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S.F. No. 181, Dedicating Biauswah Bridge

Author: Senator Becky Lourey

Prepared by: Amy Vennewitz, Senate Research (296-7681) *Amv*
Bonnie Berezovsky, Senate Counsel (296-9191)

Date: January 19, 2005

Section 1. Biauswah Bridge. Names and designates the bridge over the St. Louis River that is part of trunk highway 23 as the Biauswah Bridge. Requires the commissioner of transportation, after consulting with the Fond du Lac Band of Lake Superior Chippewa, to adopt a suitable marking design to memorialize the bridge. This section is subject to section 161.139, which prohibits the commissioner from erecting signs to memorialize a highway unless the commissioner is assured that sufficient funds are available from non-state sources to pay all related costs..

Section 2. Roussain Cemetery. Requires the commissioner of natural resources upon agreement with the Fond du Lac Band of Lake Superior Chippewa, to name and dedicate the cemetery in Jay Cooke state park as "Roussain Cemetery." Requires the commissioner to adopt a suitable marking design after consulting with the tribe and to erect appropriate signs or memorials on the assurance of available funds from non-state sources to pay all related costs.

Senators Lourey, Murphy and Moua introduced--
S.F. No. 181: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to Carlton County; dedicating Biauswah Bridge
3 over the St. Louis River and Roussain Cemetery in Jay
4 Cooke State Park in Carlton County; amending Minnesota
5 Statutes 2004, section 161.14, by adding a subdivision.

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

7 Section 1. Minnesota Statutes 2004, section 161.14, is
8 amended by adding a subdivision to read:

9 Subd. 51. [BIAUSWAH BRIDGE.] The bridge over the St. Louis
10 River that is part of Legislative Route No. 185, marked as Trunk
11 Highway 23 on the effective date of this section, is named and
12 designated "Biauswah Bridge." After consulting with the Fond du
13 Lac Band of Lake Superior Chippewa, the commissioner of
14 transportation shall adopt a suitable marking design to
15 memorialize this bridge and shall erect the appropriate signs,
16 subject to section 161.139.

17 Sec. 2. [ROUSSAIN CEMETERY; CARLTON COUNTY.]

18 On agreement of the Fond du Lac Band of Lake Superior
19 Chippewa and the city of Duluth, the commissioner of natural
20 resources shall name and dedicate the cemetery in Jay Cooke
21 State Park on land leased to the band by the city of Duluth as
22 "Roussain Cemetery." After consulting with the Fond du Lac Band
23 and the city of Duluth, the commissioner shall adopt a suitable
24 marking design to memorialize the cemetery and erect the
25 appropriate signs or memorials on assurance of the availability

1 of funds from nonstate sources sufficient to pay all costs
2 related to designing, erecting, and preserving the signs or
3 memorials.



Minnesota Department of Transportation

Performance Based Investment Plans

Preliminary Draft Summary



December 28, 2004



Overview

- Summary of Investment Plans
 - District Plans- Highway System Capital Investments
 - Greater Minnesota Transit Plan - Operating and Capital Investments
- How District Plans were Developed
 - Performance Based Planning - what it is
 - Mn/DOT's Highway Planning & Programming Process
 - Performance Measures & Targets used
 - Resulting investments identified



District Plan Investment Summary

- Investments to Meet Performance Targets 2008-2030 **\$38.1B**
- Forecasted Available Funding Priorities: **\$14.5B**
 - 14.2B - performance based
 - 0.3B - community priorities
- Additional Investment to Meet Performance Targets: **\$23.9B**

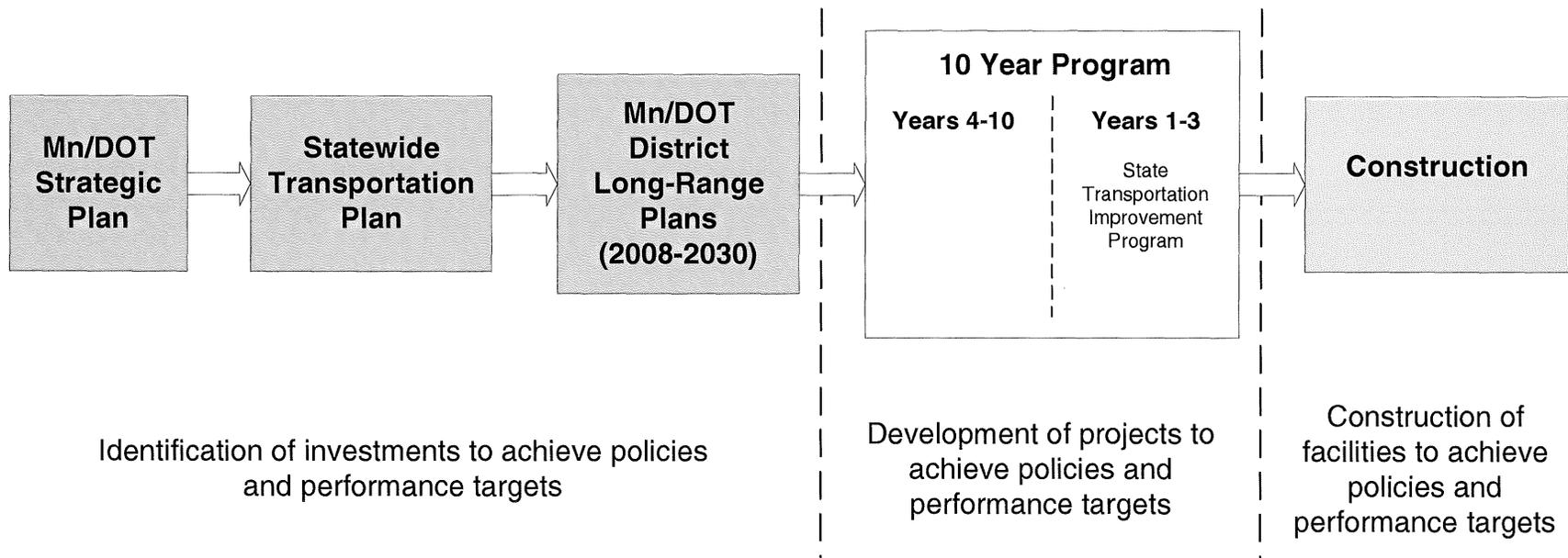


Performance Based Transportation Planning

- **New Approach: Focus on Outcome**
 - How the system works for users (e.g, travel speeds)
 - Physical condition (e.g., structural integrity)
 - Cost effectiveness (minimize life cycle costs)
- **Part of Nationwide Trend: Improve Accountability**
- **Consistent with Administration's governing principles:**
 - Focus on customers
 - Manage for results
- **Performance Based District Plans**
 - Unique, innovative, first effort



