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S.F. No. 298 - Requiring Use of Child Restraint Systems For Vehicle Passengers Under Nine Years of Age

Author: Senator Mike McGinn

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: February 15, 2005

Section 1 makes the following changes to the current child passenger restraint law:

- Extends the child passenger restraint requirement to drivers transporting children under nine, weighing less than 80 pounds (current restraint requirement applies to children under four);
- Requires a child under one year of age and under 20 pounds to be restrained in a rear-facing system;
- Requires a child under the age of nine, weighing 80 pounds or more, to be restrained by a properly adjusted seat belt;
- Requires a child under the age of nine to sit in the back seat when possible;
- Allows a child under the age of nine who weighs at least 40 pounds to wear a lap-only seat belt if the child is seated in the rear seat and there are no available shoulder belts;
- Requires the driver of a pickup or sports utility vehicle (SUV) to

transport a child under the age of nine in the passenger compartment; and

- Limits the court's ability to waive or reduce the fine to the first violation.

BB/AV:rer

Senators McGinn, Marko, Foley, Kleis and Ranum introduced--
S.F. No. 298: Referred to the Committee on Transportation.

A bill for an act

relating to motor vehicles; requiring motor vehicle
drivers to restrain child passengers under nine years
of age with appropriate child restraint system;
amending Minnesota Statutes 2004, section 169.685,
subdivision 5.

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

Section 1. Minnesota Statutes 2004, section 169.685,
subdivision 5, is amended to read:

Subd. 5. [VIOLATION; PETTY MISDEMEANOR.] (a) Every motor
vehicle operator, when transporting a child under the age of
four nine and weighing less than 80 pounds on the streets and
highways of this state in a motor vehicle equipped with
factory-installed seat belts, shall equip and install for use in
the motor vehicle, according to the manufacturer's instructions,
a child passenger restraint system meeting federal motor vehicle
safety standards.

(b) No motor vehicle operator who is operating a motor
vehicle on the streets and highways of this state may transport
a child under the age of four nine and weighing less than 80
pounds in a seat of a motor vehicle equipped with a
factory-installed seat belt, unless the child is properly
fastened in the child passenger restraint system. The driver of
a vehicle shall additionally restrain children under the age of
nine as follows:

(1) a child less than one year of age weighing less than 20

1 pounds must be properly restrained in a rear-facing child
2 restraint system;

3 (2) a child under the age of nine and weighing 80 pounds or
4 more must be restrained in a properly adjusted seat belt system;

5 (3) a child under the age of nine must sit in the back seat
6 unless the vehicle has no forward-facing back seat, all seating
7 positions in the back are being used by children under the age
8 of nine, or the child restraint cannot be installed properly in
9 the back seat; and

10 (4) a child under the age of nine and weighing 40 pounds or
11 more may wear a lap-only seat belt in the rear seat if there are
12 no shoulder belts in the back seat or if all of the shoulder
13 belts in the back seat are being used by children weighing 40
14 pounds or more and under the age of 16.

15 (c) An operator of a pickup truck or sports utility vehicle
16 who transports a child under the age of nine shall transport the
17 child within the vehicle's passenger compartment.

18 (d) Any motor vehicle operator who violates this
19 subdivision is guilty of a petty misdemeanor and may be
20 sentenced to pay a fine of not more than \$50. The fine for the
21 first violation may be waived or the amount reduced if the motor
22 vehicle operator produces evidence that within 14 days after the
23 date of the violation a child passenger restraint system meeting
24 federal motor vehicle safety standards was purchased or obtained
25 for the exclusive use of the operator.

26 ~~(c)~~ (e) The fines collected for violations of this
27 subdivision must be deposited in the state treasury and credited
28 to a special account to be known as the Minnesota child
29 passenger restraint and education account.

1 Senator moves to amend S.F. No. 298 as follows:

2 Page 2, after line 29, insert:

3 "Sec. 2. [CHILD PASSENGER RESTRAINT LAW AWARENESS
4 CAMPAIGN.]

5 The commissioner of public safety shall conduct a child
6 passenger restraint law awareness campaign by developing and
7 distributing education materials, making public service
8 announcements through mass media throughout the state, and
9 implementing other education and awareness activities to educate
10 the public about state laws concerning child restraint in
11 vehicles.

12 Sec. 3. [EFFECTIVE DATE.]

13 Section 1 is effective August 1, 2006. Section 2 is
14 effective August 1, 2005."

15 Amend the title as follows:

16 Page 1, line 4, after the semicolon, insert "requiring
17 commissioner of public safety to conduct awareness campaign;"

1 Senator moves to amend S.F. No. 298 as follows:

2 Page 2, after line 29, insert:

3 "Sec. 2. Minnesota Statutes 2004, section 169.686,
4 subdivision 1, is amended to read:

5 Subdivision 1. [SEAT BELT REQUIREMENT.] (a) A properly
6 adjusted and fastened seat belt, including both the shoulder and
7 lap belt when the vehicle is so equipped, shall be worn by:

8 (1) the driver of a passenger vehicle or commercial motor
9 vehicle;

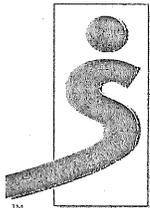
10 (2) a passenger riding in the front seat of a passenger
11 vehicle or commercial motor vehicle; and

12 (3) a passenger riding in any seat of a passenger vehicle
13 who is older than ~~three~~ eight but younger than 11 years of age.

14 (b) A person who is 15 years of age or older and who
15 violates paragraph (a), clause (1) or (2), is subject to a fine
16 of \$25. The driver of the passenger vehicle or commercial motor
17 vehicle in which the violation occurred is subject to a \$25 fine
18 for a violation of paragraph (a), clause (2) or (3), by a child
19 of the driver under the age of 15 or any child under the age of
20 11. A peace officer may not issue a citation for a violation of
21 this section unless the officer lawfully stopped or detained the
22 driver of the motor vehicle for a moving violation other than a
23 violation involving motor vehicle equipment. The Department of
24 Public Safety shall not record a violation of this subdivision
25 on a person's driving record."

26 Amend the title accordingly

A



MINNESOTA SAFETY COUNCIL

 Chapter of the National Safety Council

Making Minnesota A Safer Place to Live

February 10, 2005

Memo to: Minnesota Legislators

Subject: Child Passenger Safety Bill

The Minnesota Safety Council Board of Directors urges you to take the lead in upgrading our state's child passenger safety law.

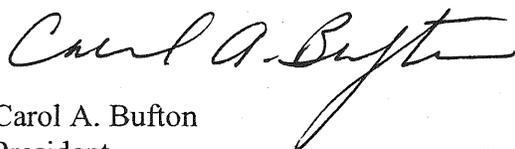
Automobile crashes are the number one killer of our kids. Studies have clearly shown that age-appropriate child safety restraints including booster seats cut the risk of death and serious injury to children, including severe spinal cord and traumatic brain injuries.

Age-appropriate child safety restraints, including booster seats, protect children but parents think that because our law says it's OK for children from 4 through 10 to use adult belts that it is safe to do so. It is not. Because their bodies are not ready to withstand the forces of a crash with only a seat belt to restrain them and because adult belts may not restrain them properly, children buckled into adult belts can face serious injury and even death.

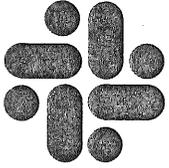
Parents look to the law for guidance. Surveys have shown while most parents know about booster seats, not even a third of them use them. We take calls nearly every day from parents wanting to know what the law requires. We tell them about the law and then tell them that the law does not reflect best practices. We tell them about booster seats and the life-saving importance of using them. But – inevitably the question on parents' minds is, "What does the law require me to do?" And they tell us that that is what they will do.

Minnesota's law is outdated and even dangerous for children ages four through 10. Our law reflects best practice twenty years ago, but we have come far in child passenger safety since that law was enacted. It should be updated to reflect the most current knowledge and the safest practices for our children. Updating the law will save lives and prevent injuries. We urge you to support an upgrade of Minnesota's child passenger safety law.

Sincerely,



Carol A. Bufton
President



Ⓟ

INSURANCE FEDERATION OF MINNESOTA

400 Robert Street North ✦ Suite 208 ✦ Saint Paul, Minnesota 55101-2015

Phone (651) 292-1099 ✦ Fax (651) 228-7369

February 9, 2005

Dear Legislators:

I am providing in writing the Insurance Federation of Minnesota's strong support for H.F. 319/S.F. 298 – companion bills requiring motor vehicle drivers to restrain child passengers under nine years of age with an appropriate child restraint system.

The Insurance Federation of Minnesota represents the majority of property and casualty insurers doing business in this state. We know properly restraining children saves lives, reduces injuries, and lowers insurance claims costs.

The proposed reforms represent sound, proven policy changes that we believe will protect children and help keep the auto insurance product affordable.

Sincerely,

Alvin L. Parsons
President & CEO

C



Draft-embargoed

**AAA Minnesota/Iowa Announces Legislative Hearings in Conjunction with
National Child Passenger Safety Week (February 13-19)**

Burnsville, Minn. – (Feb. 9, 2005) – AAA Minnesota/Iowa announced that its bipartisan legislation to enhance child passenger safety will be heard in the Senate Transportation Committee at 3pm, Tuesday, Feb. 15th in Capitol 15 (S.F. 298) and heard in the House Transportation Committee at 2:30pm, Wednesday, Feb. 16th in Room 10 of the State Office Building (H.F. 319).

“Most people do not realize automobile crashes are the No. 1 killer of children in the United States and that many of these deaths could be prevented. Nationwide, motor vehicle crashes killed a staggering total of 2,136 child occupants 14 years of age and under in 2003, and injured 253,000 others,” stated Jeff Ogden, president of AAA Minnesota/Iowa.

“Child passenger safety legislation is our top priority this session in Minnesota, which has one of the weakest laws in the nation. The current law states that children under age 4 must be in an approved child restraint system, and children ages 4 to 11 must be restrained, but allows that restraint to be an adult seat belt. Current legislation can give parents the false impression that after age three, children are safe when restrained in an adult seat belt. At AAA Minnesota/Iowa, we would like to change the Minnesota state statute to require children ages 4 through 8 be properly secured in the appropriate child passenger restraint system,” continued Ogden.

Bipartisan authors in the House are: Duke Powell (R), Michael Paymar (DFL), Keith Ellison (DFL), Peter Nelson (R), Frank Hornstein (DFL), Connie Ruth (R), Paul Gazelka (R) and Melissa Hortman (DFL). Bipartisan authors in the Senate are: Mike McGinn (R), Leo Foley (DFL), Sharon Marko (DFL), Dave Kleis (R) and Jane Ranum (DFL).

AAA is part of a coalition of interests concerned for child passenger safety including: the Minnesota Safety Council, Minnesota Medical Association, Academy of Pediatrics, Hennepin County Medical Center, the Insurance Federation of Minnesota, as well as more than 60 law enforcement agencies across the state.

