



Minnesota State Patrol

Colonel Steve Mengelkoch, Chief

February 2005

Background

For 75 years, the Minnesota State Patrol has served the citizens of Minnesota by working to ensure a safe environment on Minnesota's roadways. The State Patrol was established in 1929 "to enforce the provisions of the laws relating to the use and operation of motor and other vehicles upon trunk highways." Originally organized under the direction of the Commissioner of Highways, the original size of the force was limited to 35 officers. Today, the State Patrol consists of a statewide force of 549 troopers and more than a dozen specialized enforcement units and traffic safety programs, many of which serve as resources to other agencies.

Mission and Core Values

The mission of the Minnesota State Patrol is to provide traffic safety services to all roadway users, and statewide leadership on traffic safety issues. The State Patrol provides police traffic services on Minnesota's state and federal highways, provides for the safe and efficient movement of traffic and the protection of Minnesota's citizens through enforcement, education, and assistance. The program's components work together to ensure a safe environment on Minnesota's roadways by reducing the number of fatalities and serious injuries caused by motor vehicle crashes. It also provides security for the legislature, the governor, the governor's family and residence.

The Minnesota State Patrol has adopted the following core values as part of its training curriculum:

- ◇ *Pride.* Being proud of our occupational purpose by demonstrating dignity and self-respect through personal attitudes, actions, and appearance.
- ◇ *Preservation of life.* Where saving lives through prevention and response is the ultimate goal of the State Patrol.
- ◇ *Pursuit of Excellence.* Our members strive to give outstanding service to the public.
- ◇ *Ethics.* We are accountable to our customers for honest, fair, and impartial treatment.
- ◇ *Loyalty.* We pledge to support each other by working cooperatively to reach the goals and objectives of the State Patrol.
- ◇ *Professionalism.* We encourage our employees to perform all their duties in a competent manner through continuous training and education, participation in professional associations, and an ongoing display of respect and courtesy.
- ◇ *Trustworthiness.* We are responsible for fostering public respect and confidence in the State Patrol by demonstrating those qualities that support a positive image.

Funding

The State Patrol Division has an annual operating budget of \$70,032,000 for fiscal year 2005 and a staff of 848 full time equivalent positions. The State Patrol is funded primarily through an appropriation from the Trunk Highway Fund. Capitol complex security and executive protection activities are supported through a General Fund appropriation. Some specific activities receive supplemental funding from federal and special revenue sources.

Department of Public Safety

Minnesota State Patrol

Commercial Vehicle Enforcement

The State Patrol commercial vehicle section helps ensure trucks that travel and transport cargo in Minnesota are operated safely and legally in order to minimize traffic congestion, crashes and lost lives. Section personnel include troopers and commercial vehicle inspectors whose duties include conducting roadside inspections and ensuring compliance with size, weight, fuel, equipment and driver qualifications. The section also coordinates the pupil transportation safety program, which includes training of school bus operators and ensuring the school buses comply with state and federal laws.

Drug Recognition Expert (DRE)

Minnesota's Drug Recognition Expert (DRE) certification program began in 1991. There are 55 law enforcement agencies with DRE on force and more than 155 officers registered as DRE statewide. A Certified DRE can determine, through a scientifically proven, court-approved 12-step procedure, whether individuals are drug impaired and, if so, which drug category is involved. DRE can assist with successful prosecutions for driving under the influence of drugs or alcohol. The State Patrol annually coordinates a two-week drug recognition program to teach law enforcement personnel how to detect specific drug impairment. The DRE School is funded by the National Highway Traffic Safety Administration. The course is offered to Minnesota law enforcement agencies at no charge.

DWI Enforcement (NiteCap /Safe and Sober)

The State Patrol coordinates NightCAP (nighttime concentrated alcohol patrol) operations that include participation from multiple partnering law enforcement agencies across the state. NightCAP efforts are scheduled to coincide with events that generate impaired driving activity, such as large scale concerts or celebrations. In a recent fiscal year, more than 94 NightCAP operations employed the support of 126 agencies who worked nearly 7,000 enforcement hours. The saturations annually result in nearly 17,000 vehicle stops and more than 9,000 arrests — 700 for DWIs. NightCAP saturations occur in the state's 13 deadliest counties for impaired driving.

The State Patrol works with the Minnesota Office of Traffic Safety to mobilize and join hundreds of law enforcement agencies statewide throughout the year to participate in enhanced enforcement and education campaigns. The efforts are designed to increase traffic safety and save lives. In a recent fiscal year, the State Patrol logged 6,100 extra patrol

hours for numerous *Safe & Sober* efforts. Troopers tallied 13,800 vehicle stops, nearly 8,500 arrests, 119 DWIs, and more than 15,000 warnings. *Safe & Sober* enforcements focus on impaired driving, seat belt use, speeding, and other dangerous driving behaviors.

Fleet Management

The State Patrol operates and maintains a motor vehicle fleet of 600+ vehicles. The fleet is primarily comprised of Ford Crown Victoria Police Interceptor and Chevrolet Impala vehicles. The fleet management section provides the procurement, maintenance and logistical support for the fleet and vehicle-related equipment. The combined State Patrol fleet consumes over 1.2 million gallons of fuel annually.

Internal Affairs

The Internal Affairs unit provides oversight and investigation of citizen complaints of misconduct and excessive force against members of the State Patrol.

Investigative Services

The investigative services section conducts and coordinates investigations of criminal activity related to the sale and transfer of motor vehicles by licensed and non-licensed motor vehicle dealers. The section also investigates illegal activities such as failure to transfer titles and pay proper motor vehicle registration fees and taxes. The section also provides coordination and oversight to other investigative areas such as, crash reconstruction, canine-assisted drug interdiction, and asset forfeiture.

Public Information

The State Patrol public information section helps bring the message of traffic safety to millions of Minnesotans. A public information trooper (PIT) is assigned to each of the State Patrol's eleven districts. PITS provide information and instruction on topics such as defensive driving, child passenger safety, occupant protection and emergency driving. PITS also serve as local media relations representatives.

Training Academy

At the State Patrol training academy, new cadets learn the roles and expectations of the organization and become proficient in the skills necessary to succeed as troopers. Training emphasizes character and core values. Academy training classes include emergency vehicle operation, police intervention, community relations, diversity and anti-racial profiling.

Department of Public Safety

Minnesota State Patrol

Radio Communications

Through a partnership with the Minnesota Department of Transportation (MnDOT) and funding from the U.S. Department of Transportation, the State Patrol recently completed the deployment of nine Transportation Operations and Communications Centers (TOCC) within State Patrol district offices in greater Minnesota. In addition, the Metro Radio Communications operation moved into the recently completed Regional Transportation Management Center (RTMC) in Roseville. TOCC bring together the personnel and technology resources of the State Patrol and MnDOT. TOCC serve as communications hubs for emergency response, enforcement, transit services, maintenance operations, traffic management, and traveler information. Communications personnel annually answer over 400,000 emergency 911 calls and handle more than 150,000 events.

Special Response Team

The State Patrol Special Response Team (SRT) consists of two teams of troopers who have special skills in high-risk entry, tactical shooting, tactical rappelling, and response to situations such as civil disturbances and standoffs involving hostages. SRT members participate in regular monthly training, often with other agencies. The team assists the State Patrol and other agencies with critical incidents and provides security for special events at the Capitol complex.

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Thief River Falls

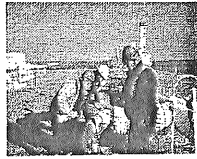
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Jerry Rosendahl
State Fire Marshal / Director


Minnesota Office of Pipeline Safety
Department of Public Safety

Mission – “Keep it in the pipe”




- Protect Lives, Property, and the Environment
- Gas and Hazardous Liquid Operators
 - Inspections
 - Enforcement
 - Accident Investigations
- Education of Pipeline Operators, Excavators, Contractors, Homeowners, and Farmers
To “Call Before You Dig”

History

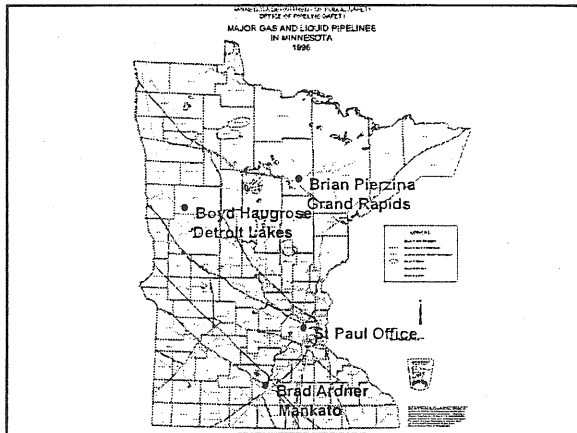


- September 1, 1987 – Office created after a Legislative Study
- 1988 – Gopher State One-Call Law MNOPS was designated the enforcement agency
- 1991 – MNOPS became a U.S. DOT Interstate Agent
- 1994 – MNOPS affiliated with the State Fire Marshal
- 2001 – Increased security planning, emergency response, and integrity management role



Responsibilities



- MNOPS enforces Federal and State Pipeline Codes
 - Issued 36 Civil Penalties - \$61,500 in 2003
- MNOPS Enforces One-Call Law MS 216D
 - Issued 373 Violations - \$93,250 Fines in 2003
- Over 65,000 Total Miles of Pipeline
 - 9,000 Interstate Miles
- 85 Pipeline Facility Operators
 - 30 Municipal gas systems
 - 10 Private gas systems
 - 16 Propane systems
 - 1.4 million customer meters