Mn/DOT's Highway Planning and Project Programming Process



State Transportation Plan Policy Overview

Strategic Direction	Safeguard What Exists	Make the Transportation Network Operate Better	Make Mn/DOT Work Better
Plan Policies	<p>1 Preserve Essential Elements of Existing Transportation Systems. (DP)</p> <p>2 Support Land Use Decisions that Preserve Mobility and Enhance the Safety of Transportation Systems.</p> <p>3 Effectively Manage the Operation of Existing Transportation Systems to Provide Maximum Service to Customers. (HSOP)</p>	<p>4 Provide Cost-effective Transportation Options for People and Freight. (DP)</p> <p>5 Enhance Mobility in Interregional Transportation Corridors Linking Regional Trade Centers. (DP)</p> <p>6 Enhance Mobility Within Major Regional Trade Centers. (DP)</p> <p>7 Ensure the Safety and Security of the Transportation Systems and Their Users. (DP / CHSP)</p>	<p>8 Continually Improve Mn/DOT's Internal Management and Program Delivery.</p> <p>9 Inform, Involve and Educate All Potentially Affected Stakeholders in Transportation Plans and Investment Decision Processes.</p> <p>10 Protect the Environment and Respect Community Values.</p>

Performance Measures & Targets

- Each policy has set of Measures and Targets

- **Measure:** A consistent set of numbers that tells us how we are doing toward achieving a desired outcome.

- *Example: % bridge area with structural condition rating good or better*

- **Target:** Desired Outcome

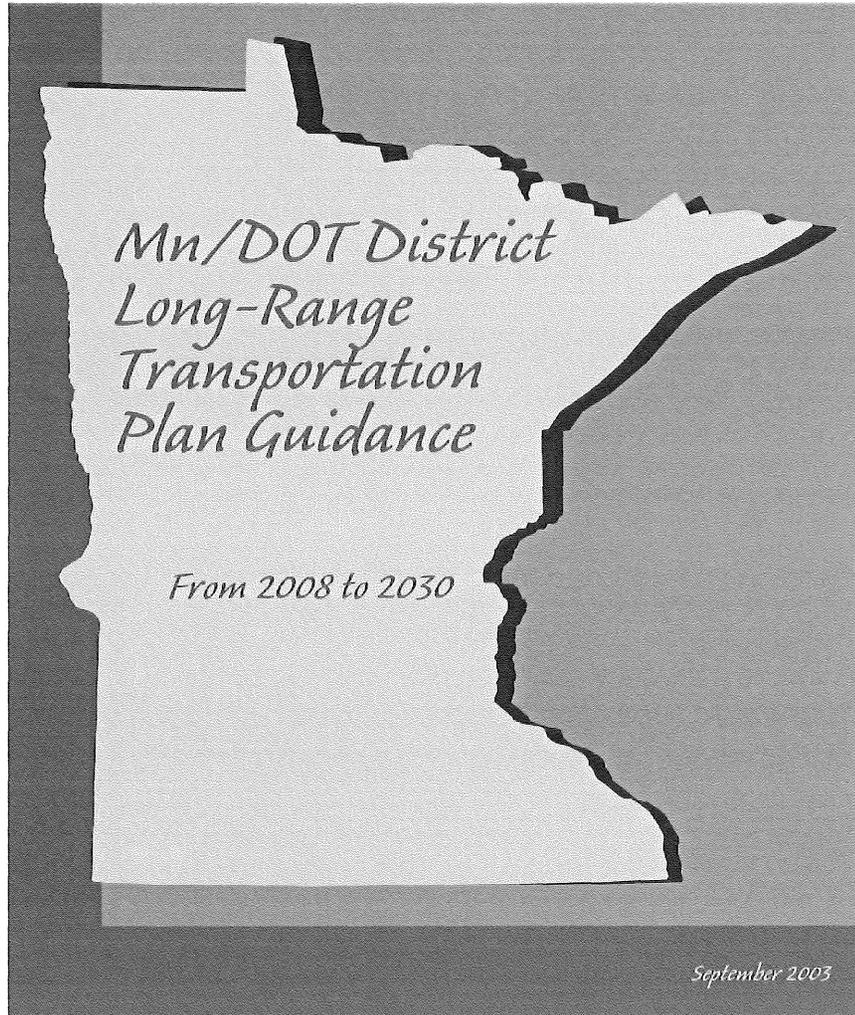
- *Example: 60% of bridges rated good or better by 2023*

- Mn/DOT's Measures and Targets

- Address most essential performance features
 - Conservative approach



District Plan Purpose



1. Create objective, consistent statewide estimate of investments to meet performance targets
2. Prioritize investments for forecasted available funding
3. Identify those performance target categories where additional funding could be applied (range of options)

District Plan Scope

5 Performance Policies

- System Preservation
- Highway Investments for Transit and Freight
- Interregional Mobility
- Trade Center Mobility
- Safety (stand alone)

3 Planning Periods

- 2008-14
- 2015-23
- 2024-30

2 Investment Scenarios

- Investments to Meet Performance Targets
- Investment Priorities for Forecasted Available Funding