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Jeff Ogden is the president of AAA Minnesota/Iowa, a not-for-profit organization, which includes

Child Passenger Safety Fast Facts

- Nationwide, motor vehicle crashes killed a total of 2,136 child occupants 14 years of age and under in 2003, and injured 253,000 others. (National Highway Traffic Safety Administration)
- More children die in motor vehicle crashes than from all childhood diseases combined. (Minnesota Department of Public Safety)
- Recent research conducted by the Children's Hospital of Philadelphia and State Farm Insurance Companies indicates that appropriate child restraints for the 4-8 age group reduces the injury rate in car crashes by 59% over adult seat belts use alone.
- For every child injured, the average total cost is more than \$12,700. (MN Safety Council)
- The average booster seat costs approximately \$20-\$25.
- For states with stronger child passenger safety laws: (Insurance Institute for Highway Safety)
 - 23 states have chosen age and weight requirements
 - 10 states have chosen age only requirements
 - 4 states have chosen age and height requirements
- To assist low income families in 2003-2004, \$75,000 from the state account was used to purchase car seats for 73 agencies representing 48 of the 87 counties. State funds from fines approximated \$42,000, while federal funds supplement the rest of the expenditure. (Department of Public Safety)

(E)

Law Enforcement Support for H.F. 319 and S.F. 298		
City or County	Name	Police Chief or Sheriff
Albert Lea	Thomas Menning	Police Chief
Apple Valley	Scott Johnson	Police Chief
Avon	Corey Nellis	Police Chief
Baxter	James Exsted	Police Chief
Belgrade	Osvaldo Carbajal	Police Chief
Bovey	William Hollom	Police Chief
Caledonia	Randy Shefelbine	Police Chief
Cambridge	Richard Wilson	Police Chief
Chiselm	Scott Erickson	Police Chief
Clarissa	John DeCock	Police Chief
Clarkfield	Ryan Marthaler	Police Chief
Clearbrook	James L. Juve	Police Chief
Columbia Heights	Thomas Johnson	Police Chief
Dakota County	Don Gundmundson	Sheriff
Deephaven	Virgil Gustafson	Police Chief
Deerwood	Harry Gottsch	Police Chief
Douglas County	Bill Ingebrightsen	Sheriff
Eagan	Kent Therkelsen	Police Chief
Eagle Bend	Dustin Alexander	Police Chief
Elbow Lake	LuVerne J. Sik	Police Chief
Elk River	Jeffrey Beahen	Police Chief
Frazee	Luke Sweere	Police Chief
Gaylord	Dale Roiger	Police Chief
Granite Falls	Russ Blue	Police Chief
Grant County	Dwight Walvatne	Sheriff
Hoyt Lakes	Steven Stoks	Police Chief
Hutchinson	Daniel Hatten	Police Chief
Janesville	David Ulmen	Police Chief
Kimball	Todd Rohloff	Police Chief
Lake City	Lyle Schumann	Police Chief
Lakes Area (Lindstrom & Chisago City)	Kevin Stenson	Police Chief
LeSueur	Bruce L. Kelly	Police Chief
Long Prairie	Chuck Eldred	Police Chief
Minneapolis Park	Bradley Johnson	Police Chief
Mahnomen County	Brad Athmann	Sheriff
Mapleton	Richard Swartz	Police Chief
Moorhead	Grant Weyland	Police Chief
Morris	Jim Beauregard	Police Chief
Morristown	Randy Baumgard	Police Chief
Motley	Jeffery Weitemier	Police Chief

New Hope	Gary B. Link	Police Chief
New Prague	Mark Vosejпка	Police Chief
Northfield	Gary Smith	Police Chief
Paynesville	Kent Kortlever	Police Chief
Pelican Rapids	Scott Fox	Police Chief
Pine County	Mark Mansavage	Sheriff
Pine River Police	Joshua Ebert	Police Chief
Plymouth	Michael Goldstein	Police Chief
Ramsey	Jim Way	Police Chief
Red Wing	Tim Sletten	Police Chief
Redwood Falls	Mark Dresser	Police Chief
Sauk Centre	Amor Phillip Himsl	Police Chief
Spring Lake Park	David Toth	Police Chief
St. Cloud	Dennis Ballantine	Police Chief
St. Peter	Mathhew Peters	Police Chief
Thief River Falls	Kim Murphy	Police Chief
Traverse County	Don Montonye	Sheriff
Wabasha	Dave Kruger	Police Chief
Wabasha County	Rodney Bartsh	Sheriff
Walker	Mark Kimmerle	Police Chief
West Concord	Don Flicek	Police Chief
Westbrook	Alan Wahl	Police Chief
Willmar	James Kulset	Police Chief
Winnebago	Dale Wiederhoeft	Police Chief
Winona	Frank Pomeroy	Police Chief
Winsted	Michael Henrich	Police Chief
Zumbrota	Gary Selness	Police Chief

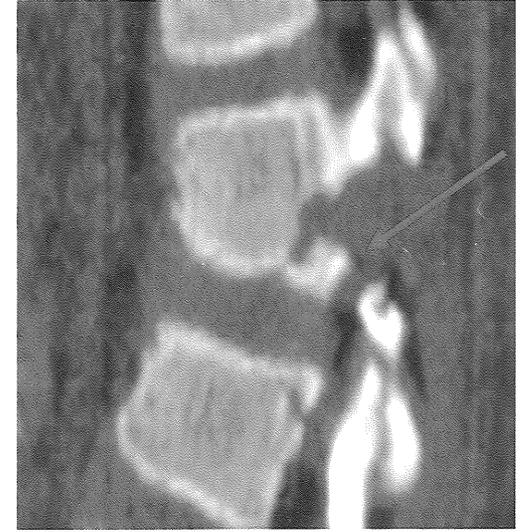
Seat Belt Syndrome



**Lap belt
Ecchymosis**



Ruptured Intestine

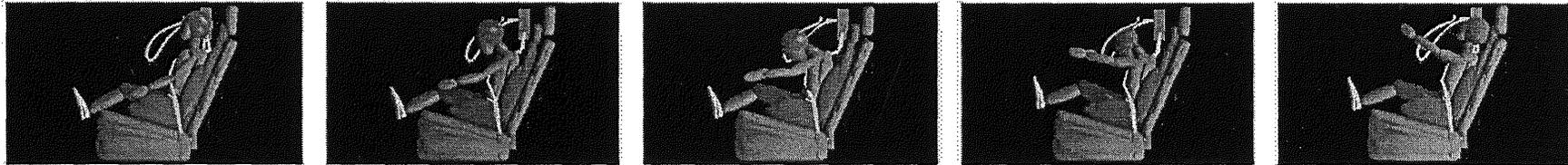


**Permanent
Spinal Cord
Damage**

Correct vs. Incorrect Restraint of a 6-year-old Child in a Motor Vehicle Crash



Correct Restraint—This simulation (below) shows how a 6-year-old child properly restrained in a belt-positioning booster seat barely moves during a 35 m.p.h. crash.



Incorrect Restraint—The same child, improperly restrained in an adult seat belt with the shoulder belt behind the back*, is thrown forward dramatically in the same crash. The inappropriate fit of the seat belt and lack of upper body restraint puts the child at risk for severe head, spinal, abdominal and brain injury.



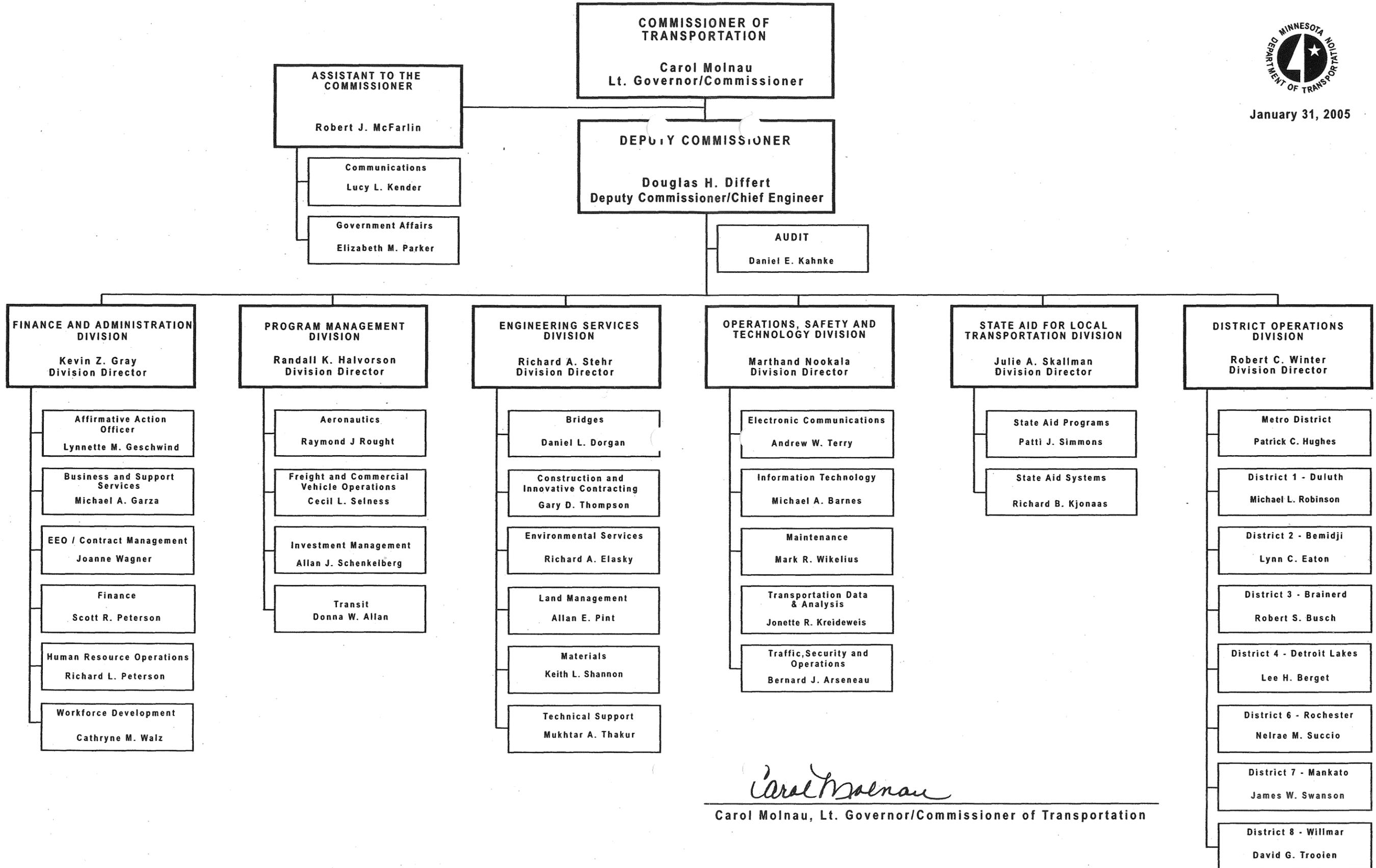
**Placing the shoulder belt behind the back is a common and dangerous mistake children make when the shoulder belt doesn't fit properly.*

**STATE OF MINNESOTA
Department of Transportation
Organization**

(4)



January 31, 2005



Carol Molnau

Carol Molnau, Lt. Governor/Commissioner of Transportation

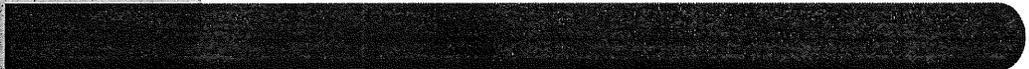
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Minnesota Department of Transportation