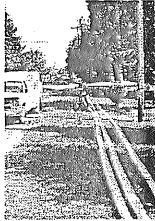


Damage Prevention Program

- Enforce Gopher State One-Call Law
- MNOPS conducted 90 Education Sessions to 7,200 Excavators, Operators, and Homeowners - 2003
- C.A.E.R. – Community Awareness & Emergency Response
 - Industry/Emergency Responders Training for Response to Pipeline Incidents
 - 25 Meetings Statewide

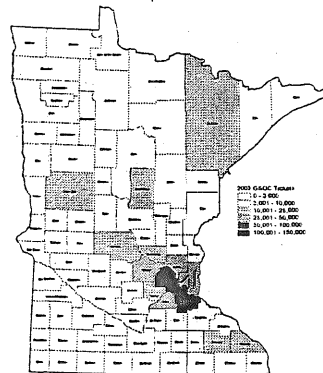
Damage Prevention Program



CGA
Common Ground Alliance

- Participate on 5 Local Utility Coordinating Committees
- National Roles in Common Ground Alliance Best Practices, Education, and Marketing
- New Agriculture Damage Prevention Campaign – Deep Tilling, Drain Tiling, Well Drilling, and Fence Posts

Gopher State One Call
Tickets Requested in 2003



Funding Sources



- 50% Federal Grant
 - Grant based on federal audit results
 - 100% rating equals grant of 50% of budget
- 50% Special Revenue
 - Charge back to Pipeline Operators
 - Fines Collected on Enforcement Actions
- One-time Grants
 - Federal Damage Prevention Grant - \$50,000
 - 2004 Federal Homeland Security Grant – Communications Equipment - \$33,000

Total Annual Budget - \$2.061 Million

Staffing

- 9 – Pipeline Inspectors/Engineers
- 3 – Damage Prevention Inspectors/Engineers
- 4 – Support Staff
- 1 – Computer Mapping Analyst
- 1 – Administrator

2006 - 2007

Challenges and Opportunities

- More New Federal Inspections – Integrity Management, Operator Qualifications
- New Inspector Training Courses Required
- Security of Pipeline Facilities
- Pipeline Emergency Responder Training for Fire Service Statewide
- New Community Public Awareness Program Evaluations
- Continue to Reduce Damages from Digging

Contacts

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Dig Safely.

Program Description

The Office of Pipeline Safety (MNOPS) protects Minnesota's lives, property, and environment through the implementation of a program of gas and hazardous liquid pipeline inspections, enforcement, accident/incident investigations, and education. MNOPS conducts safety inspections of all pipeline facilities as authorized by state law and the United States Department of Transportation (U.S. DOT/OPS).

Population Served

The Office of Pipeline Safety protects the public safety of all Minnesotans by inspecting over 30 municipal gas systems, 10 private gas systems, over 100 total pipeline facility operators (which operate over 65,000 miles of pipelines in the state) and over 1.4 million customer meter settings.

Services Provided

Pipeline Inspections:

- ⇒ Twelve pipeline inspectors are responsible for statewide inspection of the natural gas and hazardous liquid industry. As agents for the U.S. DOT, Minnesota staff inspects over 9,000 miles of interstate pipelines in addition to over 56,000 miles of intrastate pipelines.
- ⇒ Staff responds to pipeline accidents and incidents, working cooperatively with the National Transportation Safety Board, U.S. DOT/OPS, and the Minnesota Pollution Control Agency.
- ⇒ The Office has field personnel located in Mankato, Grand Rapids, and Detroit Lakes as well as St. Paul.

Damage Prevention:

The office promotes damage prevention, enforces the Gopher State One-Call law (requires excavators to call before they dig and utility operators to mark their facilities), supports an emergency notification center, and maintains data and maps on pipelines. MNOPS conducts "dig safely" education seminars at several utility coordinating committees, Gopher State One Call, public speaking opportunities, the Minnesota State Fair exhibit, pipeline operator training, and damage prevention seminars. Three staff actively participate in the national industry/government education effort of the Common Ground Alliance, to promote utility best practices.

Historical Perspective

The Office of Pipeline Safety was created in 1987 following a major pipeline release that ignited in Mounds View. In 1991, the office became fully qualified to inspect all interstate pipelines under authority of U. S. Department of Transportation, Research and Special Programs Administration. As a condition of its federal pipeline grant funding, the office must continue to train its inspectors, meet federal standards, and pass an annual program audit.

Federal program changes have placed increased federal inspection requirements in risk and integrity management, operator qualifications, and expanded community liaison between emergency officials and pipeline operators. In addition, since 9-11-01, additional emphasis has been placed on security planning and emergency response.

Minnesota has initiated new efforts with industry to inform local communities and emergency responders about responding to pipeline incidents. The Minnesota Pipeline Community Awareness and Emergency Response program (C.A.E.R.) has conducted over 25 local meetings throughout the state.

The inspection program has issued over 5,400 violations of state and federal safety codes since 1994. In 2003, staff responded to 184 accidents/incidents. MNOPS inspectors issued 122 compliance actions with 36 proposed civil penalties amounting to \$61,500 in 2003.

Program at a Glance

- ◆ Minnesota's 12 inspectors have over 65,000 miles of pipelines to inspect; over 9,000 miles are interstate pipelines.
- ◆ There are 30 municipal gas systems, 10 private gas distribution systems, and 100 pipeline facility operators in Minnesota.
- ◆ Minnesota's Damage Prevention Program conducted 90 presentations to 7,200 people in 2003.
- ◆ The Office of Pipeline Safety is funded up to 50% by a U.S. Department of Transportation/OPS grant and 50% from a special revenue account.

In 2003, damage prevention education and enforcement increased substantially with staff conducting over 90 presentations to over 7,200 excavators, operators, and homeowners. In addition, the office issued over 373 violations totaling over \$93,250 in proposed penalties for Gopher State One Call violations. Approximately 186 of the 373 were warnings of violations that did not include a penalty.

Nationally, the MNOPS continues as a leader in its inspection program, and its damage prevention education and enforcement efforts.

Key Measures

- ⇒ **The number of pipeline leak repairs.** The goal is to reduce pipeline leak repairs through inspection and enforcement 5% by June 2005.
- ⇒ **The number of calls to the Gopher State One-Call Center.** The goal is to increase the number of calls 8% by June 2005.

The number of educational presentations to excavators, emergency responders, local officials, operators, and homeowners. **The goal is to conduct 90 educational presentations by June 2005**

Program Funding

This program is funded by a mix of Special Revenue funds and Federal Grant Funds. The source of the Special Revenue Funds is pipeline safety inspection fees (Pipeline Safety Account).

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Office of Traffic Safety

Kathy Swanson, Director

September 2004

Background

The Office of Traffic Safety (Traffic Safety) was created in response to the federal Highway Safety Act of 1966. Under that Act, states became eligible for federal assistance for state and community highway safety programs, provided they had an office with sufficient authority and resources to manage the resulting highway safety program.

Mission

Traffic Safety provides leadership and resources to reduce the number and severity of traffic crashes in Minnesota. Our goal is to drive down the number of traffic deaths and serious injuries as low as possible. The Office of Traffic Safety believes that the following components must be in place to accomplish our mission and achieve our long-term vision of zero traffic fatalities in Minnesota:

Customer Service and Communication: High quality, useful products and services for citizens, agencies, and organizations to use in their traffic safety efforts and outstanding communication with our partners and customers.

Informed Public: A well-informed populace that sees traffic safety as an important health issue, supports traffic safety legislation and enforcement, and understands the benefits of driving safely and the economic impact of traffic fatalities and injuries.

Safety Partnerships: Traffic safety and injury prevention groups, organizations, or agencies that share our vision.

Efficient/Effective Traffic Law Enforcement: A well-trained and well-equipped enforcement community that is motivated to enforce traffic safety laws.

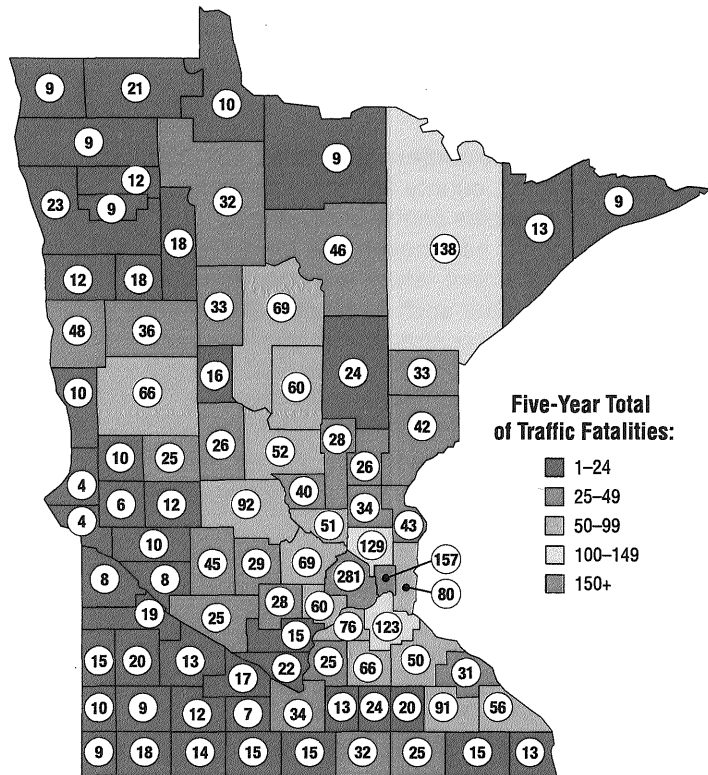
Improved Data and Records: Improvement of our crash database and other systems to provide reliable problem identification, project selection, and evaluation.