Policy 1: Preserve Essential Elements of the System

- Pavements

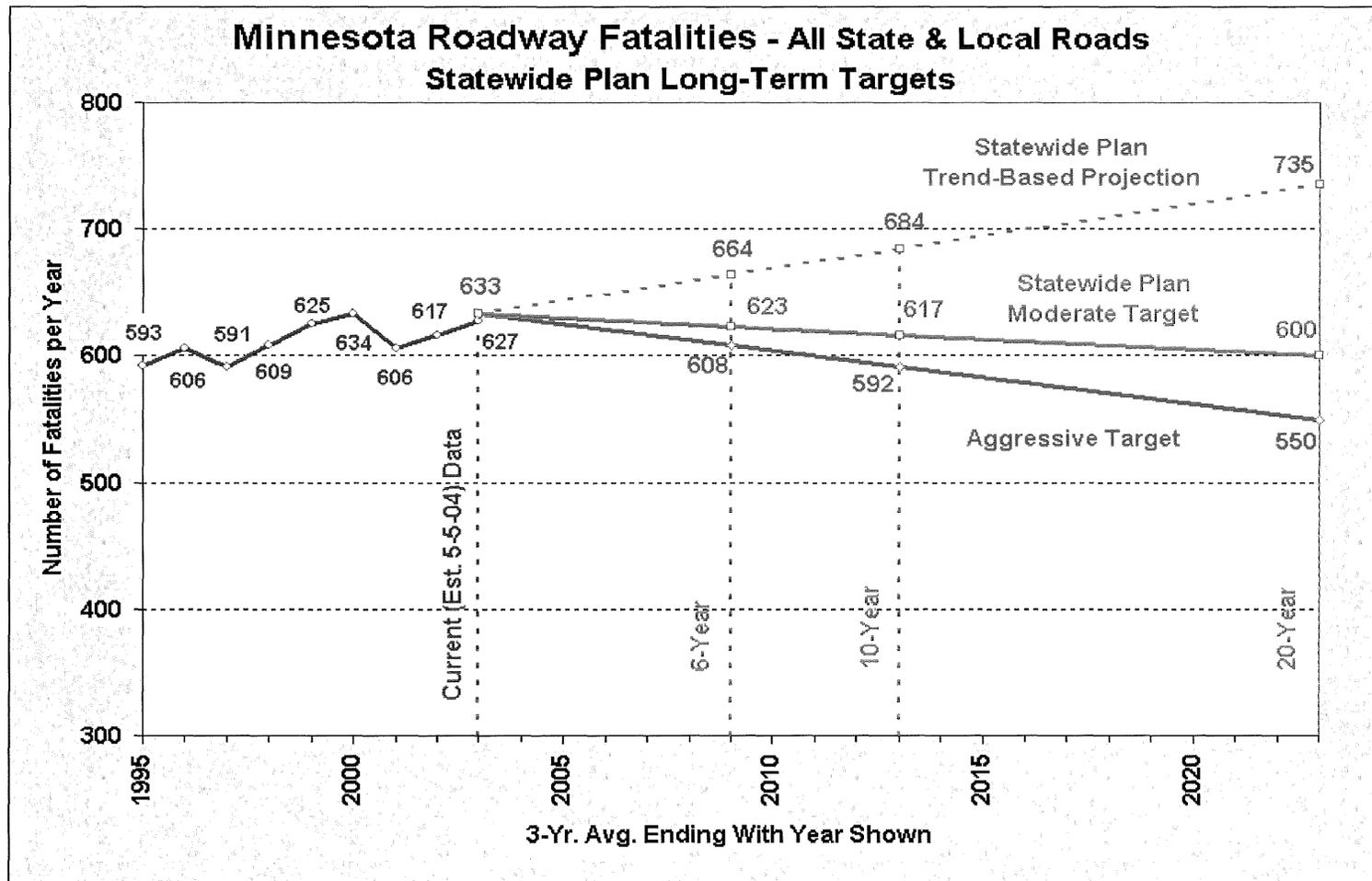
- 70 % system at Present Serviceability Rating of 3.1 or above
- Minimize system wide life cycle costs
- Annual inspections, inventory, investment model to identify time and fix
- Seal coat, thin overlay, mill/overlay, reconstruct

- Bridges

- 60% of TH Bridge Area in Good Structural Condition
- Prolong useful life of structure
- Annual inspections, inventory, fix varies by type, age, condition
- Paint, overlay, re-overlay, redeck, replace



Policy 7: Increase Safety and Security of the Transportation System and Users



Safety Targets: Reduce Fatalities and Crash Rates

- Performance outcome affected by more than highway design: behavior, weather, etc.
- All investments address safety
 - Pavement, bridge preservation
 - Mobility, congestion mitigation
- Comprehensive, multi-jurisdictional approach required
 - Education, enforcement, engineering, emergency services
- Stand alone highway investments focus on high crash locations, conditions