An Introduction

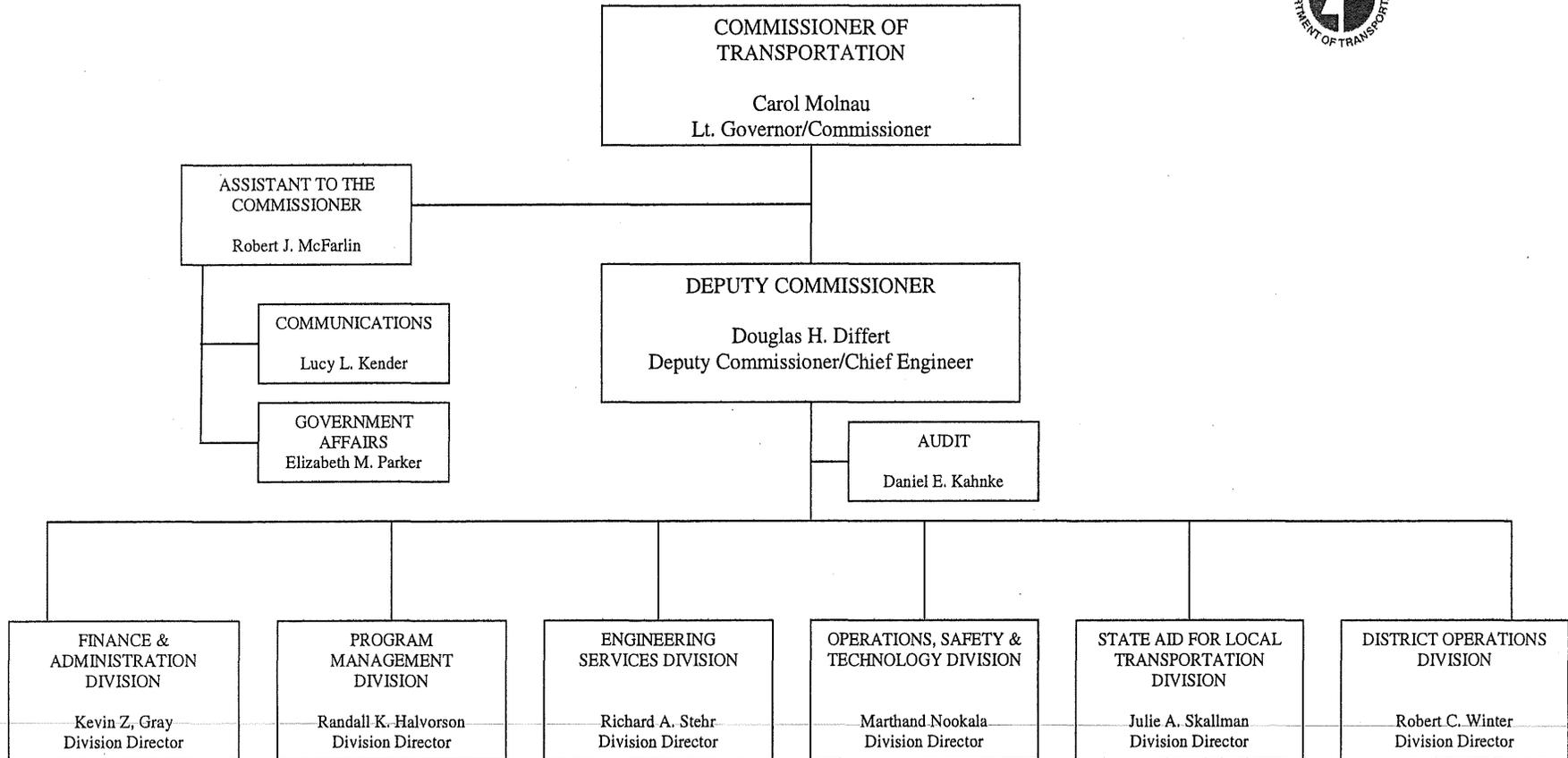
MN Senate Transportation Committee
February 15, 2005



STATE OF MINNESOTA

Department of Transportation

Organization



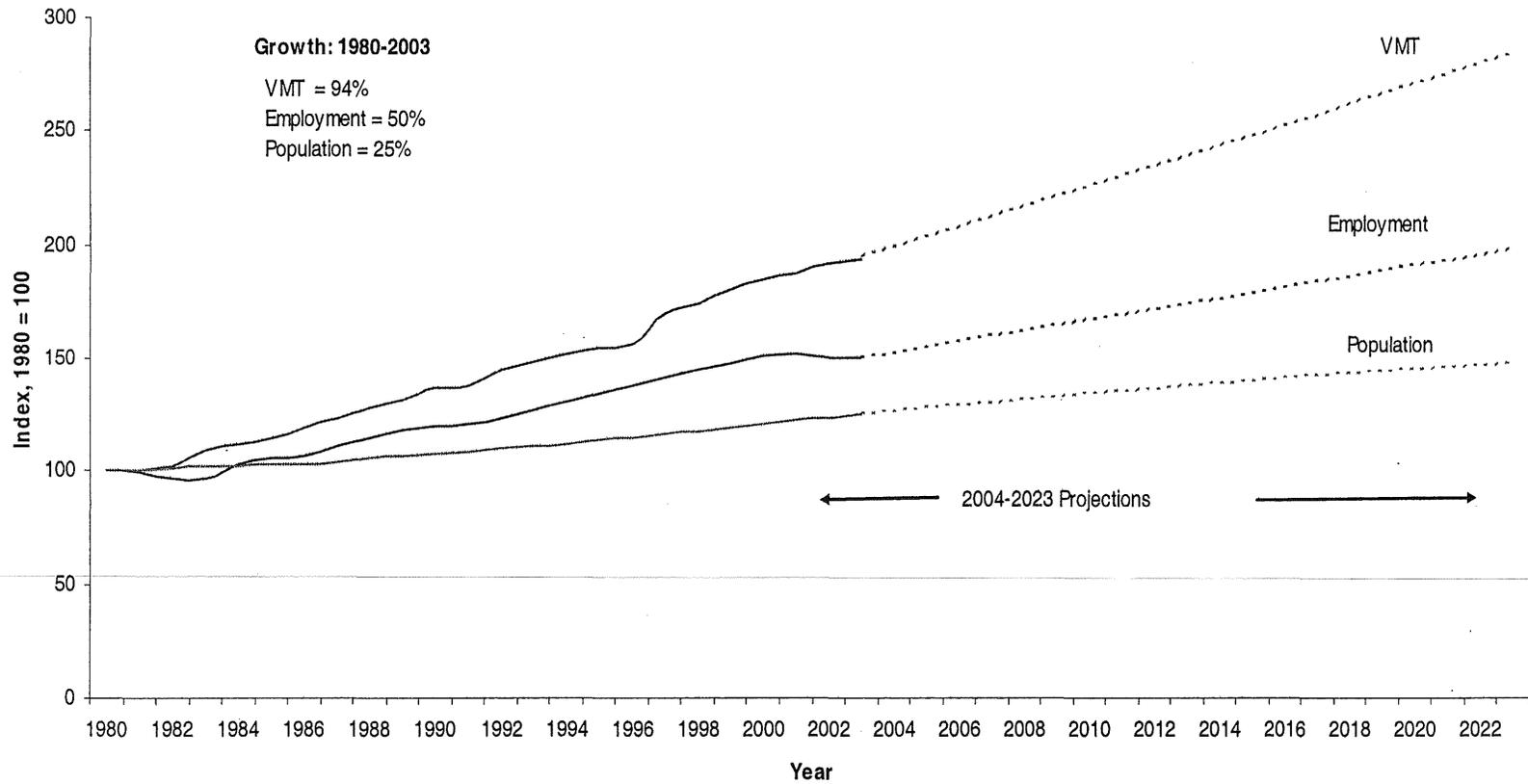
State Transportation Systems

- Highways
- Water and Rail Freight
- Transit
- Aviation
- Bicycle and Pedestrian Ways

Minnesota Trends: 1980-2023

(Indexed to 1980)

VMT = vehicle miles traveled



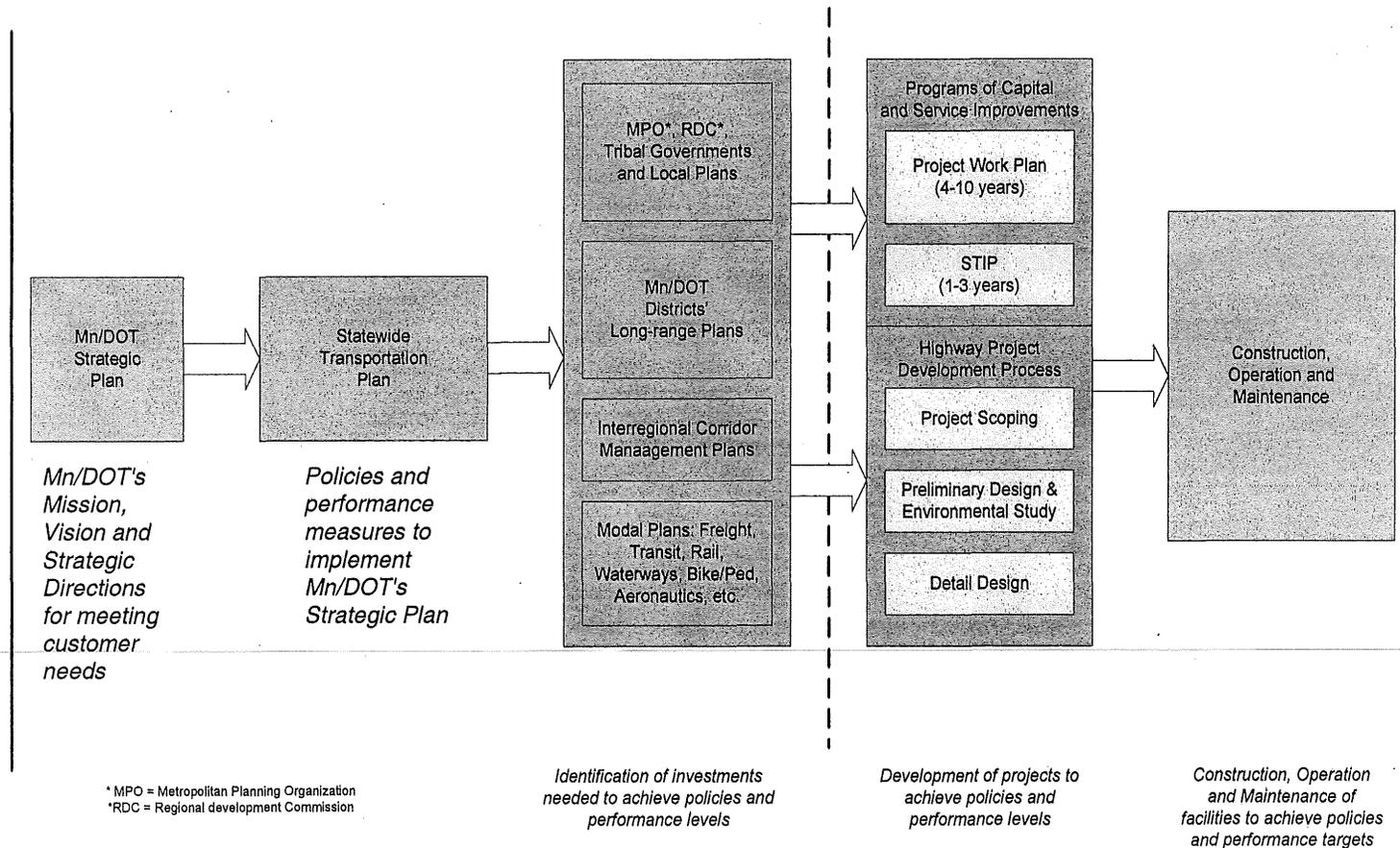
Minnesota Roadways Mile Share & Vehicle Miles of Travel Share in 2000

	Percent Share of Miles	Percent Share of Daily VMT
State Trunk Highways	9%	61%
County State-Aid Highways	23%	22%
Municipal State-Aid Streets	2%	8%
County Roads	11%	2%
Township Roads	40%	2%
City Streets	12%	5%
Other Highways	2%	0%*
Total (approximately 132,000 miles)	100%	100%

Source: Mn/DOT Office of Investment Management

**Calculated as 0% due to rounding*

Mn/DOT's Planning & Programming Process



Policy Overview

Strategic Direction	Safeguard What Exists	Make the Transportation Network Operate Better	Make Mn/DOT Work Better
Plan Policies	<ol style="list-style-type: none"> 1 Preserve Essential Elements of Existing Transportation Systems. 2 Support Land Use Decisions that Preserve Mobility and Enhance the Safety of Transportation Systems. 3 Effectively Manage the Operation of Existing Transportation Systems to Provide Maximum Service to Customers. 	<ol style="list-style-type: none"> 4 Provide Cost-effective Transportation Options for People and Freight. 5 Enhance Mobility in Interregional Transportation Corridors Linking Regional Trade Centers. 6 Enhance Mobility Within Major Regional Trade Centers. 7 Ensure the Safety and Security of the Transportation Systems and Their Users. 	<ol style="list-style-type: none"> 8 Continually Improve Mn/DOT's Internal Management and Program Delivery. 9 Inform, Involve and Educate All Potentially Affected Stakeholders in Transportation Plans and Investment Decision Processes. 10 Protect the Environment and Respect Community Values.

