through a randomized lottery. The commissioner must establish a suitable randomized method for allocation and provide the method for an individual to apply for placement into the lottery. Effective for rebates after December 31, 2024.

**Sections 67 to 71 [Definitions]** adds the terms “electric vehicle,” “electric vehicle supply equipment,” “electricity as vehicle fuel,” “public charging station,” and “public charging station operator” to the chapter of statutes governing special fuels taxation.

**Section 72 [Rules; administration and enforcement]** authorizes the commissioner of revenue to adopt rules relating to the administration and enforcement of electricity sold as vehicle fuel.

**Section 73 [Public charging station operator’s license; requirements]** establishes public charging station operator license structure and qualifications. On or after July 1, 2027, a person may not act as a public charging station operator without a license issued by the commissioner of revenue. Provides licensing period and expiration period.

**Section 74 [Public charging station operator; suspension of license]** adds a cross-reference to a “public charging station operator” to the statutory authority of the commissioner of revenue to suspend a special fuels license.

**Section 75 [Cancellation or nonrenewal of licenses]** adds a cross-reference to the statutory authority of the commissioner of revenue to cancel or not renew a special fuels license.

**Section 76 [Electricity as vehicle fuel tax]** imposes a 5-cent per kilowatt hour on the public charging of electric vehicles in Minnesota, beginning on July 1, 2027. Institutes a requirement that any public charging station that begins delivering electricity as vehicle fuel on or after July 1, 2027, must be capable of imposing the cost of electricity sold as vehicle on a per-kilowatt-hour basis. Deposits revenue in the highway user tax distribution fund. Exempts private residential charging and electricity as vehicle fuel delivered free of charge.

**Section 77 [Public charging station operator; required records]** requires public charging station operators retain records of all electricity sold as vehicle fuel for 3-1/2 years. Authorizes the commissioner of revenue to access the books and records of all public charging station operators.



**Section 78 [Public charging station operator; operating without license]** cross-references public charging station operators in the statute governing the commissioner’s authority to impose certain penalties.

**Section 79 [Sale and purchase of motor vehicle repair and replacement parts; deposit of revenues]** temporarily modifies the statutory allocation of revenue to the highway user tax distribution fund from the state general sales tax attributed to auto parts sales, from 43.5% in each fiscal year to the percentages listed below. The difference in each fiscal year is credited to the general fund.

- **FY 2026:** 43%
- **FY 2027:** 41%
- **FY 2028:** 36%
- **FY 2029:** 30%
- **FY 2030 - FY 2034:** 36%
- **FY 2035:** 38.5%
- **FY 2036:** 41%
- **FY 2037 and each FY thereafter:** 43.5%

**Section 80 [Regional transportation sales tax; definitions]** makes a technical clarification to the definition of “metropolitan area” to include “metropolitan counties.”

**Section 81 [Regional transportation sales tax; distribution]** makes a technical modification to the statutory allocation of regional transportation sales and use tax revenue.

**Section 82 [Uses reporting]** requires the Metropolitan Council to annually submit financial information related to the regional transportation sales and use tax as part of the consolidated transportation financial report required in **section 58**.

**Section 83 [Railroad and pipeline safety account]** strikes certain specified appropriations from the railroad and pipeline safety account for environmental protection activities related to railroad discharged preparedness and a transfer from the railroad and pipeline safety account to the grade crossing safety account. Effective the day following final enactment.

**Section 84 [Assessments]** modifies the \$4,000,000 assessment upon both railroad companies and pipeline companies. Of the assessment, railroads are assessed \$3,418,000, divided in equal proportion among applicable rail carriers based on route miles operated in Minnesota for deposit into the railroad and pipeline safety account. Money in the account is appropriated to the commissioner of the Pollution Control Agency for environmental protection activities related to railroad discharge preparedness and \$1,500,000 is deposited in the grade crossing safety account.

**Section 85 [Coordinated unmanned aircraft event]** adds the definition of ‘coordinated unmanned aircraft event’ to the chapter of statutes governing aviation and aircraft.

**Section 86 [Electronic attestation]** defines “electronic attestation” for purposes of aircraft registration.

**Section 87 [Collector’s aircraft]** permits an individual to use electronic attestation methods for collector’s aircraft registration.