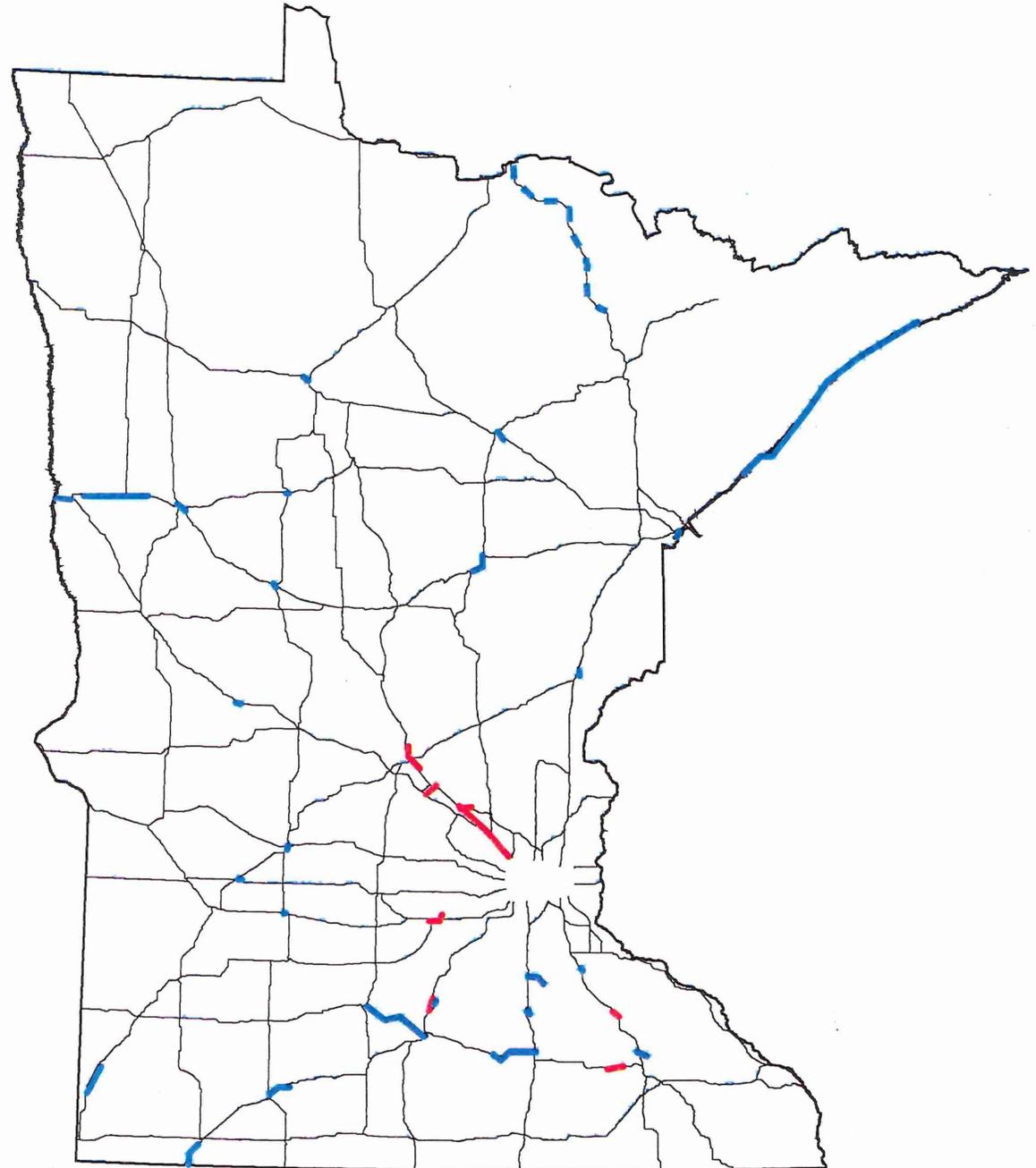


Greater MN Interregional Corridors

Priorities for Forecasted Available Funding

2008 to 2030

-  **Speed Performance**
(Policy 5)
-  **Safety Investments**
(Policy 7)