Statewide Plan Policy Direction

- Supporting each Policy:
 - ✓ Outcomes Expected
 - ✓ Performance Measures
 - ✓ Performance Targets
 - ✓ Guidance for Use of Policy
 - ✓ Example Strategies for Policy Implementation

Organization

- Accountability
- Clarity
- Streamlined

Core Functions - Product Lines

- Multimodal Systems - transit, air, railroads, freight, and waterways
- State Roads - planning and design, construction, operations and maintenance
- Local Roads - county and municipal roads
- General Support - department wide administrative functions and buildings

STATE OF MINNESOTA
Department of Transportation
Organization



January 31, 2025

COMMISSIONER OF
TRANSPORTATION

Carol Molnau
Lt. Governor/Commissioner

ASSISTANT TO THE
COMMISSIONER

Robert J. McFarlin

Communications
Lyle G. Bender

Management Affairs
Elizabeth M. Parker

DEPUTY COMMISSIONER

Douglas M. Gillard
Deputy Commissioner/Chief Engineer

AUDIT

Daniel E. Schatz

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Division Director

Utilities Access
William
Lynette M. Gruchow

Package and Supply
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Michael A. Garcia

MSA / Contract Management
James Wagner

Insurance
Scott M. Peterson

Human Resource Operations
Michael L. Peterson

Public Information
Catherine B. Wolf

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Randall K. Halverson
Division Director

Aeromobility
Raymond J. Raugh

Freight and Commodity
Vehicle Operations
Scott L. Johnson

Investment Management
Allen J. Kubacki/Berg

Traffic
Dennis W. Allen

ENGINEERING SERVICES
DIVISION

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Division Director

Bridge
Daniel G. Dorgan

Construction and
Innovative Contracting
Gary M. Thompson

Environmental Services
Richard A. Gutzky

Land Management
Allen D. Kim

Materials
Mark L. Johnson

Technical Support
Dwight A. Thayer

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TECHNOLOGY DIVISION

Mathew Meeble
Division Director

Electronic Communications
Andrew M. Slay

Information Technology
Michael A. Soren

Performance
Mark B. Willeke

Transportation Data
& Analytics
Joseph A. Kucharski

Traffic, Security and
Operations
Rebecca J. Johnson

STATE AID FOR LOCAL
TRANSPORTATION DIVISION

Julie A. Stollens
Division Director

State Aid Programs
Patti J. Swanson

State Aid Systems
Richard B. Johnson

REGIONAL OPERATIONS
DIVISION

Robert C. Miller
Division Director

District 1
Patrick C. Hughes

District 2 - Duluth
Michael A. Johnson

District 3 - Bemidji
Lynette M. Gruchow

District 4 - Brainerd
Robert B. Smith

District 5 - Duluth Lakes
Lee M. Berg

District 6 - Ancker
Melissa M. Smith

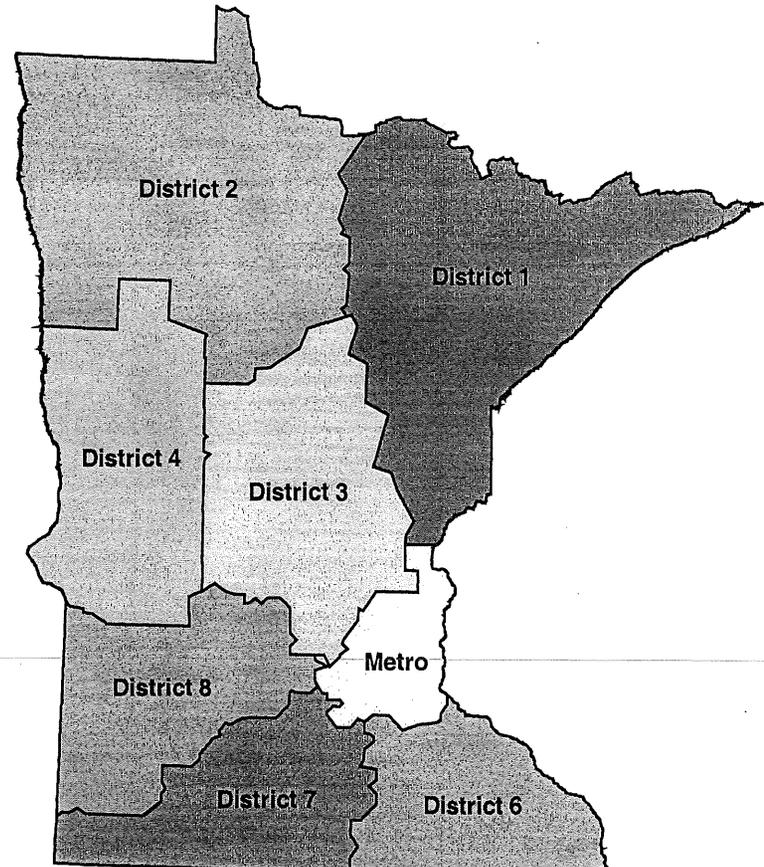
District 7 - Mankato
James M. Johnson

District 8 - Stillwater
Dwight A. Thayer

Carol Molnau
Carol Molnau, Lt. Governor/Commissioner of Transportation

Mn/DOT Districts

Mn/DOT is divided into eight regional areas – seven Greater Minnesota district offices and the Minneapolis - St. Paul Metropolitan Area



District Profile

- 131,100 miles of streets and highways
- 12,000 miles of state trunk highways
- 20,398 bridges statewide
- 65 Greater MN counties with public transit
- 5 public ports
- 222 miles of navigable rivers
- 4,521 miles of railroad tracks
- 136 public airports

Funds Summary

FY 2004 (\$ in 000's)

TH Fund Revenue Sources

FY 2004 (\$ in 000's)

	Amount	Percent
● Motor Fuel Taxes	\$ 376,679	33%
● Motor Vehicle License Taxes	286,152	25%
● Motor Vehicle Sales Taxes	103,541	9%
● Department Earnings/Other	84,994	7%
● Investment Income	2,941	0%
● Federal (Highway) Grants	300,580	26%
 TOTAL	 \$1,154,887	

State Airports Fund Revenue Sources

FY 2004 (\$ in 000's)

	Amount	Percent
● Airline Flight Property Tax	\$ 7,899	44%
● Aircraft Registration Tax	5,222	29%
● Aviation Fuel Taxes, net	3,466	19%
● Loan Repayments & Other	1,472	8%
 TOTAL	 \$18,059	

5

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: AERONAUTICS

Narrative

Activity Description

The Aeronautics activity exists to accomplish the following statutory goals:

- ⇒ To enhance aviation safety and promote aviation by assuming a leadership role in providing educational, technical, and financial assistance for developing and maintaining an excellent air transportation system for the social and economic benefit of all.
- ⇒ Support development and maintenance of a system of airports.
- ⇒ Establish and operate a system of navigation aids.
- ⇒ Connect Minnesota trade centers with the nation and the world.

Activity at a Glance

- ◆ 14,300 licensed Minnesota pilots
- ◆ 5,000 active, registered aircraft
- ◆ 136 airports in state aviation system plan
- ◆ 6 privately-owned, public use airports
- ◆ 19 public-use seaplane bases
- ◆ 34 million commercial passengers were served by Minnesota airports
- ◆ 22 airports in the adopt an airport program

Population Served

Business Travelers: Corporate executives, trades people, sales people, government employees, business, and corporate airline travelers, etc.

Personal Travelers: People traveling for non-work purposes including trips for recreation, medical purposes, vacations, etc.

Carriers: Those carrying goods and people – Delivery services such as US Mail, UPS, FEDEX, etc.; Airlines such as Minnesota based Northwest Airlines, Mesaba Airlines, Champion Air and Sun Country Air Lines; Air Charter; and Corporate aircraft.

Shippers: Those businesses making decisions about which mode to use for the shipment of their company's goods within or through our state to local or international destinations.

Emergency Services Operators: Emergency personnel using our transportation system in an emergency capacity such as state patrol, air ambulance, aerial fire fighting, and local police.

Communities and Neighborhoods: Individuals or groups that gather for "issue or event-specific" aviation purposes.

Industry Employees, Aviation Colleges and Universities, Teachers, and Students: Individuals who receive education, training and development assistance. This includes promotional efforts to future industry employees.

Infrastructure Providers: Airport owners, planning organizations, consultants, and vendors.

Services Provided

Airport System Investment and Planning

This service provides technical, financial, and administrative assistance to publicly owned airports for aviation system planning; airport master planning; site selection; airport zoning; airspace issues; airport layout plans; project development and programming; land acquisition; project design; construction management; maintenance activities; and equipment purchases.

Financial aid can be requested by municipalities for eligible airport projects in the form of state airport improvement grants and Federal Aviation Administration Airport Improvement Program grants. In the application for financial aid the municipality must show the project scope and justification, the estimated cost, the time schedule, and the availability of local matching funds. Minnesota Department of Transportation (Mn/DOT) applies for federal aid on behalf of municipalities; receives and disburses all federal funds as required by state law; reviews and approves project plans, specifications, and contract documents; prepares and administers state-aid agreements; conducts periodic on-site inspections to ensure compliance with contract documents and grant agreements; approves change orders and partial and final payments; and prepares and processes the state-aid payments.

In much the same manner, the office administers three additional funding programs. The Airport Maintenance Grant Program provides a state reimbursement for a portion of documented eligible maintenance expenses up to a certain amount that is based on the airport's infrastructure. The hangar loan program provides loan monies to municipalities for the construction of storage hangars. An air service marketing grant program is to encourage the

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: AERONAUTICS

Narrative

preservation and expansion of scheduled passenger air carrier service to greater Minnesota airports. The grant may also be used to study the feasibility of air service initiatives and enhancements. Enroute and terminal navigational aids are installed at no cost to the local government and in partnership with the Federal Aviation Administration.