Well-managed/Innovative/Proactive Projects: Identification of new approaches and solutions to long-standing problems and quick, appropriate reactions to emerging traffic safety problems.

Funding

The Office of Traffic Safety doesn't receive any general fund dollars. However, Traffic Safety does receive an annual allotment from the Trunk Highway Fund of \$324,000, a required match which allows Traffic Safety to secure federal funds, grants and one-time monies that annually amount to approximately 22,000,000 depending on federal monies awarded. A portion of the funding supports staff of 18 full-time-equivalent positions to administer the various traffic safety programs.

Minnesota Traffic Fatalities by County, 1999-2003



TRAFFIC SAFETY PROGRAMS

The Office of Traffic Safety administers federal and state funding to support programs that encourage responsible driving behaviors, to enforce traffic laws, and to inform the public on the dangers of crashes and the best ways to reduce their risk of occurring. A large portion of the federal grants received are distributed to state agencies, local units of government, and non-profit agencies for efforts that will reduce the number of traffic fatalities, injuries, and severity of injuries, as well as the economic costs associated with traffic crashes in Minnesota.

National Highway Traffic Safety Administration Programs (NHTSA)

The NHTSA funding originates from a number of sections in the U.S. Department of Transportation authorization legislation, which requires each state to create and maintain a Governor's Highway Safety Office. The basic NHTSA grant is from 23 USC, Section 402, Highway Safety Programs. The 402 Funds may be used in various programs including Occupant Protection, Impaired Driving, Police Traffic Services, Traffic Records, Safe Communities, Roadway Safety and Motorcycle Safety.

Additional sections of the US/DOT legislation provide grant funding for specified purposes within the 402 programs. Traffic Safety currently receives grants from the following sources: Section 157 Incentive funds for occupant protection projects, Section 157 Innovative to support inventive occupant protection projects, Section 164 Regulation, Repeat Offender Laws for impaired driving projects, Section 410 Alcohol-Impaired Driving Countermeasures for impaired driving projects, Section 411 State Highway Safety Data Improvements for traffic records projects, and Section 2003B Child Passenger Protection Education Grants. Below is a summary of major programs, projects and funding.

Safe & Sober Law Enforcement grants \$1,407,000 —

Provides grants to local, county and state traffic law enforcement. The agencies combine enhanced enforcement with public information and media relations concerning the enforcement, which are operated during defined periods of the year such as Memorial Day and Labor Day. Traffic Safety contracts with three retired officers to serve as law enforcement liaisons. The liaisons assist the agencies in dedicating efforts to enforcing traffic laws. Agencies that do not receive enforcement grants are eligible to compete for mini-grants up to \$3,000 and traffic enforcement equipment for their traffic law enforcement activity.

Law Enforcement Training \$ 260,000 — Provides training opportunities to law enforcement and county attorneys including an annual satellite-base update on traffic safety legislative changes. Specific training for officers covers skills such as field sobriety tests, drugs that impair, seat belt and child restraint usage and enforcement, and Drug Recognition Evaluator (DRE) training. (Both illicit and some prescription drugs, as well as hazardous and illegal substances are classified as impairing substances.) DRE training equips officers with specialized knowledge on the physical effect of drug use and additional tests to identify and remove those offenders from the roadway.

NightCAP (Night-time Concentrated Alcohol Patrol)

\$1,092,500 — Supports monthly enforcement saturations involving the State Patrol, county sheriff, and a least one local police department in the 13 counties that account for nearly 60 percent of Minnesota's alcohol-related fatalities. NightCAP support can include overtime payment for officers working the saturations. Periodically, additional saturations occur in other counties often in collaboration with local festivals or events. A traveling Breath Alcohol Testing (BAT) Mobile, outfitted with an intoxilyzer, drug exam room and holding room, is funded to support the saturations. Traffic Safety contracts with a retired trooper to serve as NightCAP liaison. The liaison coordinates and schedules the saturations, the participating agencies, the BATmobile and collection of data for each event. Equipment, such as Portable Breath Testers, flashlights and lighted hand cuff keys, may be provided to participating local agencies that provide officers to the program but do not receive reimbursement for their time.

Improved Minnesota Driver License Information System \$2,600,000 — Supports the Driver and Vehicle Services Division's efforts to re-engineer and re-program the driver license database to make problem driver histories more accessible and up-to-date for the use of law enforcement, driver evaluators, researchers and the courts.

Safe Communities Grants \$1,807,000 — Support local traffic safety efforts to address specific factors causing crashes in their communities. This program provides grants to local coalitions and supports a Public Health liaison. Traffic Safety contracts with a public health expert who encourages the health community to get involved with the coalitions and in crash prevention.

ditional grants fund highway corridors that have high crash fatalities rates and coalitions in the 13 Minnesota counties with the highest number of alcohol-related fatalities.

Traffic Safety Outreach \$ 886,200 —

Communicates with traffic safety partners and the general public. Materials are created and distributed to our partners and the general public. Media campaigns to prevent impaired driving or encourage seat belt use are produced. Funding is dedicated to pay for air time to reach the markets least likely to conform to traffic safety laws and practices. Quarterly meetings are convened with traffic safety agencies and organizations for sharing of best practices and collaboration opportunities. An annual conference brings the local traffic safety partners of DPS and MnDOT together with the stakeholders to combine our efforts to save lives and prevent injuries.

Impaired Driving programs \$9,926,000 — Work to reduce the incidence of driving while impaired by alcohol controlled substances. Traffic Safety partners with the Office of Justice Programs to support a DWI court that specializes in consistent prosecution of DWI cases. MnDOT receives funding to assist with the construction of Traffic Operations Communications Centers throughout the state. These centers ensure radio connectivity between law enforcement and other agencies responding to emergencies. Funding is provided to the State Patrol for an additional 50 troopers to respond to the implementation of the 2 a.m. bar closing law.

Occupant Protection Programs \$649,000 — Provides grants to local agencies to conduct activities in high schools that increase seat belt use among teenagers. Child Passenger Safety (CPS) efforts are supported with the production and distribution of educational materials and training materials throughout the state. A northern Minnesota CPS liaison provides local outreach and support in the northern third of the state. Plans to provide a liaison for the southern region of the state will be implemented in 2005. Annual seat belt observation surveys are carried out to evaluate the statewide use as well as use rates for regions of the state, vehicle type, gender and age group.

Other Federal Programs

Enforcing Underage Drinking Laws (EUDL) \$400,000

— The federal Office of Juvenile Justice and Delinquency Prevention within the U.S. Department of Justice provides grant monies to states to reduce access, use and abuse of alcohol for those under the age of 21. The EUDL program in Minnesota provides grants to agencies and non-profit organizations for public information programs, underage sale enforcement strategies, and training to alcohol retailers and servers. Additionally, funding is provided for prevention programs and community efforts to curb underage drinking.

Crash Outcome and Data Evaluation System \$50,000

— Funding is provided through NHTSA for Traffic Safety to partner with the Minnesota Department of Health to gain another perspective on crashes. Hospital and crash injury data are linked to provide estimates of the medical costs of crashes. Specific crash factors may be evaluated to provide cost comparisons. (For example, costs for crash victims who were belted versus costs for victims that were not belted at the time of the crash.) A grant is provided to the Minnesota Department of Health which houses the CODES database and provides staff to assist with programming and data analysis.

Commercial Motor Vehicle Crash Data (CDIP)

\$500,000 — NHTSA awarded this competitive grant to Minnesota to improve data collection on crashes involving commercial motor vehicles (CMVs). Three divisions of the Department of Public Safety — the State Patrol, Driver and Vehicle Services, and Traffic Safety — are working together to ensure that CMV crashes are accurately reported into MCMIS, a federal database. Additionally, electronic methodology for the collection of CMV crash inspection data will be developed for the creation of a relational CMV crash-inspection database.

State Programs

Child Passenger Safety (CPS) \$ 70,000 — Fines

collected for failure to comply with the child passenger safety law are dedicated to the Minnesota Child Restraint and Education Account. This funding is used to support the statewide efforts of trained CPS specialists to distribute child restraints and related training to families. Grants to local programs that provide the restraints and education allow them to obtain seats at a special price obtained under a state purchasing contract. The agencies must abide by the low-income guidelines for recipient selection.

Motorcycle Safety \$762,000 — Funding is provided from a dedicated portion of the receipts from the motorcycle

endorsement fee on the Minnesota driver's license. Two major projects are conducted under this program. The safety program provides novice and experienced rider training for motorcyclists throughout the state. Additionally, grants and contracts provide for evening

skills testing and third party testing during the riding season. Public information and education materials are also produced and distributed to support and promote safe motorcycling.

Grants

In the current federal fiscal year, 2005, OTS will award grants to approximately 185 local and county agencies and four non-profit agencies. In addition, 15 inter-agency grants will be awarded to state agencies that are managing statewide traffic safety programs, enhancing systems that support traffic safety programs, and coordinating collaborative traffic safety efforts of state, county and local agencies. In federal fiscal year 2004, OTS awarded nearly \$12 million in grant awards and anticipates awarding approximately that same amount in federal fiscal year 2005.

DATA ANALYSIS AND EVALUATION

Research analysts in the Office of Traffic Safety compile and publish *Minnesota Motor Vehicle Crash Facts* and *Impaired Driving Facts*. They answer requests for crash data from private citizens, legislators, policy makers, and others. In addition, the Office of Traffic Safety participates in and contributes to the national Fatal Analysis Reporting System (FARS) database.