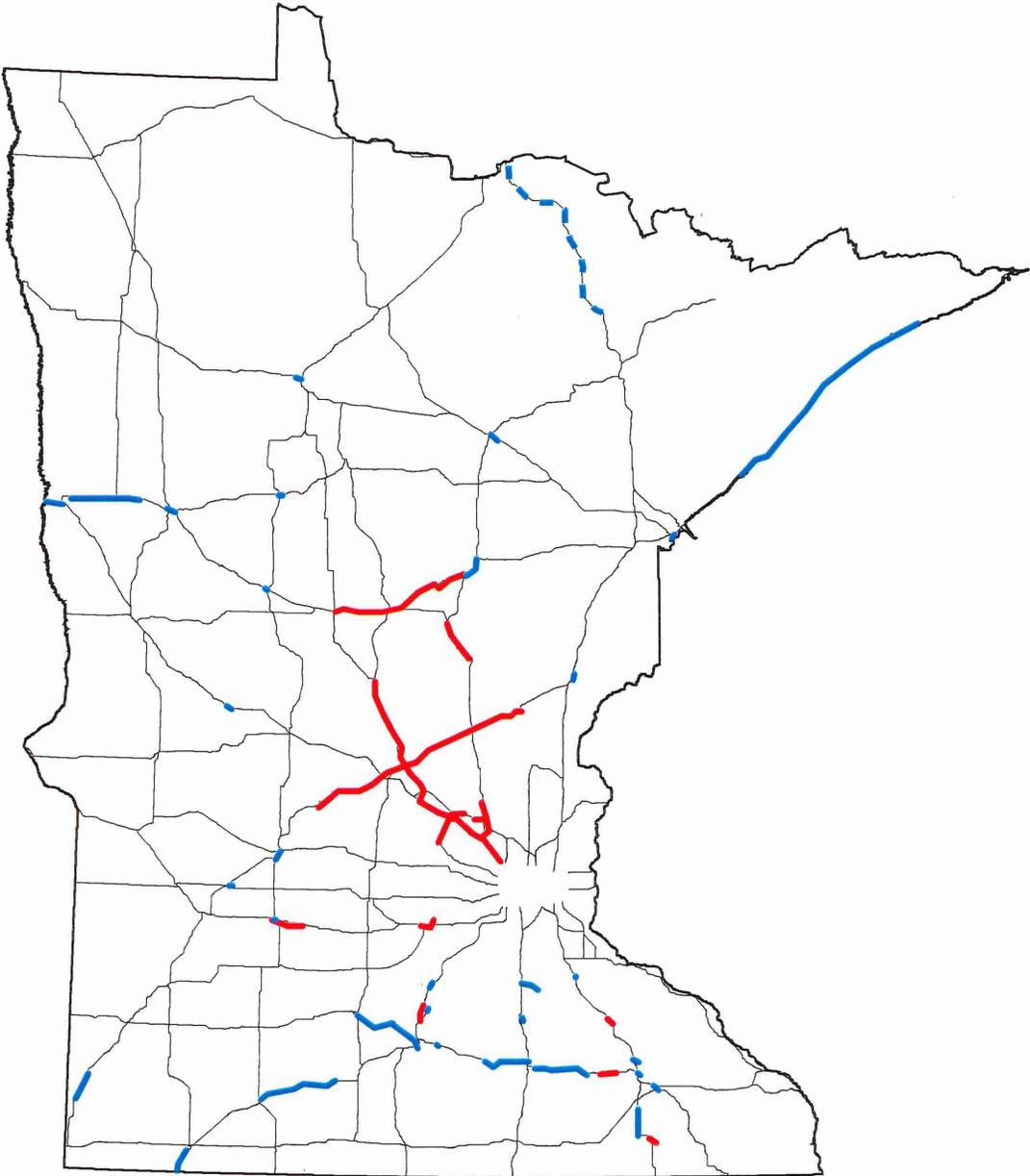


Greater MN Interregional Corridors

Investments to Meet Performance Targets

2008 to 2030

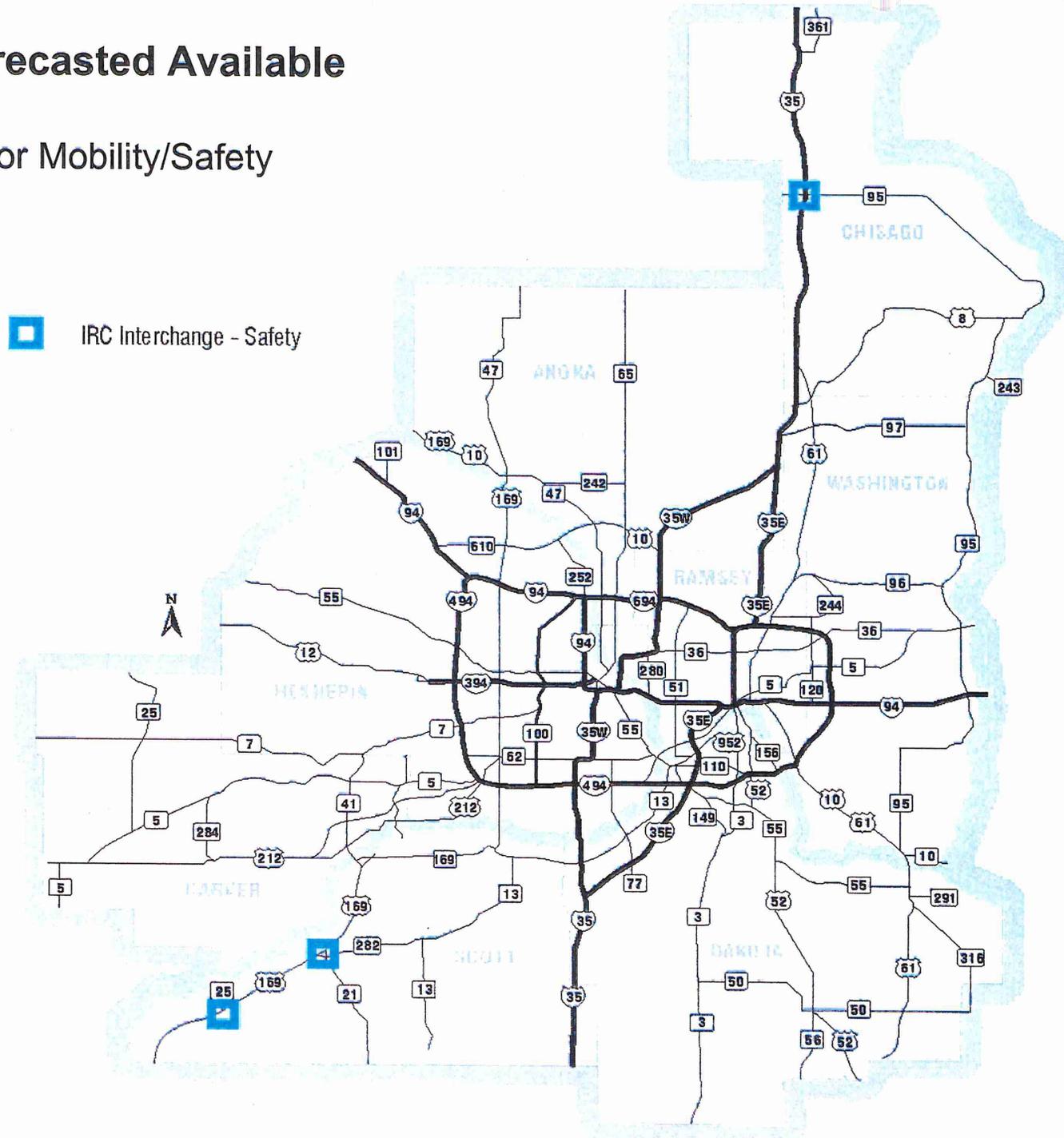
-  **Speed Performance**
(Policy 5)
-  **Safety Investments**
(Policy 7)