**Section 88 [Recreational aircraft]** permits an individual to use electronic attestation methods for recreational aircraft registration.

**Section 89 [Agricultural aircraft]** permits an individual to use electronic attestation methods for agricultural aircraft registration requirements.

**Section 90 [Coordinated unmanned aircraft system fleets]** requires an operator of a coordinated unmanned aircraft system fleet event for entertainment purposes to register each aircraft system, specifies registration contents, and the payment of a daily registration fee of \$2 for each aircraft used in the fleet.

**Section 91 [Financial information]** directs regional railroad authorities associated with Twin Cities metropolitan area counties to submit financial information to MnDOT for a consolidated financial report being established elsewhere in this article.

**Section 92 [Direct negotiation]** authorizes the Council to directly negotiate construction or maintenance contracts up to \$250,000 by obtaining two or more quotes for work without advertising for bids or otherwise complying with the requirements for competitive bidding in statute.

**Section 93 [Budget]** strikes a transportation program forecast reporting requirement that is required elsewhere in statute.

**Section 94 [Transportation financial review]** incorporates the reporting requirement for replacement service providers as part of the required transportation financial review.

**Section 95 [Small businesses]** authorizes the Metropolitan Council to award the 12 percent preference used by the Department of Administration for the amount bid for specific goods and services to small targeted-group businesses and veteran-owned small businesses.

**Section 96 [Working capital fund; direct contracting]** makes a technical change to incorporate the correct reference to the Code of Federal Regulations, title 49.

**Section 97 [Forecasted funding]** strikes an expenditure reporting requirement that is required in other legislatively mandated reports.

**Section 98 [Obligations]** authorizes the Metropolitan Council to issue bonds or other obligations for regional transit capital expenditures, up to specified limits for each of fiscal years 2026 and 2027. Effective the day after enactment.

**Section 99 [General fund impacts]** establishes process requirements for annual certification by the Department of Revenue and repayment by the Metropolitan Council of

General Fund costs associated with regional transit capital bonding. Effective the day after enactment.

**Section 100 [Limitation; certificates of indebtedness; light rail transit]** prohibits the proceeds from regional transit capital bonds, being authorized elsewhere in this article, from being used for light rail transit expansion projects. Effective the day after enactment.

**Section 101 [Transit service for certified disabled riders]** authorizes the Metropolitan Council to offer free fares on regular route transit for riders of Metro Mobility. Under current law, the Council now charges a nominal fare of 1 cent after expiration of the free fare pilot program in **Laws 2023, chapter 68, article 4, section 122**. Effective the day following final enactment.

**Section 102 [Report required; cleaning standards]** amends the reporting requirement for the Metropolitan Council's transit cleanliness and ridership experience to (1) require an annual report on February 15, concurrent with other Metro Transit reports; and (2) strikes a requirement that the report provide recommendations for the transit rider code of conduct.

**Section 103 [Definition]** makes a technical change to the definition of "sales tax revenue" in the regional sales tax chapter of statutes.

**Section 104 [Use of funds; Metropolitan Council]** makes a technical change to the use of regional sales tax revenue for transit system purposes.

**Section 105 [Use of funds; Metropolitan Council; loan authorizations and requirements; coordinated corridor projects]** authorizes up to two loans of regional sales tax revenue in an amount totaling \$250,000,000 from the Metropolitan Council to MnDOT for construction of trunk highway projects in coordination with specified transit projects. Establishes reporting requirements before funds may be used for construction or right-of-way acquisition. Limits authorization for the loan and sets repayment schedule.

**Section 106 [Repayment of funds from authorized loan]** specifies the conditions for repayment of the loan authorized in **section 105**.

**Section 107 [Use of funds; Metropolitan counties]** requires metropolitan counties to use regional sales tax revenue for specified transportation purposes and for projects, programs, or operations that qualify as 'off-set' activities for the greenhouse gas and vehicle miles travelled impact assessment and mitigation requirements.