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HISTORY

1973 – National Maximum 55 Speed Limit on all roads

1986 – Dimmler Amendment- 10 MPH or less ticket not recorded on DL record

1987 – Allowed rural interstate to go to 65 MPH.

1995 – Federal repeal of NM55SL

1996 – Joint DPS/MnDOT task Force recommended the MN raise speed limits on the highest categories of roads – interstates & expressways

1997 – speed limits raised to 70 on Rural interstate, 65 on expressways and an interim 60 MPH established on ring road with all roads in ring staying at 55 MPH.

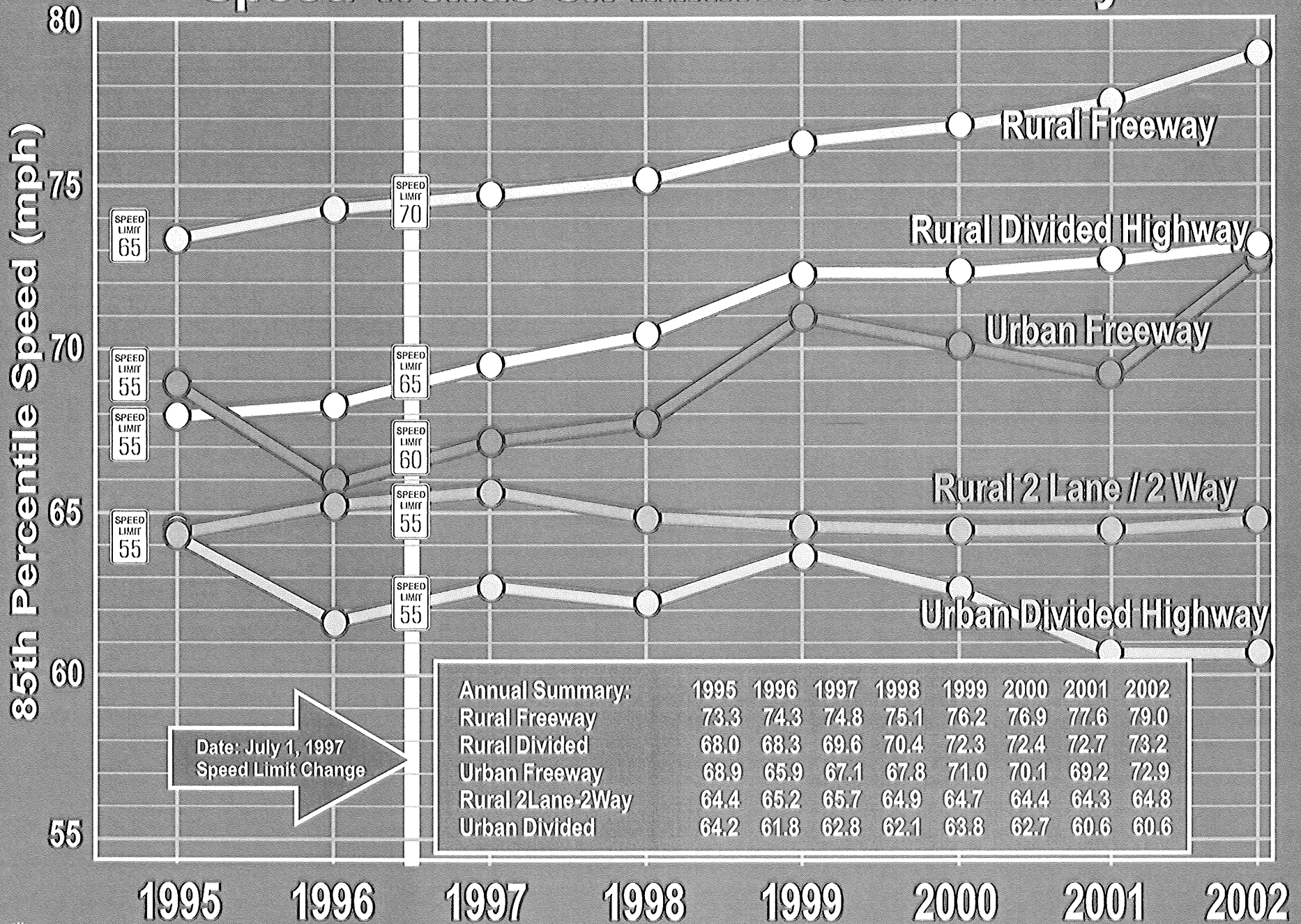
RECENT LEGISLATIVE HISTORY

2003 – HF 1071 introduced raising all rural paved roads to 65 MPH daytime/55 MPH nighttime and expanded Dimmler to include 65 MPH roads. No Senate companion

2004 – HF 1071 introduced raising all rural paved roads to 65 MPH daytime/55 MPH nighttime . SF 1248 companion, matching language.

HF 1071 modified numerous times, including 60 miles MPH on all roads with Dimmler expanded, 65/55 on trunk highways with Dimmler expanded, 60 MPH on only US trunk highways with Dimmler expanded and raising I-90 to 75 MPH. Senate companion failed in committee.

Speed Trends on Minnesota Roadways



The Project

- Review existing speed limits on selected roadways
- Perform engineering reviews (MS 169.14)
- Revise speed limits where appropriate
- Conduct a public information campaign
- Strictly enforce the revised speed limits
- Evaluate the safety impact of the project

Proposal – IMPLEMENTATION AND EVALUATION OF SPEED LIMITS

Statewide Speed Limit Review

FEBRUARY 2005

Proposal

Mn/DOT believes that increasing the speed limits on ALL roadways within a select category of roads is not wise and could be detrimental to safety. Speed limit changes should be based on engineering judgment that looks at specific roadway characteristics (e.g. lane and shoulder widths, geometrics, AADT, and crash data) to make sound decisions. Because the legislature has proposed raising speed limits, Mn/DOT is beginning to identify roads where it may be possible to raise the speed limit while minimizing the negative impact to safety. It makes sense to begin looking at the Inter-Regional Corridor (IRC) System and Regional Corridor System (RC) to achieve improved efficiencies and maintain safety. This is because most of the IRC –RC system has an improved design. After reviewing the IRC-RC system, other roads may be considered if they meet the same high design criteria. Based on our preliminary findings (discussed above) and in conjunction with our Toward Zero Death Program, speed limits should not be raised above 60 MPH on two lane two way roads.

Step One

District Traffic Engineers should identify all categories of IRC –RC roads where the speed limit could possibly be raised based on their personal knowledge of the district. These should be roads that are currently posted at 55 MPH and could support 60 MPH traffic. The roads should be in a suitable condition that would not cause drivers to travel below 60 MPH in order to safely navigate the road. The road should have 6 foot or greater shoulders. Other high design roads may also be identified.

In Metro District where corridors are not labeled as IRC-RCs, the District Traffic Engineer should first review urban Interstates within the I-694/I-494 ring currently posted at 55 MPH. Other expressways and Trunk Highways may also be identified if they meet the high design criteria.

Step Two

From this listing of roads, crash reports for the last 3 years should be run with both crash rate and severity rate calculated for the section of road. Severity rates should be compared to the Section Crash Data tables prepared by the OTSO Traffic Safety Unit (commonly referred to as Green Sheets 2000-2002). Sections of road that have severity rates in excess of the average rates should be further investigated to see what the contributing factors were. If the severity is unusually high, it should not be considered for a 60 MPH zone but it still can be identified for an enforcement program.

Step Three

The complete listing of roads that could go to 60MPH, should be arranged with the most qualified roads listed first. The Districts list of recommendations for speed limit changes and enforcement enhancements, should be submitted to the State Traffic Engineer. The State Traffic Engineer will review corridors that cross district boundaries to provide for consistent and continuous 60 MPH corridors throughout the state.

Step Four

The final Speed Limit change listing approved by the State Traffic Engineer will be sent back to the Districts to begin the implementation process. The implementation process should include coordination with local jurisdictions when appropriate and typical authorization requests. Districts will also need to review and update all no passing zones and curve warning signs that will be impacted by the increased speed limit.