Priorities for Forecasted Available Funding

Interregional Corridor Mobility/Safety 2008 to 2030

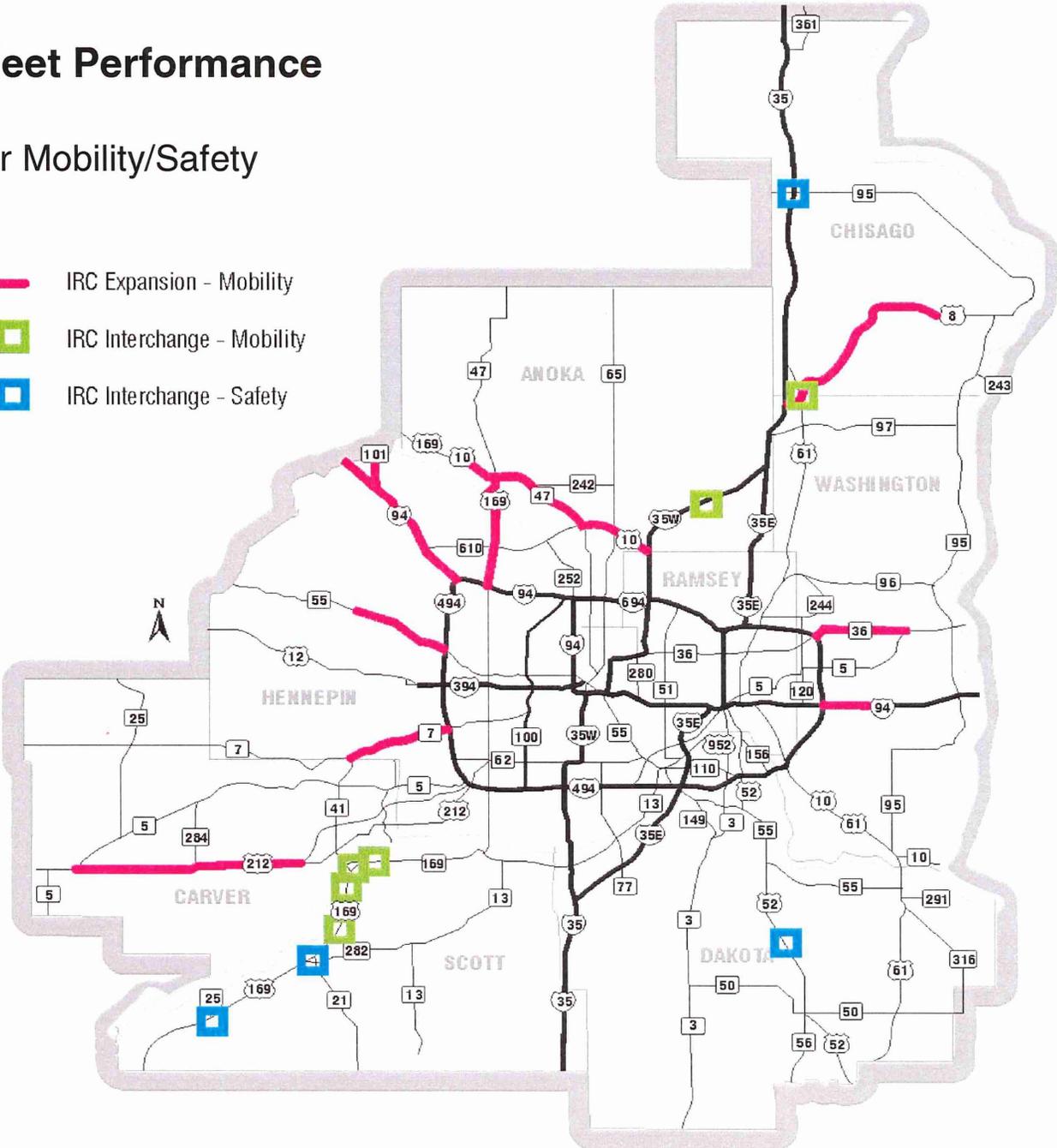
 IRC Interchange - Safety



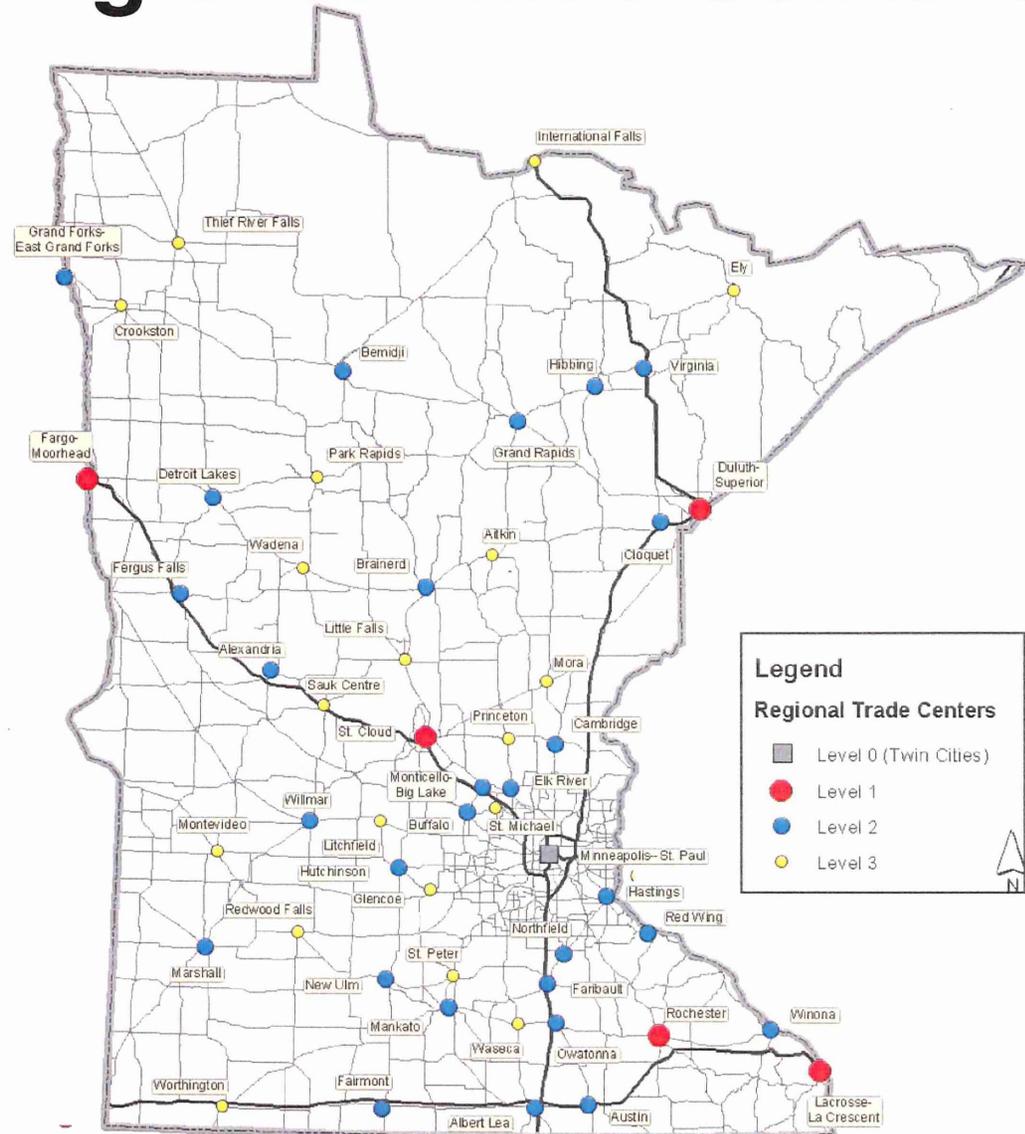
Investments to Meet Performance Target

Interregional Corridor Mobility/Safety 2008 to 2030

-  IRC Expansion - Mobility
-  IRC Interchange - Mobility
-  IRC Interchange - Safety