Aviation System Management

This service provides aviation users with the continued reliability of infrastructure investments such as airport pavement, maintenance, and navigational aids repair and maintenance. In addition, this service provides safety and regulatory compliance including safety seminars, training programs the registration of aircraft and licensing of airports and commercial aviation operators on the airports. The office directs and manages the development of educational materials, curriculum, and programs that create statewide aviation education. In addition, the office collaborates with colleges, universities, K-12 schools, businesses, airports, organizations, and industry to provide information and activities to enhance the public's knowledge of the social and economic impact of aviation in Minnesota. This is accomplished through sponsorship of events and creation of innovative interactive programs.

Traveler Information

This service provides critical weather information to pilots by gathering statewide weather information through a network of 67 automated weather observation systems III (AWOS) facilities which transmit the information to the National Weather Service who processes and makes the information available through national weather networks. Computers are strategically placed at airports throughout the state so the current weather data is available. Weather information is also distributed via public television Channel 17 in the Twin Cities area and via cable and dish networks in out-state Minnesota. This information is used by many user groups other than aviation such as school systems, farmers, contractors, and individuals who wish to make informed decisions on their activities.

Air Transportation Operations

Air transportation services are provided to state employees, the legislature, University personnel and constitutional officers when conducting official business using state owned aircraft. Services are provided in one eight passenger 1993 Beechcraft King Air B200, and one six passenger 1981 Beechcraft King Air C90. Aircraft are scheduled upon receipt of a telephone request, followed by a written air travel request signed by an approving authority.

This service also offers "air shuttle" service to cities with Mn/DOT offices on a rotating basis on Tuesdays and Thursdays. Service is provided to Duluth/Eveleth and Bemidji/Detroit Lakes. The schedule is designed to conform closely to normal work hours and allows users about six hours at each destination. Shuttle flights depart from the St. Paul Downtown Airport. Service on the shuttle is available to other state agencies on a space available basis. Mn/DOT charges a single rate per mile for all aircraft.

Aeronautics Administration

This service oversees the function of accounting, purchasing and inventory control; secretarial support; budget preparation; monitors the spending plan; training coordination; and facilitates management of the Aeronautics office building.

Historical Perspective

Grants Authority:

State Construction Grants, M.S. 360.011, 360.015, 360.305. Municipalities that own airports receive grants to finance capital improvements. Airports must be zoned or in the process of being zoned to be eligible for a construction grant. The agency maintains a 5-year Capital Improvement Plan (CIP) that lists potential projects with estimated costs and time schedules.

State Maintenance Grants M.S. 360.011, 360.015, 360.305. The agency issues maintenance grants to municipalities that own airports for part of their operating and maintenance costs. To be eligible for the grant, the municipality must zone the airport. The agency establishes a maximum reimbursement for each airport based on

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: AERONAUTICS

Narrative

the area of runway, and taxiway, and the size of lighting system(s). Each category has a state/local cost share, and a maximum allowable reimbursement.

Airport Improvement Program (A.I.P.) Grants – Federal, M.S. 360.011, 360.015, 360.016. The Federal Aviation Administration (FAA) issues grants to municipalities for capital improvements to their airports. The airport must be a part of the National Plan of Integrated Airport Systems to be eligible for a grant. The FAA uses a rating system to evaluate and rank projects for programming purposes. Under state law, Mn/DOT serves as agent for communities when they apply for a federal grant, as well as receiver and disbursing agent of the funds to the municipality.

Key Measures

- ⇒ More than 86% of the 40 Regional Trade Center Airports will have a pavement condition of good or better and less than 4% will have pavement condition of poor by 2023. In 2003, 88% of pavements were rated good or better and 3% were poor or worse. Based on local CIPs estimated levels will be 83% good and 3% poor in 2004, and 79% good and 5% poor in 2005. The 2006 estimated levels will be 71% good and 7% poor and 64% good and 10% poor in 2007.
- ⇒ Mn/DOT operated navigational aids will have an operating reliability of 98% or greater under current funding. The 2001 level was 98.03%.
- ⇒ The Office of Aeronautics, the FAA, and customer groups will work to reduce general aviation crashes to 30 per year by 2023, down from 37 in 2001. Fatalities will be reduced to six per year by 2023, down from eight in 2001 (3-year averages).
- ⇒ Weather dissemination services will be increased by 20% in the biennium. A measure for pilot and traveler access to weather information is being developed.
- ⇒ 90% of the population of Minnesota is within one hour's driving time of an airport providing regularly scheduled air service. The current level is 91%, meeting the target (1999).
- ⇒ 90% of the population of Minnesota is within thirty miles of a paved and lighted airport. The current level is 99.6% (1999).

Activity Funding

The state airports fund, a statutory dedicated fund, supports this program. Income to this fund comes from the aviation fuel tax, the aircraft registration tax, the airline flight property tax, and investment income. The Federal Airport Improvement Program (A.I.P.) grants to municipalities also help to support the program.

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TRANSPORTATION DEPT
Program: MULTIMODAL SYSTEMS
Activity: AERONAUTICS

Budget Activity Summary

Dollars in Thousands

	Current		Governor's Recomm.		Biennium 2006-07
	FY2004	FY2005	FY2006	FY2007	
<u>Direct Appropriations by Fund</u>					
State Airports					
Current Appropriation	19,383	19,383	19,383	19,383	38,766
Subtotal - Forecast Base	19,383	19,383	19,383	19,383	38,766
Governor's Recommendations					
State Airports Fund Reduction		(1,900)	0	0	0
Total	19,383	17,483	19,383	19,383	38,766
Trunk Highway					
Current Appropriation	1,012	1,012	1,012	1,012	2,024
Technical Adjustments					
Approved Transfer Between Appr			(175)	(175)	(350)
Subtotal - Forecast Base	1,012	1,012	837	837	1,674
Total	1,012	1,012	837	837	1,674
<u>Expenditures by Fund</u>					
Direct Appropriations					
State Airports	14,462	22,404	19,383	19,383	38,766
Trunk Highway	607	1,067	837	837	1,674
Statutory Appropriations					
Special Revenue	46	3	3	3	6
State Airports	793	2,078	1,203	1,203	2,406
Federal	75,775	102,536	102,535	102,535	205,070
Total	91,683	128,088	123,961	123,961	247,922
<u>Expenditures by Category</u>					
Total Compensation	3,611	3,805	3,805	3,805	7,610
Other Operating Expenses	4,129	9,284	6,618	6,618	13,236
Capital Outlay & Real Property	13	129	129	129	258
Local Assistance	83,768	113,442	112,709	112,709	225,418
Other Financial Transactions	162	1,428	700	700	1,400
Total	91,683	128,088	123,961	123,961	247,922
Full-Time Equivalents (FTE)	48.9	47.0	46.0	45.0	

(K)

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: TRANSIT

Narrative

Activity Description

The Transit activity provides transportation alternatives to driving alone, and allows people to live independently, and to participate fully in Minnesota's communities and economy. The goals of the state transportation system include providing transit services throughout the state to meet the needs of transit users (M.S. 174.01). In greater Minnesota the public transit participation program (M.S. 174.24) is supported by the General Fund and revenues from Motor Vehicle Sales Tax (MVST – M.S. 297B.09) that are deposited in the greater Minnesota Transit Fund (M.S. 16A.88). The program provides grants for operating and capital assistance to fund public transit service outside the metropolitan area in 65 of 80 counties. This activity also maintains a statewide system plan for bicycle transportation, supports bicycle and pedestrian systems, and promotes non-travel alternatives such as teleworking.

The Twin Cities regional transportation plan encourages development of transit ways centered on the downtowns of Minneapolis and St. Paul. Minnesota Department of Transportation (Mn/DOT) is responsible for planning, design, construction, and operation of commuter rail (M.S. 174.82) and for design and construction of Light Rail Transit (LRT) (M.S. 174.35). The first segment of Hiawatha LRT opened in June 2004 from Fort Snelling to downtown Minneapolis. The second segment from the Mall of America through the airport to Fort Snelling will be open by the end of 2004. Work is underway on one commuter rail corridor – Northstar (Big Lake to downtown Minneapolis) has completed preliminary engineering, started final design and property acquisition. The project awaits state funding to complete final design and construction. The Draft Environmental Impact Statement for Central Corridor transit improvements will be published in late 2004. A locally preferred alternative of LRT or Bus Rapid Transit on University Avenue will be selected upon completion. Alternatives analysis began in June 2004 on the Red Rock corridor (Hastings through St. Paul to downtown Minneapolis) to determine the best transit mode and route.

Activity at a Glance

- ◆ Countywide public transit provided in 65 of 80 greater Minnesota counties
- ◆ 960,000 hours of bus service
- ◆ 576 buses
- ◆ 9,049,000 passenger trips (2003 data)
- ◆ Ongoing planning activities for bicycles and pedestrians
- ◆ Hiawatha LRT line began operation in 2004
- ◆ Northstar Corridor Rail Project preliminary engineering complete
- ◆ Red Rock Corridor began Alternatives Analysis late in FY 2004
- ◆ Development of the Midwest Regional Rail Initiative underway

Population Served

Customers served by this activity include commuters (those traveling for the purpose of work) and personal travelers (those traveling to non-work destinations, including educational institutions, medical appointments, shopping centers, recreational facilities, and congregate dining). This activity benefits thousands of Minnesotans in areas where public transit is often the only means of access to life-sustaining goods, services, and work opportunities. The proportion of people who are dependent upon public transportation (the elderly, persons with disabilities, and people with low income) is expected to increase more rapidly than the population as a whole.

Transit use helps to extend investments on parallel roadways—people using transit occupy less roadway space, thereby benefiting those shippers, commuters, and travelers who must use the roadways.

Services Provided

The transit activity helps people and communities meet their mobility needs by supporting safe, responsive, efficient and environmentally sound transit services. It provides access to transit for persons who have no alternative mode of transportation available, increases the efficiency and productivity of public transit systems, maintains a state commitment to public transportation and meets other needs of individual transit systems consistent with the objectives stated in M.S. 174.21.

As economic activity, health care services, government services, and educational facilities become more concentrated in regional centers, the need to travel to and within these centers continues to increase. One of the strategies to maintain a desirable level of regional accessibility is an improved transit system—this also provides a modal choice option. A network of bus, light rail, and commuter rail services combined with bike trails and

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: TRANSIT

Narrative

highways provides for such a multimodal, integrated transportation system. Corridor projects are expected to improve air quality, travel time, security, and the quality of service for Twin Cities transit customers. Projects will also enhance economic development in the corridors. Transit products and services fall into three areas:

Transit System Investment and Planning provides grants to eligible recipients to operate public transit services in greater Minnesota as well as planning, technical assistance and evaluation activities related to transit. It also develops comprehensive passenger rail transit plans that guide public investment and provides necessary information about commuter rail, light rail, and inter-city rail transportation in Minnesota. In the Twin Cities Metropolitan Area it supports transit corridor projects as well as Rideshare projects and certain Congestion Mitigation Air Quality (CMAQ) transit projects.

Transit Operations and Maintenance includes activities that support commuter bus projects such as service operation, equipment, station areas, and park and ride lots. These activities give commuters in the metro area an additional travel option in highly traveled corridors.

Transit Administration provides support services and management of transit grants and capital projects.