Step Five

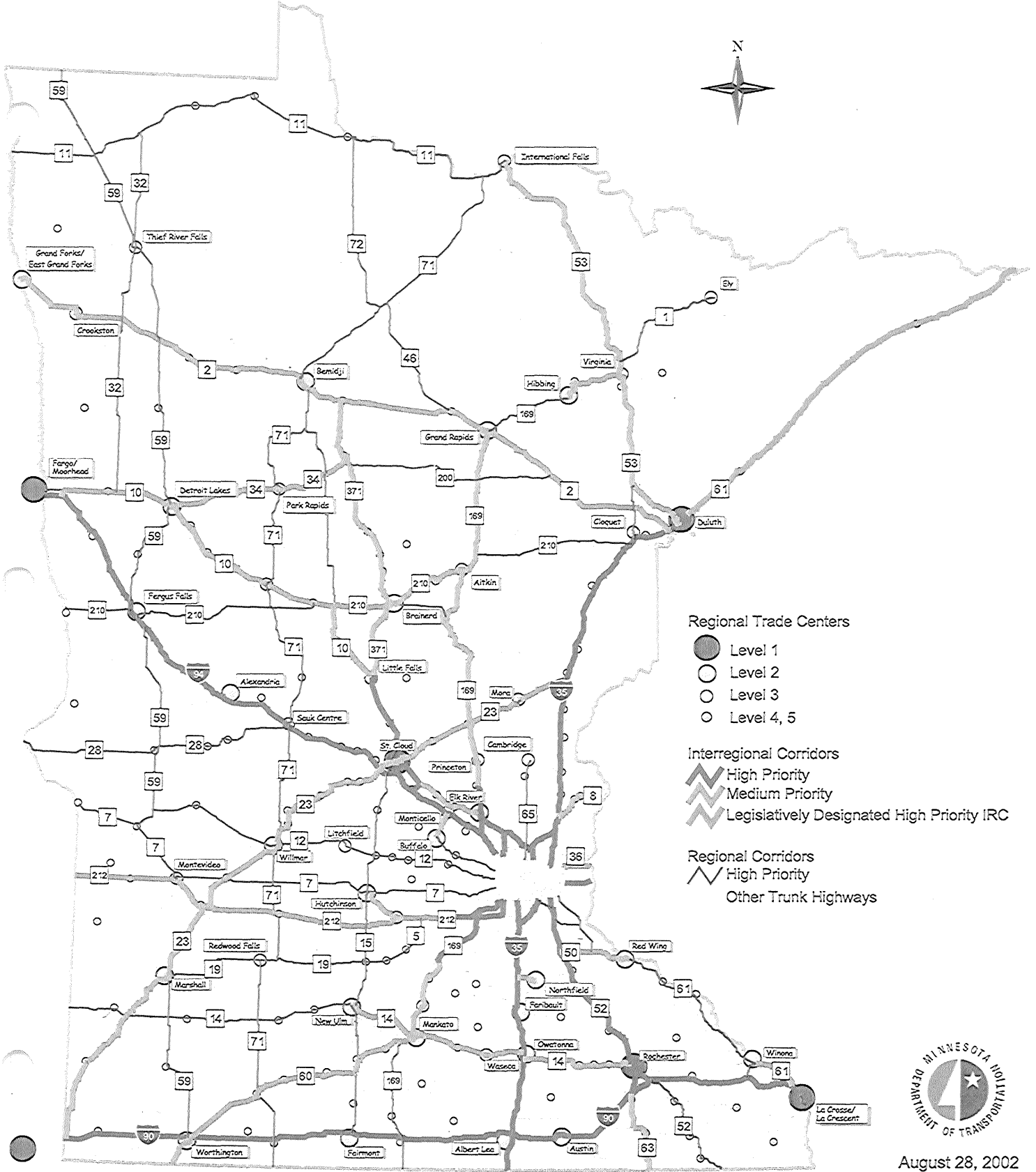
At least one set of speed data should be collected as part of the traffic investigation to change the speed limit. This will also be used as a benchmark for the "before condition." If speeding is a problem, the road can remain on the list but flagged for a possible enforcement program.

Enforcement Program Identification

It is evident that there is a general disrespect for speed limits across the state. All categories of roads have travel speeds in excess of the posted speed limit. Mn/DOT recognizes there is a risk that raising the speed limits on some roadways to 60 MPH will increase travel speeds above the speed limit even higher and have a negative impact on safety. As a counter measure an enforcement program should be implemented that will minimize this risk and help ensure that travel speeds do not increase even higher.

The Minnesota Comprehensive Highway Safety Plan, published December 31, 2004 includes "Enforcement" as a strategy to reduce fatal and life changing crashes. The Office of Traffic, Security and Operations in conjunction with the Districts and other partners will be looking at how to implement this strategy in the most effective manner in early 2005. District roadway segments identified in this proposal will be reviewed and prioritized for enforcement programs.

INTERREGIONAL CORRIDOR SYSTEM



Regional Trade Centers

- Level 1
- Level 2
- Level 3
- Level 4, 5

Interregional Corridors

- ▬ High Priority
- ▬ Medium Priority
- ▬ Legislatively Designated High Priority IRC

Regional Corridors

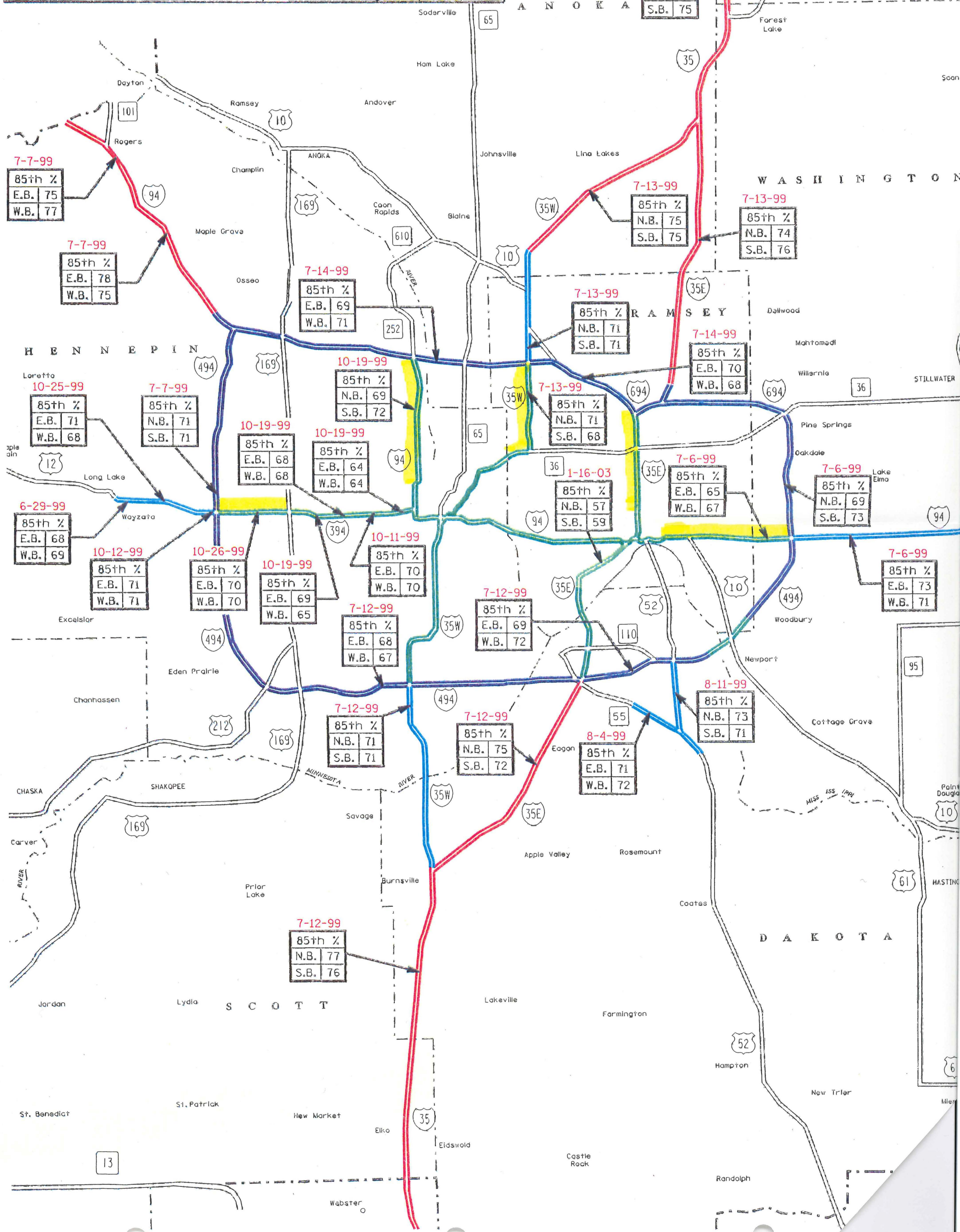
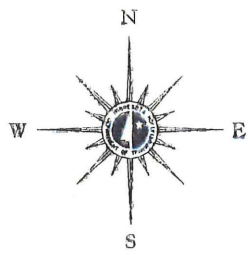
- ▬ High Priority
- ▬ Other Trunk Highways



August 28, 2002

FREEWAY SPEEDS

	AVG. 85th PERCENTILE	CRASH RATES		
		C	S	F
45 MPH SPEED LIMIT	58 MPH	NA	NA	NA
55 MPH SPEED LIMIT	68 MPH	1.4	2.5	0.3
60 MPH SPEED LIMIT	70 MPH	1.0	1.7	0.4
65 MPH SPEED LIMIT	71 MPH	0.8	1.5	0.4
70 MPH SPEED LIMIT	75 MPH	0.6	1.2	0.6



7-7-99
85th %
E.B. 75
W.B. 77

7-7-99
85th %
E.B. 78
W.B. 75

7-14-99
85th %
E.B. 69
W.B. 71

7-13-99
85th %
N.B. 74
S.B. 75

7-13-99
85th %
N.B. 74
S.B. 76

7-13-99
85th %
N.B. 71
S.B. 71

7-14-99
85th %
E.B. 70
W.B. 68

10-25-99
85th %
E.B. 71
W.B. 68

7-7-99
85th %
N.B. 71
S.B. 71

10-19-99
85th %
E.B. 68
W.B. 68

10-19-99
85th %
E.B. 64
W.B. 64

7-13-99
85th %
N.B. 71
S.B. 68

1-16-03
85th %
N.B. 57
S.B. 59

7-6-99
85th %
E.B. 65
W.B. 67

7-6-99
85th %
N.B. 69
S.B. 73

6-29-99
85th %
E.B. 68
W.B. 69

10-12-99
85th %
E.B. 71
W.B. 71

10-26-99
85th %
E.B. 70
W.B. 70

10-19-99
85th %
E.B. 69
W.B. 65

10-11-99
85th %
E.B. 70
W.B. 70

7-12-99
85th %
E.B. 68
W.B. 67

7-12-99
85th %
E.B. 69
W.B. 72

7-6-99
85th %
E.B. 73
W.B. 71

494

7-12-99
85th %
N.B. 71
S.B. 71

7-12-99
85th %
N.B. 75
S.B. 72

8-4-99
85th %
E.B. 71
W.B. 72

8-11-99
85th %
N.B. 73
S.B. 71

7-12-99
85th %
N.B. 77
S.B. 76

13

Trunk Highway Sections Crash Database

1992-1996 vs 1998-2002

(Speed Limit Change in 1997)