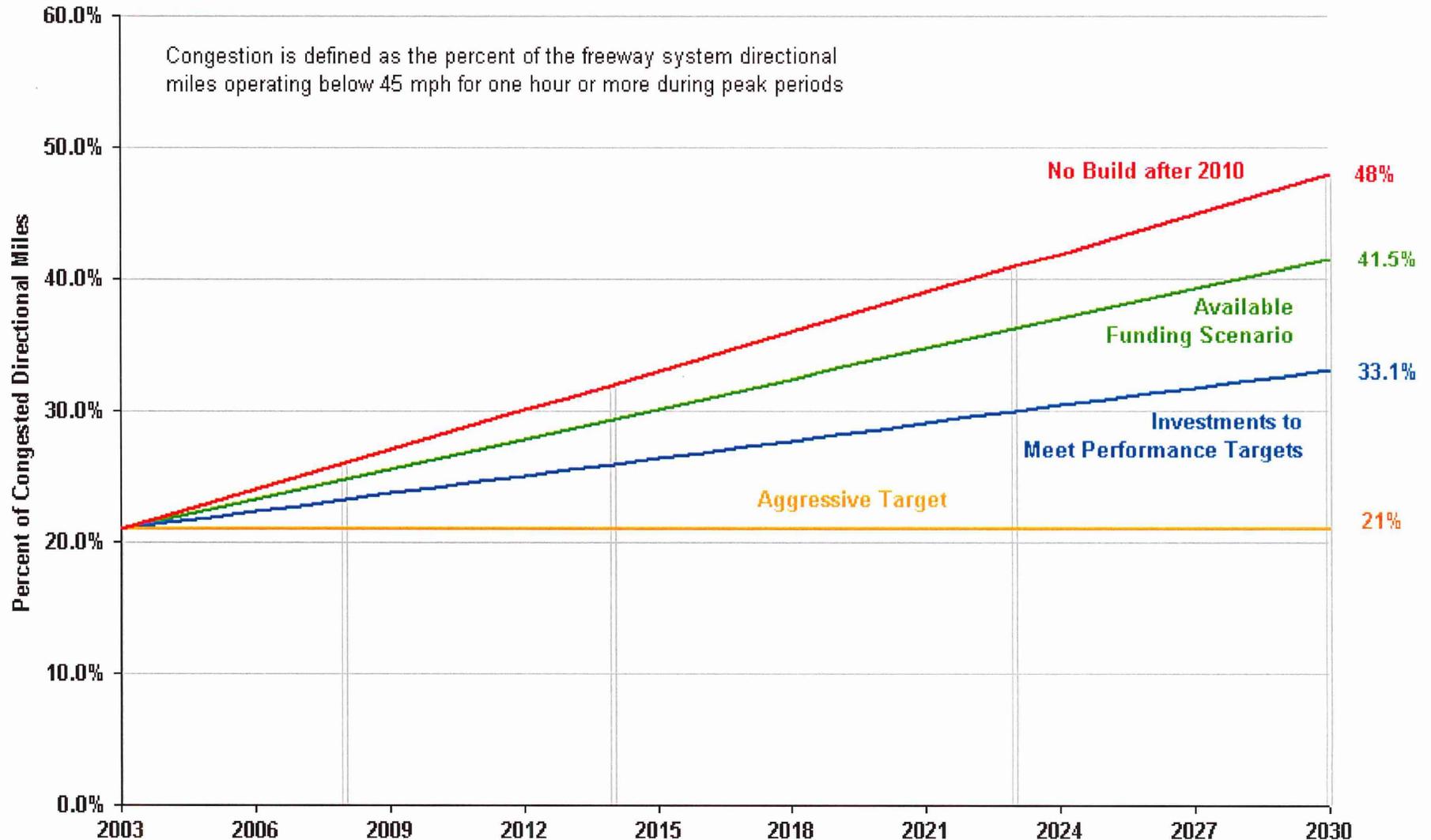


Policy 6: Enhance Mobility within Metro and Regional Trade Centers



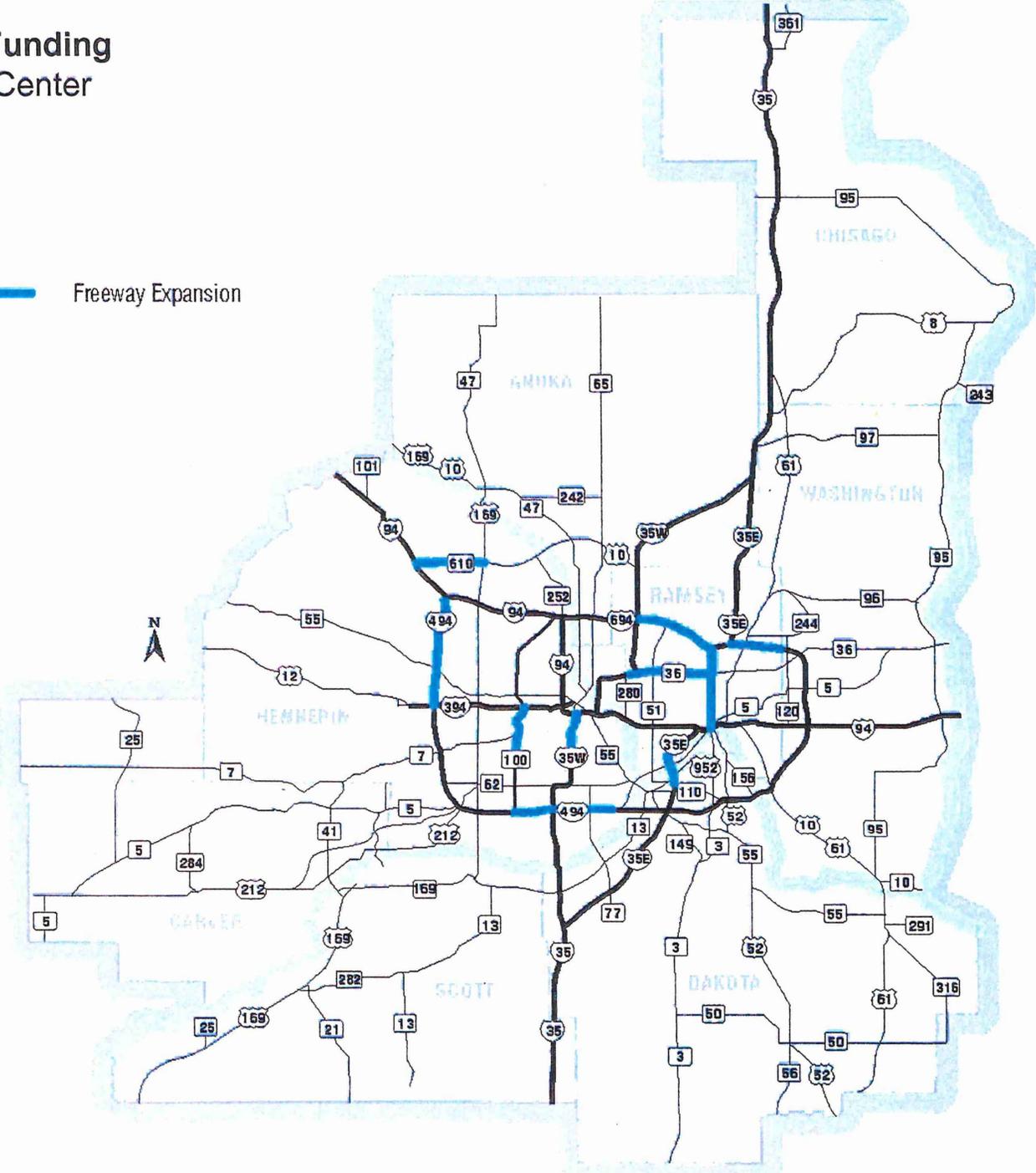
Metro Freeway Congestion Target

no more than 1/3 system congested

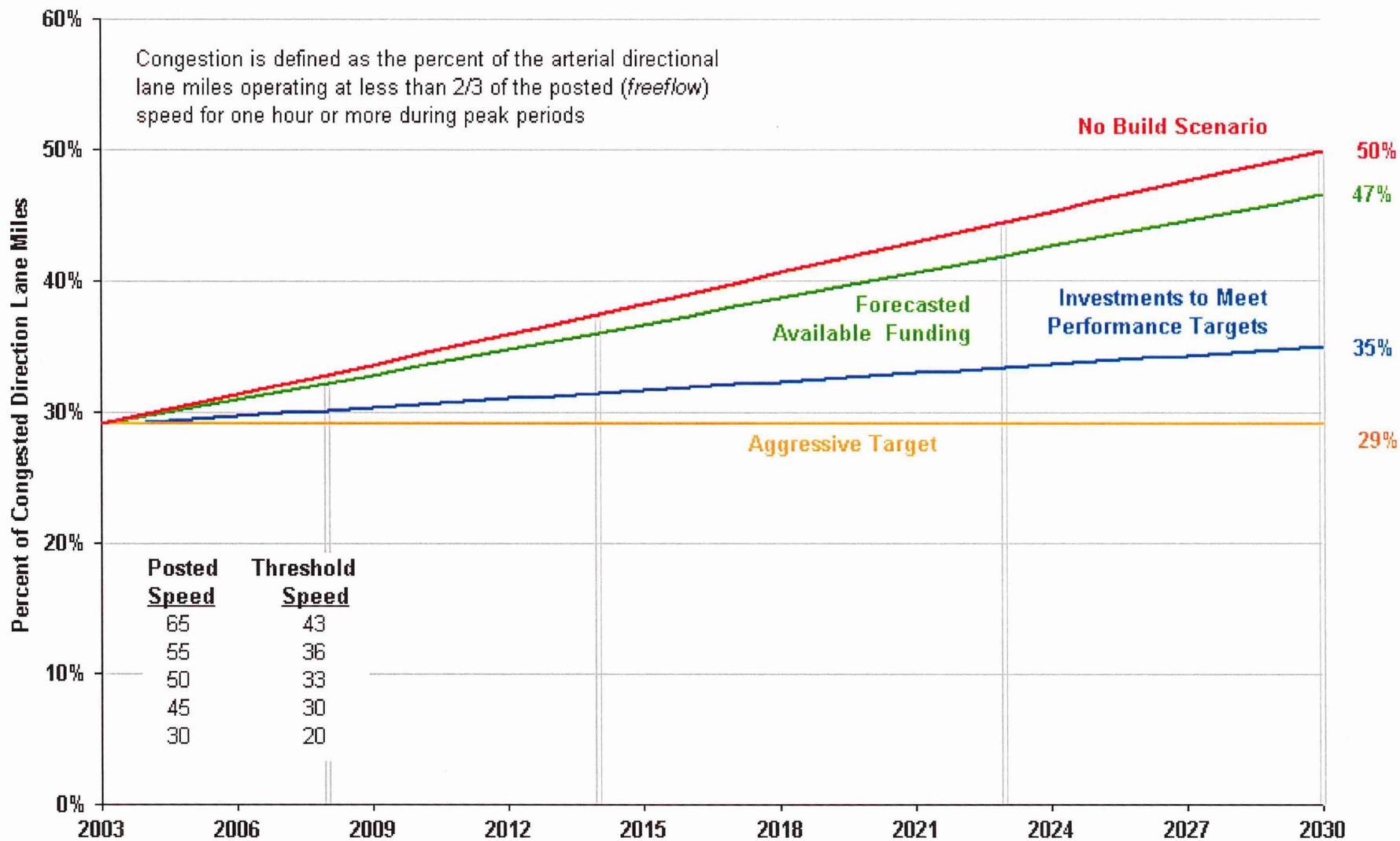


Priorities for Forecasted Available Funding
Mobility – Twin Cities Regional Trade Center
2008-2030
Freeway Measure

 Freeway Expansion