Historical Perspective

Minnesota established a public transit participation program to meet objectives stated in M.S. 174.21 by providing financial assistance to eligible recipients outside of the metropolitan area. Since 1-1-84, public transit systems in greater Minnesota have received state assistance through a fixed local share funding formula. These public transit systems also receive federal assistance through the Federal Transit Administration's Section 5311, Non-urbanized Area Formula Program. Currently grants are provided for operating and capital assistance to fund 66 public transit systems outside the metropolitan area. Countywide service is provided in 65 of 80 counties (seven counties are without public transit service and eight have service only in certain municipalities).

M.S. 174.84 instructed the commissioner of MN/DOT to develop a Commuter Rail System Plan by January 15, 2000. That plan identified three Tier One corridors to be completed by 2020 and three Tier Two corridors for completion after 2020. Mn/DOT has completed Preliminary Engineering on the first Tier One line, Northstar Corridor Rail Project, and is seeking funding to complete the project. The second Tier One line, Red Rock, is beginning its Alternatives Analysis. The 2002 Minnesota legislature prohibited further study of the third Tier One line, Dan Patch.

Key Measures

⇒ *Preserve existing public transit systems in greater Minnesota*

Maintain current level of public transit service levels in greater Minnesota – provide resources and technical assistance to maintain the current level of public transit service (service hours, trips, and number of people with access to services). The service level peaked at 960,000 hours in 2003 and is projected to decline at a rate of 2.8% per year if funding remains constant. Ridership in greater Minnesota was 9.05 million in 2003.

⇒ *Increase the availability of public transit service in greater Minnesota*

Meet 80% of transit service need by 2010 – increase bus service hours 7% annually.

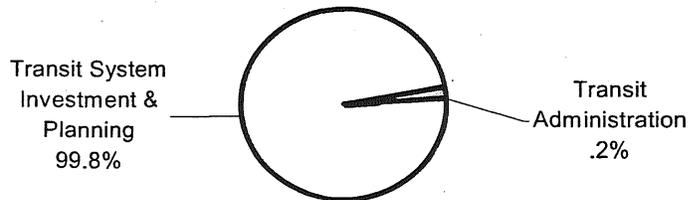
Number of counties in greater Minnesota with countywide public transit service:

<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
51	53	58	59	63	64	64	66	65	65	65 est.

⇒ Route miles and annual revenue service hours will be measured for commuter rail and inter-city rail when those services open.

Activity Funding**FY 2004-05 Expenditures by
Products and Services**

(Total: \$171.4 Million)



The chart above shows total expenditures for transit through Mn/DOT, including LRT construction as well as greater Minnesota transit funding from both state and federal sources.

Greater Minnesota transit systems are funded through a financial partnership that includes local, state, and federal participation. In support of this public transit service, Mn/DOT's first priority is preserving existing transit systems. Mn/DOT's Business Plan and Budget Targets also include the expansion of transit into unserved areas. Mn/DOT is the designated recipient of all FTA funds for rural transit operations in greater Minnesota, and also for certain funds used for activities such as rideshare, transit ways, corridor studies, buses and bus facilities in the Twin Cities metro area.

Mn/DOT is currently constructing the final segment of LRT in the Hiawatha Corridor. Part of the line is open with the remainder scheduled to open in late 2004. The Metropolitan Council will operate Hiawatha LRT.

During the 2004-05 Biennium, the reduction in the General Fund appropriation for greater Minnesota transit was off-set by an increase in the MVST percentage deposited in the greater Minnesota Transit Fund.

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Related documents and information:
<http://www.dot.state.mn.us/transit>
Greater Minnesota Public Transit Plan; Annual
Transit Report; Transit Programs – Federal;
Bicycle and Pedestrian Programs

<http://www.dot.state.mn.us/bike.html>
Resources for bicyclists

<http://www.dot.state.mn.us/passengerrail>
Commuter Rail Twin Cities Commuter Rail System
Plan; and Corridor Updates
Inter-City Rail Midwest Regional Rail Initiative;
LRT Hiawatha Light Rail Project

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TRANSPORTATION DEPT
 Program: MULTIMODAL SYSTEMS
 Activity: TRANSIT

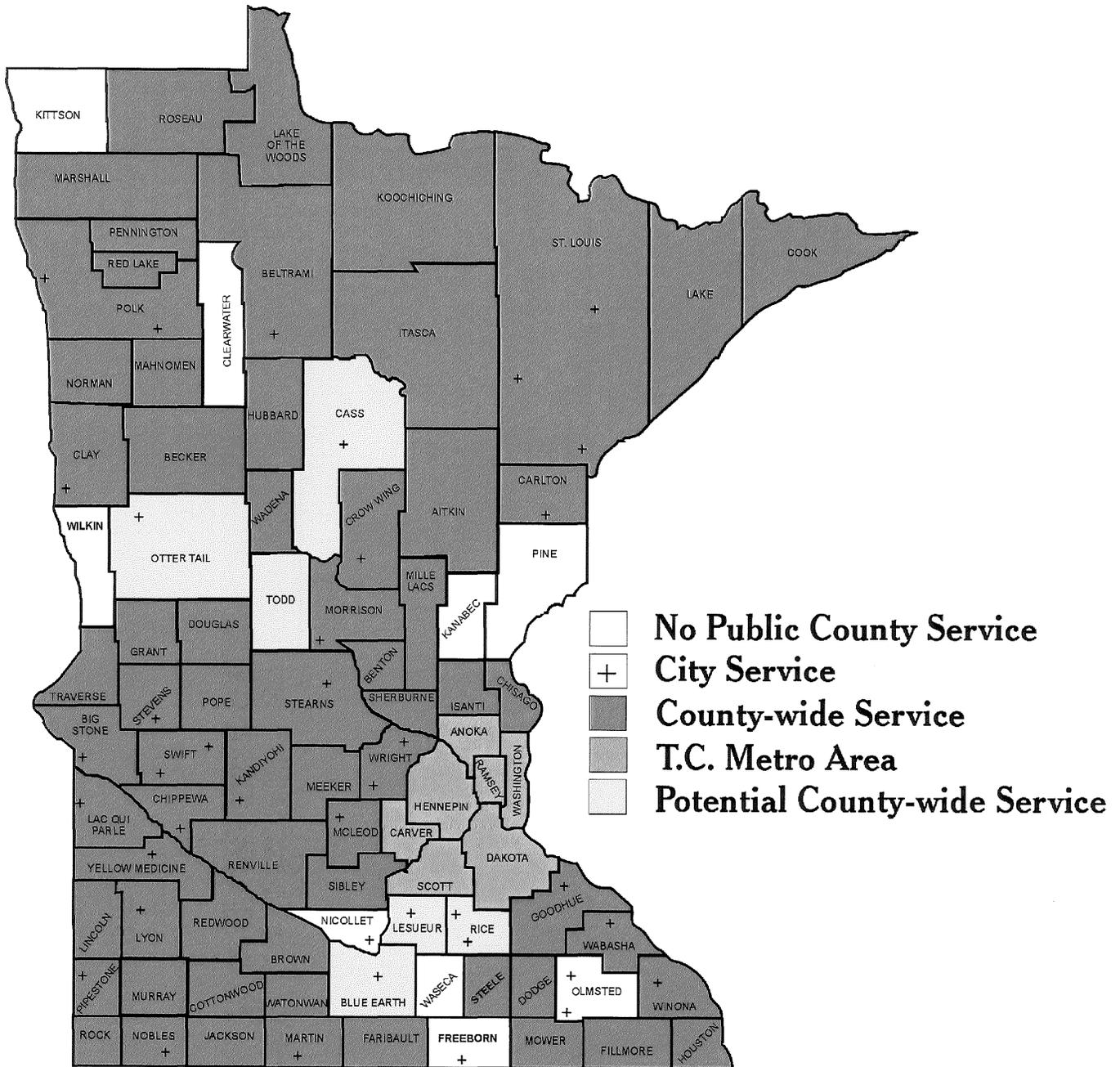
Budget Activity Summary

<i>Dollars in Thousands</i>					
	Current		Governor's Recomm.		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	15,809	15,810	15,810	15,810	31,620
Subtotal - Forecast Base	15,809	15,810	15,810	15,810	31,620
Total	15,809	15,810	15,810	15,810	31,620
Trunk Highway					
Current Appropriation	148	148	148	148	296
Technical Adjustments					
Approved Transfer Between Appr			647	647	1,294
Subtotal - Forecast Base	148	148	795	795	1,590
Total	148	148	795	795	1,590
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	14,892	16,717	15,810	15,810	31,620
Trunk Highway	624	991	795	795	1,590
Open Appropriations					
Greater Minnesota Transit	8,146	9,067	8,460	8,720	17,180
Statutory Appropriations					
Special Revenue	71,358	22,738	18,938	20	18,958
Federal	16,305	68,725	23,900	24,758	48,658
Miscellaneous Agency	229	343	248	248	496
Total	111,554	118,581	68,151	50,351	118,502
<u>Expenditures by Category</u>					
Total Compensation	3,835	2,857	2,849	2,295	5,144
Other Operating Expenses	1,238	1,500	606	331	937
Capital Outlay & Real Property	68,180	21,424	18,163	74	18,237
Payments To Individuals	60	60	60	60	120
Local Assistance	38,241	92,740	46,473	47,591	94,064
Total	111,554	118,581	68,151	50,351	118,502
Full-Time Equivalents (FTE)	28.8	30.0	29.2	29.2	



GREATER MINNESOTA COUNTYWIDE TRANSIT SERVICE

(L)



2003/2004
65 counties with county-wide service
8 counties with municipal service only
7 counties with no public transit service

TRANSPORTATION DEPT

Program: MULTIMODAL SYSTEMS

Activity: FREIGHT

Narrative

Activity Description

This activity is designed to enhance Minnesota's economic vitality by improving access to regional, national, and global markets through investments and policies that increase the safety and efficiency of goods movement. This activity also advances highway safety by working with providers of commercial transportation to improve and enhance the safety and security of their operations, and to assure that they are in compliance with state and federal laws.

Population Served

In 2001, Minnesota's extensive transportation network carried in excess of 638 million tons of freight. The following is a breakdown of freight movement by mode:

- ◆ Truck - 374 Million Tons (59%)
- ◆ Rail - 208 Million Tons (33%)
- ◆ Water - 53 Million Tons (8%)
- ◆ Air - 900,000 Tons (0.1%)

Minnesota's railroad, waterway, and highway systems provide important modes of transportation to move goods and people efficiently and economically in a crash-free manner. More specifically, the population served includes:

- | | | |
|------------------------|------------------------------|-------------------------------|
| ◆ Brokers/Forwarders | ◆ Modal Integrators | ◆ Shippers |
| ◆ Chambers of Commerce | ◆ Motor Carriers | ◆ Transportation Associations |
| ◆ Contractors | ◆ Professional Organizations | ◆ Transportation Providers |
| ◆ Farmers | ◆ Railroads | ◆ Traveling Public |
| ◆ Government Agencies | ◆ Ship and Barge Operators | |

Services Provided

Rail and Port Programs: Administer the Minnesota rail service improvement program, and port improvement program to revitalize rail and port facilities, and to support the state's freight movements.

Oversize/Overweight Permits: Issue single trip and annual permits authorizing the movement of oversize/overweight loads on the state highways and interstate transportation systems within Minnesota to protect the state's highway infrastructure, and to ensure the safety of the motoring public.

Multimodal Investment and Program Delivery: Construct grade crossing safety projects to enhance safety at public grade crossings in Minnesota.