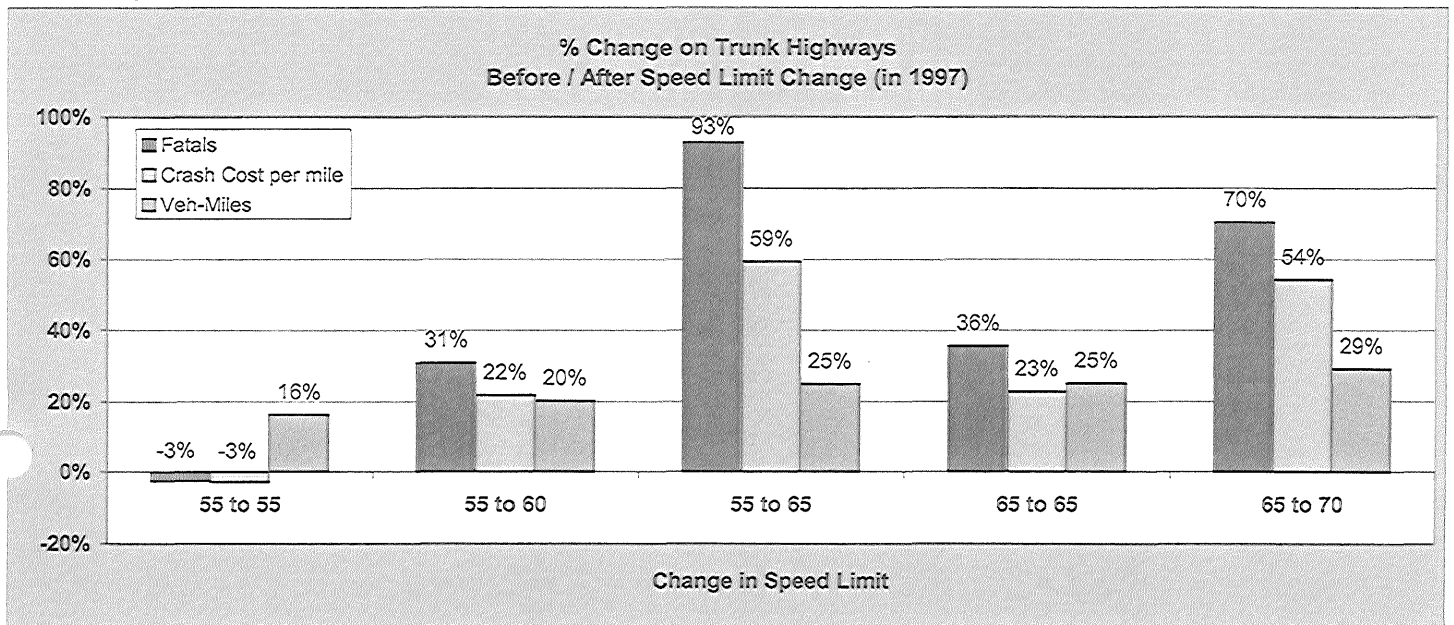
Speed Limit			Length	ADT	MVM	ALL CRASHES							Crash Cost per mile	
'Before' 1992-1996	'After' 1998-2002					F	A	Total	CR ¹	SR ²	FR ³	Crash Den ⁴		
55	55	Before	8728	3,658	58,265	755	1,643	74,395	1.3	1.9	1.3	1.7	\$464,402	
		- Interstates	72	96,278	12,597	44	121	20,087	1.6	2.1	0.3	56.0	\$5,895,924	
		- Other THs	8656	2,891	45,668	711	1,522	54,329	1.2	1.8	1.6	1.3	\$418,569	
	55	After	8728	4,259	67,844	735	1,361	76,458	1.1	1.7	1.1	1.8	\$450,947	
		- Interstates	72	115,506	15,113	59	100	22,553	1.5	1.9	0.4	52.9	\$8,740,336	
		- Other THs	8656	3,038	52,732	378	1,261	53,905	1.0	1.6	1.3	1.2	\$398,353	
	% Change in After condition				16%	(3%)	(17%)	3%	(12%)	(13%)	(16%)	3%	(3%)	
	- Interstates				20%	34%	(17%)	12%	(6%)	(9%)	12%	12%	12%	
	- Other THs				15%	(5%)	(17%)	(1%)	(14%)	(14%)	(18%)	(1%)	(5%)	
	55	60	Before	101	63,678	11,693	42	95	11,785	1.0	1.4	0.4	23.4	\$3,126,868
			- Interstates	75	79,866	10,949	30	81	10,740	1.0	1.3	0.3	28.5	\$3,290,456
			- Other THs	25	16,107	744	12	34	1,045	1.4	2.3	1.5	8.3	\$2,340,106
60		After	101	76,621	14,069	55	92	14,233	1.0	1.4	0.4	28.3	\$3,810,164	
		- Interstates	75	95,471	13,121	42	63	13,065	1.0	1.3	0.3	34.7	\$4,138,703	
		- Other THs	25	20,526	948	13	29	1,168	1.2	2.0	1.4	9.2	\$2,832,563	
% Change in After condition				20%	31%	(3%)	21%	0%	(1%)	9%	21%	22%		
- Interstates				20%	40%	3%	22%	2%	0%	17%	22%	26%		
- Other THs				27%	8%	(15%)	12%	(12%)	(12%)	(15%)	12%	7%		
65	Before	815	10,065	14,968	99	272	11,796	0.8	1.2	0.7	2.9	\$1,062,144		
	After	815	12,585	18,716	191	338	14,690	0.8	1.2	1.0	3.6	\$1,691,928		
	% Change in After condition			25%	93%	24%	25%	(0%)	2%	54%	25%	59%		
65	65	Before	38	45,988	3,172	14	31	3,001	0.9	1.3	0.4	15.9	\$2,423,191	
		After	38	57,564	3,970	19	26	3,319	0.8	1.1	0.5	17.6	\$2,977,688	
		% Change in After condition			25%	36%	(16%)	11%	(12%)	(11%)	8%	11%	23%	
	70	Before	726	15,189	20,114	88	164	12,709	0.6	0.9	0.4	3.5	\$689,564	
		After	726	19,637	26,005	150	216	15,757	0.6	0.9	0.6	4.3	\$1,063,651	
% Change in After condition				29%	70%	32%	24%	(4%)	(2%)	32%	24%	54%		

¹ Crash rate expressed in # crashes per million vehicle miles

² Severity is weighted crash rate, where F=5, A=4, B=3, C=2, PD=1

³ Fatal crash rate expressed as # of fatal crashes per 100 million vehicle miles

⁴ Crash Density expressed in # of crashes per mile per year.



SEGMENTS WITH A SPEED LIMIT CHANGE PROPOSED*

Segment Number	Road	Description or Comments	ADT Range	Section Length	Proposed Speed Limit	Fatal Crashes	A Crashes	Total Crashes	Crashes per Mile	Crash Rate**	Severity Rate**	Contains "TOP 150" Section
1												
2												
3												
4												
5												
6												

* Crash data is for mainline crashes only.

** District Freeway Average Crash Rate = X.X. Average Severity Rate = X.X.

DRAFT

**Senate Counsel, Research,
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Senate

State of Minnesota

S.F. No. 7 - Prohibiting Unauthorized Possession And Use of Traffic Signal-Override Devices

Author: Senator Charles Wiger

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

Date: March 1, 2005

Section 1 defines "traffic signal-override device" and:

- Prohibits operation of a vehicle containing a traffic signal-override device, with listed exceptions for emergency vehicles, transit vehicles, signal maintenance vehicles, and vehicles authorized by the Commissioner of Public Safety;
- Prohibits possession of a traffic signal-override device, except for drivers of emergency vehicles and transit vehicles, persons performing authorized signal maintenance, and persons authorized by the Commissioner of Public Safety to possess this device; and
- Makes violation a misdemeanor.

BB/AV:rer

Senator Wiger introduced--

S.F. No. 7: Referred to the Committee on Transportation

1 A bill for an act
2 relating to traffic regulations; prohibiting
3 unauthorized possession and use of traffic
4 signal-override devices; providing penalties; amending
5 Minnesota Statutes 2004, section 169.06, by adding a
6 subdivision.

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

8 Section 1. Minnesota Statutes 2004, section 169.06, is
9 amended by adding a subdivision to read:

10 Subd. 5b. [POSSESSION OF OVERRIDE DEVICE.] (a) For
11 purposes of this subdivision, "traffic signal-override device"
12 means a device mounted in a motor vehicle that permits
13 activation of a traffic signal-override system described in
14 subdivision 5a.

15 (b) No person may operate a motor vehicle that contains a
16 traffic signal-override device, other than:

17 (1) an authorized emergency vehicle described in section
18 169.01, subdivision 5, clause (1), (2), or (3);

19 (2) a vehicle engaged in providing regular-route public
20 transit;

21 (3) a signal maintenance vehicle of a road authority; or

22 (4) a vehicle authorized to contain such a device by order
23 of the commissioner of public safety.