**Section 108 [Laws 2023, Chapter 68, article 4, sec. 109 – Traffic Safety Violations Disposition Analysis]** extends the due date for the submission to the legislature of the traffic safety violations disposition analysis by the Center for Transportation Studies at the University of Minnesota.

**Sections 109 and 110** make a conforming change in response to the enactment of Laws 2025, chapter 29 (ignition interlock and driver's license revocation provisions).

**Section 111 [Minnesota Senate Majority Leader Kari Dziedzic Memorial Bridge]** requires the city of Minneapolis to designate the 10th Avenue Bridge over the Mississippi River as the “Minnesota Senate Majority Leader Kari Dziedzic Memorial Bridge” by October 1, 2025. Effective upon the governing body of the city of Minneapolis complying with special filing and approval requirements.

**Section 112 [Autonomous mower research and development]** requires the commissioner to study autonomous mowing operations by other governments or private entities to determine whether such a system can be deployed at or on property owned by MnDOT. Research must study different configurations and types of autonomous mowers to determine whether they could operate around obstacles or in difficult terrain. If MnDOT opts to purchase a mower as part of its research, the technology must be purchased from a Minnesota company. Requires a legislative report by February 15, 2027.

**Section 113 [Department of Transportation; cost participation policy]** requires MnDOT to adopt a revised cost participation policy between the department and local units of government to determine the potential expenditure of trunk highway funds on elements of cooperative construction projects. The revised policy is due March 1, 2026. Report due to the legislature on the policy due by February 1, 2026.

**Section 114 [Rulemaking; Loss of voluntary control provisions modification]** directs the Department of Public Safety to revise administrative rules that govern physician’s statements on a driver’s ability to safely operate a vehicle following an episode of loss of consciousness or voluntary control, to terminate mandated physician’s statements in some situations. Effective the day after enactment.

**Section 115 [Additional full-service provider; City of Circle Pines]** requires the commissioner of public safety to appoint a driver’s license agent at an existing deputy registrar location in the city of Circle Pines, which establishes the location as a full-service office.

**Section 116 [Corridors of Commerce; 2022-2023 solicitation]** requires MnDOT to award remaining project funds for the 2022-2023 Corridors of Commerce project selection that most closely achieves the minimum regional allocations provided for in statute.

**Section 117 [Anoka station shared use]** directs the Metropolitan Council to provide limited shared use of a park-and-ride station in the city of Anoka. Effective the day following final enactment.

**Section 118 [Electricity as vehicle fuel working group]** requires a multi-agency, multi-member working group on electricity as vehicle fuel and the study and analysis of electricity as vehicle fuel across a variety of commercial, industrial, and residential applications. Specifies membership requirements. The working group must conduct a comprehensive analysis on electricity as vehicle fuel taxation methods across different jurisdictions to determine the appropriate assessment method for electric vehicles and subsequent repeal of the electric vehicle registration surcharge. Report must be submitted to the legislature by February 13, 2026. Effective the day following final enactment.

**Section 119 [Study; Wheelchair-accessible vehicle supply and availability]** requires MnDOT to conduct a study on the supply and demand of wheelchair accessible vehicles (“WAVs”) and strategies to improve access to WAV rides for riders with disabilities or who use accessibility devices. Directs stakeholder engagement. Requires submission of the report to the legislature by February 15, 2026.

**Section 120 [Study; High-subsidy transit service analysis]** requires the Metropolitan Council to conduct an analysis of high-subsidy regional regular route transit service in the 7-county metropolitan area. Directs analysis contents. Requires submission of the report to the legislature by March 1, 2026. Effective the day following final enactment.

**Section 121 [Study; Metro Mobility forecasting analysis]** directs MnDOT to arrange for an analysis of Metropolitan Council forecasting practices for Metro Mobility costs and service. Requires submission of the report to the legislature by February 1, 2026. Effective the day following final enactment.

**Section 122 [Study; Bus rapid transit alternate mode analysis]** requires the Metropolitan Council to conduct an analysis of alternate transit options in the corridor of the Blue Line light rail transit extension project. Requires the legislative report to be submitted by June 15, 2026. Effective the day following final enactment.

**Section 123 [Repealer]** repeals the reporting requirement for replacement service providers as part of the reorganization made in **section 94**.



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