Infrastructure Improvement: Develop and program highway and rail grading crossing safety projects and negotiate and enter into agreements with railroads when Minnesota Department of Transportation's (Mn/DOT's) highway construction projects affect them. This is done to enhance safety at highway/rail grade crossings, link rail facilities with the highway system, and encourage the use of rail as a transportation alternative.

Freight Planning: Develop cost-effective, multi-modal plans, to ensure that accurate, timely, and accessible information is used to support multimodal planning, investment, and policy decisions that ultimately lead to a safer and more efficient transportation system.

Education: Provide training, technical assistance, and educational outreach materials to commercial vehicle operators, shippers, and other industry groups on motor carrier safety regulations to improve transportation safety, efficiency, and productivity.

Credentials: Administer credentialing programs for intrastate and interstate motor carrier operations and shippers to ensure the authority to operate on Minnesota's roads is given only to insured carriers who meet the state's safety requirements.

Carrier Safety Evaluation: Conduct reviews of regulated commercial transportation providers and shippers to ensure that they comply with safety and hazardous materials regulations.

Activity at a Glance

- ◆ Minnesota Rail Service Program (MRSI) loans distributed: \$3,395,800
- ◆ MRSI repayments: \$2,501,309
- ◆ Port Assistance grants: \$348,476
- ◆ Grade Crossing Safety Improvement: 42
- ◆ Construction Projects: 30
- ◆ Safety Performance Evaluations: 983
- ◆ Safety Classes: 185
- ◆ Permits/Credentials Issued: 99,810

Administration Services: Provide the office with management, administration, information technology services, and coordination with Minnesota and federal agencies. In addition, develop e-government services to reduce costs for both Mn/DOT and the private sector.

Historical Perspective

As the transportation industry has increased the integration of freight transportation across all modes, Mn/DOT has responded by consolidating its offices of Motor Carrier Services and Freight, Rail, and Waterways to create the Office of Freight and Commercial Vehicle Operations (OFCVO). The mission of OFCVO is to ensure the improvement of the state's transportation system, enhance the safety and security of its operations, and keep Minnesota competitive in a global economy. Functions within the office have been combined and new duties have been added, such as Minnesota's freight and weight enforcement planning. In addition, an increased focus has been placed on security issues.

Key Measures

- ⇒ **Railroad crossing crashes:** Reduce the number of railroad crossing crashes by 2% each year until 2023 (15 crashes). There were 69 crashes in 2003 (three-year average).
- ⇒ **Railroad crossing fatalities:** Reduce the number of railroad fatalities by 2% each year until 2023 (two fatalities). There were seven fatalities in 2003 (three-year average).
- ⇒ **Truck related fatalities:** Increase the safety and security of the transportation system and its users to reduce the number of truck related fatalities. A Comprehensive Highway Safety Plan is being developed to establish specific performance measures for truck related fatalities and crashes.
- ⇒ **Railroad crossings programmed for safety improvement:** Save lives at railroad highway grade crossings by programming 40 in FY 2005 and 24 in FY 2006.
- ⇒ **Minnesota-based intrastate passenger carriers safety scores:** Increase the level of safety performance of passenger carriers (special transportation service, limousine, motor carriers of passengers). Targets for passenger carriers with an acceptable safety rating are 75% in 2005 and 80% in 2006.
- ⇒ **Web-based electronic permit and credential transactions:** Increase the number of Web-based permit and credential applications.
 - ◆ FY 2003 – 10%
 - ◆ FY 2004 – 22.5 %
 - ◆ The target for FY 2005 and FY 2006 is 40%

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TRANSPORTATION DEPT
 Program: MULTIMODAL SYSTEMS
 Activity: FREIGHT

Budget Activity Summary

Dollars in Thousands

	Current		Governor's Recomm.		Biennium 2006-07
	FY2004	FY2005	FY2006	FY2007	
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	346	346	346	346	692
Subtotal - Forecast Base	346	346	346	346	692
Total	346	346	346	346	692
Trunk Highway					
Current Appropriation	4,850	4,850	4,850	4,850	9,700
Technical Adjustments					
Approved Transfer Between Appr			126	126	252
Subtotal - Forecast Base	4,850	4,850	4,976	4,976	9,952
Total	4,850	4,850	4,976	4,976	9,952
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	308	356	346	346	692
Trunk Highway	4,883	5,279	4,976	4,976	9,952
Statutory Appropriations					
Special Revenue	1,176	3,137	2,275	2,275	4,550
Federal	6,063	14,020	8,175	8,175	16,350
Total	12,430	22,792	15,772	15,772	31,544
<u>Expenditures by Category</u>					
Total Compensation	5,516	6,014	5,572	5,572	11,144
Other Operating Expenses	1,254	2,540	1,800	1,800	3,600
Capital Outlay & Real Property	3,539	10,200	5,000	5,000	10,000
Local Assistance	1,023	1,415	1,415	1,415	2,830
Other Financial Transactions	1,098	2,623	1,985	1,985	3,970
Total	12,430	22,792	15,772	15,772	31,544
Full-Time Equivalent (FTE)	78.8	79.8	77.6	76.1	

Program Description

This program involves all aspects of the road systems owned and operated by the Minnesota Department of Transportation (Mn/DOT). It covers the Trunk Highway System, as well as related assets, such as rest areas, trails, and park and ride facilities. The responsibilities include planning, design, purchasing right-of-way, construction, maintenance and operations of the road system, and all associated appurtenances such as, shoulders, drainage structures, bridges, signals, signs, lighting, striping, etc. Not only does it include the entire Trunk Highway System, it also includes managing the entire trunk highway right-of-way associated with the system. These responsibilities include managing leases, reconveying right-of-way, identifying encroachments, etc. Facilities, equipment and materials are necessary to support many of these activities. Other supporting activities include materials testing, technical training, and managing inventory centers across the state. Accommodation of bikes, pedestrians, and other modes are integrated into the highway planning process when appropriate.

Budget Activities Included:

- ⇒ Infrastructure Investment and Planning
- ⇒ Infrastructure Operations and Maintenance
- ⇒ Electronic Communications

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TRANSPORTATION DEPT

Program: LOCAL ROADS

Narrative

Program Description

The purpose of the Local Roads Program is to supervise the distribution of county and municipal state aid highway funds and federal aid funds to counties and cities, and to provide direction and assistance to the counties and cities in the use of these monies for the construction and maintenance of local roads and bridges on their transportation network. The Local Roads Program also includes minor funding for other transportation systems, including townships, and support and oversight activities for the local bridge replacement program.

Budget Activities Included:

- ⇒ County State Aid Roads
- ⇒ Municipal State Aid Roads

TRANSPORTATION DEPT
Program: LOCAL ROADS

Program Summary

	Current		Governor Recomm.		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<i>Dollars In Thousands</i>					
<u>Direct Appropriations by Fund</u>					
Municipal State Aid Street					
Current Appropriation	112,290	114,661	114,661	114,661	229,322
Technical Adjustments					
Forecast Open Appr Adjustments			2,387	6,180	8,567
Subtotal - Forecast Base	112,290	114,661	117,048	120,841	237,889
Total	112,290	114,661	117,048	120,841	237,889
County State Aid Highway					
Current Appropriation	433,312	433,631	433,631	433,631	867,262
Technical Adjustments					
Forecast Open Appr Adjustments			7,704	20,317	28,021
Subtotal - Forecast Base	433,312	433,631	441,335	453,948	895,283
Total	433,312	433,631	441,335	453,948	895,283
<u>Expenditures by Fund</u>					
Direct Appropriations					
Municipal State Aid Street	134,642	114,661	117,048	120,841	237,889
County State Aid Highway	403,331	433,631	441,335	453,948	895,283
Open Appropriations					
Municipal State Aid Street	2,318	2,628	2,389	2,467	4,856
County State Aid Highway	7,694	8,908	9,007	10,680	19,687
Statutory Appropriations					
Federal	125,876	130,023	130,000	130,000	260,000
Total	673,861	689,851	699,779	717,936	1,417,715
<u>Expenditures by Category</u>					
Total Compensation	5,071	4,969	4,967	4,967	9,934
Other Operating Expenses	5,104	6,567	6,429	8,180	14,609
Capital Outlay & Real Property	29,413	25,000	25,000	25,000	50,000
Local Assistance	634,356	653,315	663,383	679,789	1,343,172
Non-Cash Transactions	(83)	0	0	0	0
Total	673,861	689,851	699,779	717,936	1,417,715
<u>Expenditures by Activity</u>					
County State Aid Roads	536,901	572,562	580,342	594,628	1,174,970
Municipal State Aid Roads	136,960	117,289	119,437	123,308	242,745
Total	673,861	689,851	699,779	717,936	1,417,715
Full-Time Equivalents (FTE)	62.3	59.3	57.7	57.7	

TRANSPORTATION DEPT

Program: LOCAL ROADS

Activity: COUNTY STATE AID ROADS

Narrative

Activity Description

The County State Aid activity primarily deals with the 29% of the Highway User Tax Distribution Fund (HUTDF) that is allocated to counties. These funds are apportioned to the individual counties according to a formula prescribed in law, and by the commissioner of Transportation with the advice of a screening board consisting of county engineers. These dollars are apportioned to the counties for both maintenance and construction activities on the 30,401 miles of county state aid highways. Dollars spent in rural areas generally improve safety and the structural capacity of the roads to move goods, while the dollars spent in the metro area are often for safety and capacity improvements. Counties select construction projects and perform maintenance activities within their jurisdictions. The State Aid for Local Transportation (SALT) Division reviews and approves individual construction plans for compliance with standards and rules.

Activity at a Glance

- ◆ Supervise the distribution of funds to the 87 counties for their use in building and maintaining the CSAH system.
- ◆ Authorize grants for bridge construction.
- ◆ Provide technical assistance in areas of design, construction, and maintenance.
- ◆ Promulgate rules and procedures for management of the State Aid system.
- ◆ Administer grants and loans for Local Road Improvement Program.

The County State Aid Highways (CSAH) system is continuing to age and the miles of highway in good condition decreased by over 400 miles during the past biennium.

Population Served

The SALT Division provides program support and project delivery services to 87 counties, and also to townships and other governmental agencies with state-aid or federal-aid projects.

Services Provided

County State Aid Administration Services support the county state-aid program, including the needs study; information resources; such as access to accident records; payment services; technical and financial advice, oversight, coordination and representation. It provides counties with guidance in establishing or modifying a state aid system that moves people and goods. Support and oversight activities for the local bridge replacement program are included in this activity. The bridge replacement program and the Local Road Improvement Plan were not addressed during the capital bonding session and therefore are addressed in this program narrative.

County State Aid Investment Services pertain to the county's construction, maintenance and project delivery costs. It also includes the SALT Division's project specific activities and the research program. The SALT Division is responsible to fulfill the state's statutory roles in the areas of design, construction and maintenance of the CSAH system. The SALT Division approves construction plans and project funding requests to ensure consistency with the rules for State Aid Operation.

The bridge replacement program provides matching funds for federal bridge replacement projects, townships that rely on this source of funding to supplement their budgets, and for other local bridge replacement funding needs.

Federal Local Aid Services are activities resulting from the federal transportation act funds that are available to cities, counties, and other agencies for road and bridge construction and transportation enhancement projects. In addition to doing all the project specific activities as they do for state aid projects, the SALT Division acts as agent for the local authorities in the administration of their federal construction contracts and also fulfills the state's obligations for federal oversight of all local federal aid projects. SALT Division assists agencies in fulfilling the requirements for federal aid requirement such as public involvement, and in developing documentation to comply with environmental and historical requirements.