24 (c) No person may possess a traffic signal-override device,
25 other than:

26 (1) a person authorized to operate a vehicle described in

1 paragraph (b), clauses (1) and (2), but only for use in such a
2 vehicle;

3 (2) a person authorized by a road authority to perform
4 signal maintenance, while engaged in such maintenance; or

5 (3) a person authorized by order of the commissioner of
6 public safety to possess such a device, but only to the extent
7 authorized in the order.

8 (d) A violation of this subdivision is a misdemeanor.

1 Senator moves to amend S.F. No. 7 as follows:

2 Page 1, line 20, before the semicolon, insert "or special

3 transportation service"

**Senate Counsel, Research,
and Fiscal Analysis**

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Senate

State of Minnesota

S.F. No. 13 - Safe School Zone Speed Limits

Author: Senator Charles Wiger

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

Date: March 1, 2005

Section 1 includes the definition of "school zone" that is in current law, in the definition section of the traffic regulation chapter of law.

Section 2 establishes a speed limit of 25 miles per hour in school zones.

Section 3 removes the authority of the Commissioner of Transportation to change the speed limit in a school zone on a trunk highway, except as provided in section 4. The section also provides that school zone speed limits are absolute, removing the "reasonable or prudent" defense to a school zone speed limit violation.

Section 4 allows a local road authority, in agreement with a school board, to lower a school zone speed limit below 25 miles per hour on a road that is not a trunk highway. The Commissioner of Transportation, with the agreement of a school board, may raise or lower the speed limit of a school zone on a trunk highway. The definition of "school zone," which has been moved to section 1, is stricken.

BB/AV:rer

Senator Wiger introduced--

S.F. No. 13: Referred to the Committee on Transportation

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A bill for an act

relating to traffic regulations; enacting the Safe School Zone Law; making clarifying and technical changes; amending Minnesota Statutes 2004, sections 169.01, by adding a subdivision; 169.14, subdivisions 2, 4, 5a.

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

Section 1. Minnesota Statutes 2004, section 169.01, is amended by adding a subdivision to read:

Subd. 91. [SCHOOL ZONE.] "School zone" means that section of a street or highway that abuts the grounds of a school where children have access to the street or highway from the school property or where an established school crossing is located; provided, the school advance sign prescribed by the Manual on Uniform Traffic Control Devices adopted by the commissioner of transportation pursuant to section 169.06 is in place. All signs erected by local authorities to designate speed limits in school zones must conform to the Manual on Uniform Traffic Control Devices.

Sec. 2. Minnesota Statutes 2004, section 169.14, subdivision 2, is amended to read:

Subd. 2. [SPEED LIMITS.] (a) Where no special hazard exists, the following speeds shall-be are lawful, but any speeds speed in excess of such these limits shall-be is prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that the speed limit within any municipality

1 ~~shall be~~ is a maximum limit and any speed in excess thereof
2 ~~shall be~~ of that limit is unlawful:

3 (1) 30 miles per hour in an urban district or on a town
4 road in a rural residential district;

5 (2) 65 miles per hour on noninterstate freeways and
6 expressways, as defined in section 160.02, subdivision 19;

7 (3) 55 miles per hour in locations other than those
8 specified in this section;

9 (4) 70 miles per hour on interstate highways outside the
10 limits of any urbanized area with a population of greater than
11 50,000 as defined by order of the commissioner of
12 transportation;

13 (5) 65 miles per hour on interstate highways inside the
14 limits of any urbanized area with a population of greater than
15 50,000 as defined by order of the commissioner of
16 transportation;

17 (6) ten miles per hour in ~~alleys~~ alleyways; and

18 (7) 25 miles per hour in residential roadways if adopted by
19 the road authority having jurisdiction over the residential
20 roadway; and

21 (8) 25 miles per hour in school zones.

22 (b) A speed limit adopted under paragraph (a), clause (7),
23 is not effective unless the road authority has erected signs
24 designating the speed limit and indicating the beginning and end
25 of the residential roadway on which the speed limit applies.

26 (c) For purposes of this subdivision, "rural residential
27 district" means the territory contiguous to and including any
28 town road within a subdivision or plat of land that is built up
29 with dwelling houses at intervals of less than 300 feet for a
30 distance of one-quarter mile or more.

31 Sec. 3. Minnesota Statutes 2004, section 169.14,
32 subdivision 4, is amended to read:

33 Subd. 4. [ESTABLISHMENT OF ZONES BY COMMISSIONER.] Except
34 as provided in subdivision 5a, on determining upon the basis of
35 an engineering and traffic investigation that any speed set
36 forth in this section is greater or less than is reasonable or

1 safe under the conditions found to exist on any trunk highway or
2 upon any part thereof, the commissioner may erect appropriate
3 signs designating a reasonable and safe speed limit thereat,
4 which ~~speed-limit-shall-be~~ becomes effective when ~~such~~ the signs
5 are erected there. Any ~~speeds~~ speed in excess of ~~such~~ these
6 limits ~~shall-be~~ is prima facie evidence that the speed is not
7 reasonable or prudent and that it is unlawful; except that any
8 speed limit within any municipality ~~shall-be~~ or within any
9 school zone is a maximum limit and any speed in excess thereof
10 ~~shall-be~~ of that limit is unlawful. On determining upon that
11 basis that a part of the trunk highway system outside a
12 municipality should be a zone of maximum speed limit, the
13 commissioner may establish that part as such a zone by erecting
14 appropriate signs showing the beginning and end of the zone,
15 designating a reasonable and safe speed therefor, which may be
16 different than the speed set forth in this section, and that it
17 is a zone of maximum speed limit. The speed so designated by
18 the commissioner within any such zone ~~shall-be~~ is a maximum
19 speed limit, and speed in excess of ~~such~~ that limit ~~shall-be~~ is
20 unlawful. The commissioner may in the same manner from time to
21 time alter the boundary of such a zone and the speed limit
22 therein or eliminate ~~such~~ the zone.

23 Sec. 4. Minnesota Statutes 2004, section 169.14,
24 subdivision 5a, is amended to read:

25 Subd. 5a. [SPEED ZONING IN SCHOOL ZONE; SURCHARGE.] (a) A
26 local authorities authority, with the agreement of a school
27 board or nonpublic school administration, may establish a school
28 speed limit that is less than 25 miles per hour within a school
29 zone of a public or nonpublic school upon-the-basis-of-an
30 engineering-and-traffic-investigation-as-prescribed-by-the
31 commissioner-of-transportation located on a street or highway
32 within the jurisdiction of the local authority. The
33 establishment of a school speed limit that is more than or less
34 than 25 miles per hour on any trunk highway shall must be with
35 the-consent by agreement of the commissioner of transportation
36 with the school board or, in the case of a nonpublic school,

1 with the school's administrator. Such School speed limits shall
2 be are in effect when children are present, going to or leaving
3 school during opening or closing hours or during school recess
4 periods. ~~The school speed limit shall not be lower than 15~~
5 ~~miles per hour and shall not be more than 30 miles per hour~~
6 ~~below the established speed limit on an affected street or~~
7 ~~highway.~~

8 (b) The school speed limit shall ~~be~~ becomes effective upon
9 the erection of appropriate signs designating the speed and
10 indicating the beginning and end of the reduced speed zone. Any
11 speed in excess of such the posted school speed limit is
12 unlawful. ~~All such~~ These signs shall must be erected by the
13 local authorities on those streets and highways under their
14 respective jurisdictions and by the commissioner of
15 transportation on trunk highways.

16 (c) ~~For the purpose of this subdivision, "school zone"~~
17 ~~means that section of a street or highway which abuts the~~
18 ~~grounds of a school where children have access to the street or~~
19 ~~highway from the school property or where an established school~~
20 ~~crossing is located provided the school advance sign prescribed~~
21 ~~by the manual on uniform traffic control devices adopted by the~~
22 ~~commissioner of transportation pursuant to section 169.06 is in~~
23 ~~place. All signs erected by local authorities to designate~~
24 ~~speed limits in school zones shall conform to the Manual on~~
25 ~~Uniform Control Devices.~~

26 (d) Notwithstanding section 609.0331 or 609.101 or other
27 law to the contrary, a person who violates a speed limit
28 established under this subdivision is assessed an additional
29 surcharge equal to the amount of the fine imposed for the
30 violation, but not less than \$25.

Senate Counsel, Research,
and Fiscal Analysis

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Senate

State of Minnesota

S.F. No. 1063 - Increasing Penalties For Certain Excessive Speed Violations

Author: Senator Steve Murphy

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

Date: February 24, 2005

Section 1 provides for mandatory driver's license revocation for a period of six months for a violator of the speed law, who drove faster than 100 miles per hour. The revocation period can be longer than six months as provided in current law for a violation involving DWI, implied consent, or fleeing a peace officer.

Section 2 doubles the fine for a violator of the speed law who drove at least 20 miles per hour in excess of the applicable speed limit. The additional portion of the fine must be at least \$25.

Section 3 directs the Department of Public Safety to revoke a person's driver's license for six months, for driving in excess of 100 miles per hour, or for a longer period as provided in current law for DWI, an implied consent violation, or fleeing a peace officer.

BB/AV:ter

Senators Murphy; Ourada; Johnson, D.E.; Wiger and Robling introduced--
S.F. No. 1063: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to traffic regulations; requiring six-month
3 license revocation for driver exceeding speed of 100
4 miles per hour; doubling fine for speed violation in
5 excess of 20 miles over the posted or statutory speed
6 limit; amending Minnesota Statutes 2004, sections
7 169.14, subdivision 2, by adding a subdivision;
8 171.17, subdivision 1.

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

10 Section 1. Minnesota Statutes 2004, section 169.14, is
11 amended by adding a subdivision to read:

12 Subd. 1a. [LICENSE REVOCATION.] The driver's license of a
13 person who violates any speed limit established in this section,
14 by driving in excess of 100 miles per hour, is revoked for six
15 months under section 171.17, or for a longer minimum period of
16 time applicable under section 169A.53, 169A.54, or 171.174.

17 Sec. 2. Minnesota Statutes 2004, section 169.14,
18 subdivision 2, is amended to read:

19 Subd. 2. [SPEED LIMITS.] (a) Where no special hazard
20 exists the following speeds shall be lawful, but any speeds in
21 excess of such limits shall be prima facie evidence that the
22 speed is not reasonable or prudent and that it is unlawful;
23 except that the speed limit within any municipality shall be a
24 maximum limit and any speed in excess thereof shall be unlawful:

25 (1) 30 miles per hour in an urban district or on a town
26 road in a rural residential district;

27 (2) 65 miles per hour on noninterstate freeways and

1 expressways, as defined in section 160.02, subdivision 19;

2 (3) 55 miles per hour in locations other than those
3 specified in this section;

4 (4) 70 miles per hour on interstate highways outside the
5 limits of any urbanized area with a population of greater than
6 50,000 as defined by order of the commissioner of
7 transportation;

8 (5) 65 miles per hour on interstate highways inside the
9 limits of any urbanized area with a population of greater than
10 50,000 as defined by order of the commissioner of
11 transportation;

12 (6) ten miles per hour in alleys; and

13 (7) 25 miles per hour in residential roadways if adopted by
14 the road authority having jurisdiction over the residential
15 roadway.

16 (b) A speed limit adopted under paragraph (a), clause (7),
17 is not effective unless the road authority has erected signs
18 designating the speed limit and indicating the beginning and end
19 of the residential roadway on which the speed limit applies.

20 (c) For purposes of this subdivision, "rural residential
21 district" means the territory contiguous to and including any
22 town road within a subdivision or plat of land that is built up
23 with dwelling houses at intervals of less than 300 feet for a
24 distance of one-quarter mile or more.

25 (d) Notwithstanding section 609.0331 or 609.101 or other
26 law to the contrary, a person who violates a speed limit
27 established in this subdivision, or a speed limit designated on
28 an appropriate sign under subdivision 4, 5, 5b, 5c, or 5e, by
29 driving 20 miles per hour or more in excess of the applicable
30 speed limit, is assessed an additional surcharge equal to the
31 amount of the fine imposed for the speed violation, but not less
32 than \$25.

33 Sec. 3. Minnesota Statutes 2004, section 171.17,
34 subdivision 1, is amended to read:

35 Subdivision 1. [OFFENSES.] (a) The department shall
36 immediately revoke the license of a driver upon receiving a

1 record of the driver's conviction of:

2 (1) manslaughter resulting from the operation of a motor
3 vehicle or criminal vehicular homicide or injury under section
4 609.21;

5 (2) a violation of section 169A.20 or 609.487;

6 (3) a felony in the commission of which a motor vehicle was
7 used;

8 (4) failure to stop and disclose identity and render aid,
9 as required under section 169.09, in the event of a motor
10 vehicle accident, resulting in the death or personal injury of
11 another;

12 (5) perjury or the making of a false affidavit or statement
13 to the department under any law relating to the ownership or
14 operation of a motor vehicle;

15 (6) except as this section otherwise provides, three
16 charges of violating within a period of 12 months any of the
17 provisions of chapter 169 or of the rules or municipal
18 ordinances enacted in conformance with chapter 169, for which
19 the accused may be punished upon conviction by imprisonment;

20 (7) two or more violations, within five years, of the
21 misdemeanor offense described in section 169.444, subdivision 2,
22 paragraph (a);

23 (8) the gross misdemeanor offense described in section
24 169.444, subdivision 2, paragraph (b); or

25 (9) an offense in another state that, if committed in this
26 state, would be grounds for revoking the driver's license; or

27 (10) a violation of an applicable speed limit by a person
28 driving in excess of 100 miles per hour. The person's license
29 must be revoked for six months for a violation of this clause,
30 or for a longer minimum period of time applicable under section
31 169A.53, 169A.54, or 171.174.

32 (b) The department shall immediately revoke the school bus
33 endorsement of a driver upon receiving a record of the driver's
34 conviction of the misdemeanor offense described in section
35 169.443, subdivision 7.

1 Senator moves to amend S.F. No. 1063 as follows:

2 Page 2, after line 32, insert:

3 "Sec. 3. Minnesota Statutes 2004, section 169.14, is
4 amended by adding a subdivision to read:

5 Subd. 5f. [PENALTIES FOR SPEED VIOLATIONS IN
6 HIGH-OCCUPANCY LANES.] A motor vehicle operator who violates,
7 within a high-occupancy vehicle lane or a high-occupancy toll
8 lane, a speed limit established under section 169.14, must be
9 sentenced to pay a fine of:

10 (1) not less than \$170 when the high-occupancy lane is not
11 separated by a physical barrier from other lanes of traffic; or

12 (2) not less than \$270 when the high-occupancy lane is
13 separated by a physical barrier from other lanes of traffic.

14 The commissioner shall erect appropriate signs designating a
15 speed limit and stating the applicable fine before the entrance
16 to each high-occupancy lane and at appropriate intervals along
17 the lane."

18 Renumber the sections in sequence and correct the internal
19 references

20 Amend the title as follows:

21 Page 1, line 6, after the semicolon, insert "establishing
22 minimum fines for speeding in high-occupancy lanes;"

23 Page 1, line 7, delete "a subdivision" and insert
24 "subdivisions"

E



*Minnesota's Trucking Industry...
So Much Depends on Us*

February 24, 2005

RE: Support for Strengthening Minnesota's Traffic Safety Laws

Dear Senator:

On behalf of the members of the Minnesota Trucking Association, I ask that you support three of the traffic safety initiatives before you today: **S.F. 1070**, a bill to provide universal standard enforcement of Minnesota's seat belt law; **S.F. 1063**, to increase penalties for excessive speeding, and **S.F. 1173**, to end the practice of masking speeding violations.

Every year, hundreds of lives are lost on Minnesota's roads, many of which could have been prevented if the victims had been wearing their seat belts. Data show that since 1986, increased seat belt use has corresponded with a 42% decline in the number of traffic crash fatalities and serious injuries. While 80% of the population is now wearing their seat belts, having 20% of the population at risk of serious injury or death is too many, especially when we have a proven means of prevention. Universal standard enforcement of Minnesota's seat belt law, which includes making non-use a primary offense, will increase our compliance rate, saving more lives.

The other problem our professional truck drivers are encountering on the roads is the blatant disregard for current traffic safety laws. The trend seems to be that more motorists are driving as fast as they can until they come up upon other vehicles. Our lack of resources for visible and constant enforcement only seems to exacerbate the problem. Increasing the penalties for the most dangerous speeders and reporting all acts of speeding on the driving record will provide the consequences to get people to rethink their unsafe driving behaviors and send the message that speeding will not be tolerated.

Minnesota's roads and highways serve as the workplace for our state's professional drivers. Help us make it safer for them, and the rest of the motoring public, by supporting these three bills: **S.F. 1070**, **S.F. 1063**, and **S.F. 1173**.

Thank you for your consideration.

Sincerely,

Amber L. Backhaus
Director of Public Affairs



Affiliate

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Good stuff.



**Senate Counsel, Research,
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Senate

State of Minnesota

S.F. No. 1173 - Repeal of "Dimler" Amendment

Author: Senator Steve Murphy

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

Date: February 24, 2005

Section 1 repeals two subdivisions of law. Repealed provisions are:

Minnesota Statutes 2004, section 169.99, subdivision 1b, which requires the uniform traffic ticket to provide a space for an officer, citing a speed violation, to specify whether the speed was greater than ten miles per hour in excess of lawful speed.

Minnesota Statutes 2004, section 171.12, subdivision 6, which prohibits the Department of Public Safety from noting on a driver's record a speed violation in a 55 miles per hour zone unless the violation involved a speed greater than 65 miles per hour.

BB/AV:rer

Senator Murphy introduced--

S.F. No. 1173: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to traffic regulations; repealing prohibition
3 against recording certain speed violations on driver's
4 record; repealing Minnesota Statutes 2004, sections
5 169.99, subdivision 1b; 171.12, subdivision 6.

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

7 Section 1. [REPEALER.]

8 Minnesota Statutes 2004, sections 169.99, subdivision 1b;
9 and 171.12, subdivision 6, are repealed.

APPENDIX
Repealed Minnesota Statutes for 05-2738

169.99 UNIFORM TRAFFIC TICKET.

Subd. 1b. **Speed.** The uniform traffic ticket must provide a blank or space wherein an officer who issues a citation for a violation of section 169.14, subdivision 2, paragraph (a), clause (3), must specify whether the speed was greater than ten miles per hour in excess of the lawful speed.

171.12 DRIVING RECORD; FILING; PRIVATE DATA; SURCHARGE.

Subd. 6. **Certain convictions not recorded.** The department shall not keep on the record of a driver any conviction for a violation of section 169.14, subdivision 2, paragraph (a), clause (3), unless the violation consisted of a speed greater than ten miles per hour in excess of the lawful speed.