The Local Roads program also receives funding for some other accounts that have been included in the county state aid activity. The state park road account funds projects selected by the Department of Natural Resources (DNR) to provide access to state parks and recreational areas. The town road account is distributed to township

governments for the maintenance of township roads, and the town bridge account is allotted to the counties for their use in replacing deficient township bridges.

Historical Perspective

The SALT Division assists the counties in using their dollars on the priority projects in their areas, but there is increasing pressure to use the available dollars on preservation-type projects rather than long-term system improvements because of the compelling need to preserve what is in place.

Key Measures

The products and services provided by the SALT Division are monitored through performance measures based upon customer satisfaction and also through direct measures of level of service provided in key areas.

Age of System

- ⇒ Currently about 24% of the system mileage is considered to be in good condition (less than 25 years since the roadway was last graded).
- ⇒ Currently about 53% of the system mileage is considered to be in fair condition (more than 25 years, but less than 50 years since the roadway was last graded).
- ⇒ Currently about 23% of the system mileage is considered to be in poor condition (more than 50 years since the roadway was last graded).

The need of our customers includes a desire for a smooth, uninterrupted trip, with no delays from road surface conditions. This expectation implies that the system age should not deteriorate from the present condition and that investments will be made at a rate at or above the aging rate, which is not the case. To keep the system from deteriorating, 596 miles of road need to be rebuilt each year; currently 370 miles are being rebuilt.

Activity Funding

Funds in the HUTDF are distributed to state roads, county state-aid highways, and municipal state-aid streets by a constitutionally defined formula of 62% state, 29% county, and 9% municipal. Of the funds designated for counties and cities, 1.5% is set aside by statute for the operating expenses of SALT Division and for system-wide expenditures.

Federal funds are distributed by the Area Transportation Partnerships (ATP) in each of the Minnesota Department of Transportation (Mn/DOT) Districts. Local Roads receive a portion of the total federal funding available based upon a competitive system, which varies by ATP. The federal funding product activity involves not only roadway projects, but also other Federal Highway Administration aid directed to local agencies, including such program categories as transportation enhancements and scenic byways.

Cities remain interested in taking over jurisdiction of lower priority trunk highways. The 1998 legislature created a flexible account to be used for trunk highway and turn back program needs. The commissioner of Transportation consults with committees representing statewide county and municipal associations before determining how to propose the biennial budget for flexible account dollars.

TRANSPORTATION DEPT

Program: LOCAL ROADS

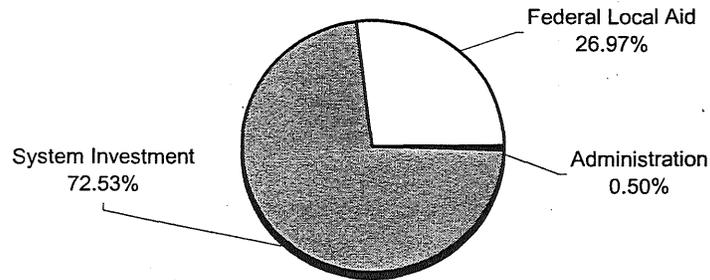
Activity: COUNTY STATE AID ROADS

Narrative

Expenditures by Product/Service

FY 2004 Total = \$503.2 Million)

Data as of 7/31/02



Contact

For additional information about this program contact:

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TRANSPORTATION DEPT
 Program: LOCAL ROADS
 Activity: COUNTY STATE AID ROADS

Budget Activity Summary

Dollars in Thousands

	Current		Governor's Recomm.		Biennium 2006-07
	FY2004	FY2005	FY2006	FY2007	
<u>Direct Appropriations by Fund</u>					
County State Aid Highway					
Current Appropriation	433,312	433,631	433,631	433,631	867,262
Technical Adjustments					
Forecast Open Appr Adjustments			7,704	20,317	28,021
Subtotal - Forecast Base	433,312	433,631	441,335	453,948	895,283
Total	433,312	433,631	441,335	453,948	895,283
<u>Expenditures by Fund</u>					
Direct Appropriations					
County State Aid Highway	403,331	433,631	441,335	453,948	895,283
Open Appropriations					
County State Aid Highway	7,694	8,908	9,007	10,680	19,687
Statutory Appropriations					
Federal	125,876	130,023	130,000	130,000	260,000
Total	536,901	572,562	580,342	594,628	1,174,970
<u>Expenditures by Category</u>					
Total Compensation	3,781	3,665	3,663	3,663	7,326
Other Operating Expenses	4,076	5,243	5,344	7,017	12,361
Capital Outlay & Real Property	29,413	25,000	25,000	25,000	50,000
Local Assistance	499,714	538,654	546,335	558,948	1,105,283
Non-Cash Transactions	(83)	0	0	0	0
Total	536,901	572,562	580,342	594,628	1,174,970
Full-Time Equivalents (FTE)	46.2	44.1	42.5	42.5	

Activity Description

The Municipal State Aid activity primarily deals with the 9% of the Highway User Tax Distribution Fund (HUTDF) that is allocated to cities over 5,000 populations. These funds are apportioned to the individual cities according to a formula prescribed in law, and by the commissioner of Transportation with the advice of a screening board consisting of city engineers. These dollars are apportioned to cities for both maintenance and construction on the 3,116 miles of state aid streets. Construction projects improve safety. Many projects are designed to relieve congestion and improve structural capacity to improve the movement of goods. The cities select the construction projects and perform maintenance activities within their jurisdictions. The State Aid for Local Transportation (SALT) Division reviews and approves individual construction plans for compliance with standards and rules.

Activity at a Glance

- ◆ Supervise the distribution of funds to 133 cities for their use in building and maintaining the MSAS system.
- ◆ Authorize grants for bridge construction.
- ◆ Provide technical assistance in areas of design, construction, and maintenance.
- ◆ Promulgate rules and procedures for management of the State Aid system.
- ◆ Administer loans and grants from Local Road Improvement Program.

The Municipal State Aid Street (MSAS) system is continuing to age and the miles of street considered being in good condition decreased by 16 miles during the past biennium.

Population Served

The SALT Division provides program support and project delivery services to approximately 133 cities.

Services Provided

Municipal State Aid Administration Services support the municipal state-aid program, including the needs study; information resources, such as access to accident records; payment services; technical and financial advice, oversight, coordination, and representation. It provides cities with guidance in establishing or modifying a state aid system that moves people and goods.

Municipal State Aid System Investment Services pertain to the city's construction, maintenance and project delivery costs. It also includes the SALT Division's project specific activities and the research program. The SALT Division is responsible to fulfill the state's statutory roles in the areas of design, construction, and maintenance of the MSAS system. The SALT Division approves construction plans and project funding requests to ensure consistency with the rules for State Aid Operation.

Historical Perspective

The number of cities sharing in the 9% Municipal State Aid Fund has increased from 112 in 1990 to 133 in 2004 which means that there are more cities sharing in the allotments. SALT assists the cities in using their dollars on the priority projects in their areas, but there is increasing pressure to use the available dollars on preservation-type projects rather than long-term system improvements because of the compelling need to preserve what is in place.

Key Measures

The products and services provided by the SALT Division are monitored through performance measures based upon customer satisfaction and also through direct measures of level of service provided in key areas.

Age of System

- ⇒ Currently about 37% of the system mileage is considered to be in good condition (less than 20 years since the roadway was last graded).
- ⇒ Currently about 30% of the system mileage is considered to be in fair condition (more than 20 years, but less than 40 years since the roadway was last graded).

TRANSPORTATION DEPT

Program: LOCAL ROADS

Activity: MUNICIPAL STATE AID ROADS

Narrative

⇒ Currently about 33% of the system mileage is considered to be in poor condition (more than 40 years since the roadway was last graded).

The need of our customers includes a desire for a smooth, uninterrupted trip, with no delays from road surface conditions. This expectation implies that the system age should not deteriorate from the present condition and that investments will be made at a rate at or above the aging rate, which is not the case. To keep the system from deteriorating, 53 miles of road need to be rebuilt each year; currently 45 miles are being rebuilt.

Activity Funding

Funds in the HUTDF are distributed to state roads, county state-aid highways, and municipal state-aid streets by a constitutionally defined formula of 62% state, 29% county, and 9% municipal. Of the funds designated for counties and cities, 1.5% is set aside by statute for the operating expenses of SALT Division and for system-wide expenditures.

Federal funds are distributed by the Area Transportation Partnerships (ATP) in each of the Minnesota Department of Transportation (Mn/DOT) Districts. Local Roads receive a portion of the total federal funding available based upon a competitive system, which varies by ATP. The federal funding product activity involves not only roadway projects, but also other Federal Highway Administration aid directed to local agencies, including such program categories as transportation enhancements and scenic byways. The dollars flow through the county state aid road program since they are the primary local agency receiving these funds.

Cities remain interested in taking over jurisdiction of lower priority trunk highways. The 1998 legislature created a flexible account to be used for trunk highway and turn back program needs. The commissioner of Transportation consults with committees representing statewide county and municipal associations before determining how to propose the biennial budget for flexible account dollars.

Contact

For additional information about this program contact:

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State Aid for Local Transportation

Mail Stop 500

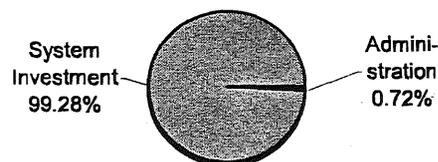
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**FY 2004 Expenditures by
Product/Service**
(Total = 110.5 Million)



TRANSPORTATION DEPT
 Program: LOCAL ROADS
 Activity: MUNICIPAL STATE AID ROADS

Budget Activity Summary

Dollars in Thousands

	Current		Governor's Recomm.		Biennium 2006-07
	FY2004	FY2005	FY2006	FY2007	
<u>Direct Appropriations by Fund</u>					
Municipal State Aid Street					
Current Appropriation	112,290	114,661	114,661	114,661	229,322
Technical Adjustments					
Forecast Open Appr Adjustments			2,387	6,180	8,567
Subtotal - Forecast Base	112,290	114,661	117,048	120,841	237,889
Total	112,290	114,661	117,048	120,841	237,889
<u>Expenditures by Fund</u>					
Direct Appropriations					
Municipal State Aid Street	134,642	114,661	117,048	120,841	237,889
Open Appropriations					
Municipal State Aid Street	2,318	2,628	2,389	2,467	4,856
Total	136,960	117,289	119,437	123,308	242,745
<u>Expenditures by Category</u>					
Total Compensation	1,290	1,304	1,304	1,304	2,608
Other Operating Expenses	1,028	1,324	1,085	1,163	2,248
Local Assistance	134,642	114,661	117,048	120,841	237,889
Total	136,960	117,289	119,437	123,308	242,745
Full-Time Equivalents (FTE)	16.1	15.2	15.2	15.2	

Program Description

The General Support and Services program provides strategic policy, direction, and guidance that lead to new and/or improved services. The goal of this program is to effectively and efficiently guide and support the Minnesota Department of Transportation's (Mn/DOT) business of providing transportation system leadership, management, information and key business services that continuously improve management of Mn/DOT's resources, including:

- ◆ *products/services* to clear the way for managers to concentrate maximum effort on meeting customers needs, services delivered in a timely and cost effective manner, and
- ◆ *products/services* that continuously deliver performance improvement at all levels in the organization.

Budget Activities Included:

- ⇒ Department Support
- ⇒ Buildings