Metro Arterial Congestion Target



Greater MN Trade Centers Congestion Indicators

Based on Forecasted Average Annual Daily Traffic

- 4-lane Freeway 75,000
- 6-lane Freeway 115,000
- 2-lane Arterial 15,000
- 4 lane Arterial 30,000

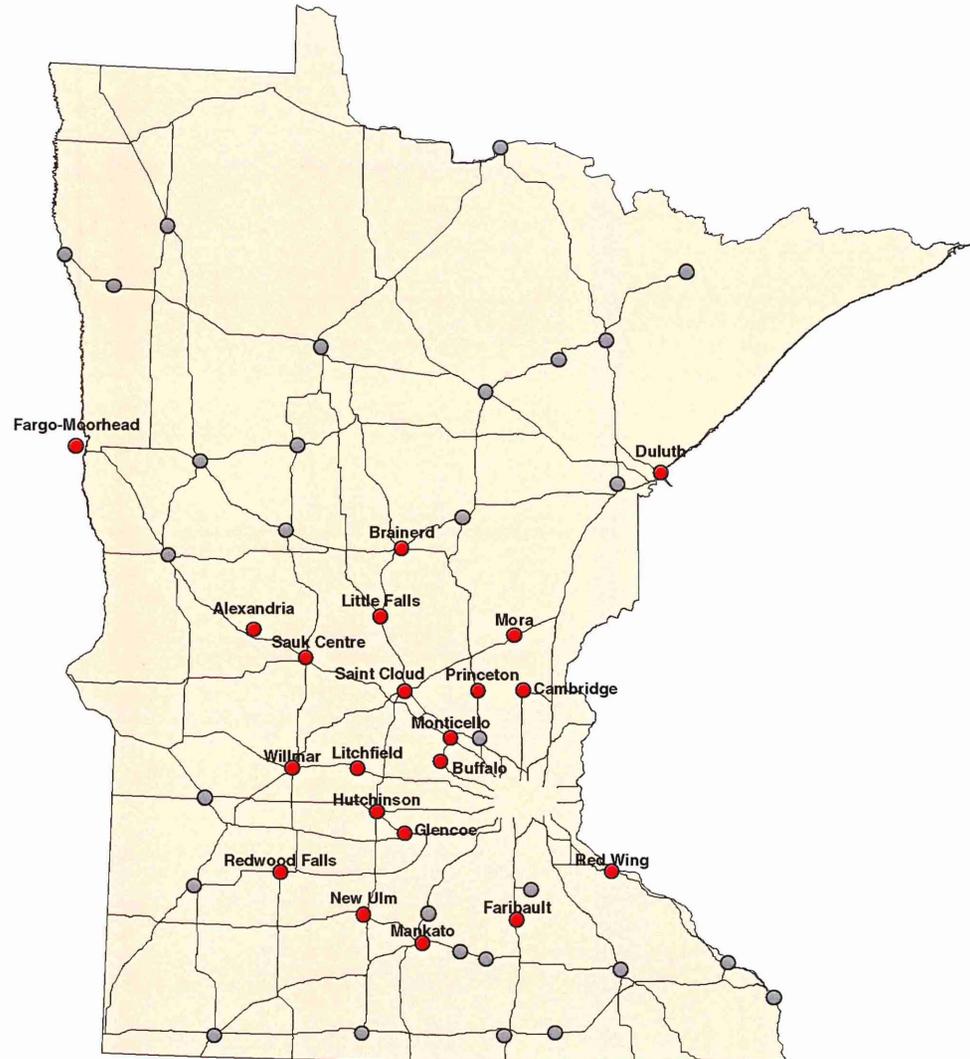
- Area Traffic Study needed
- Multi-jurisdictional approach



Greater MN Trade Center Investments: Congestion & Mobility

Investments to
Meet Performance
Targets

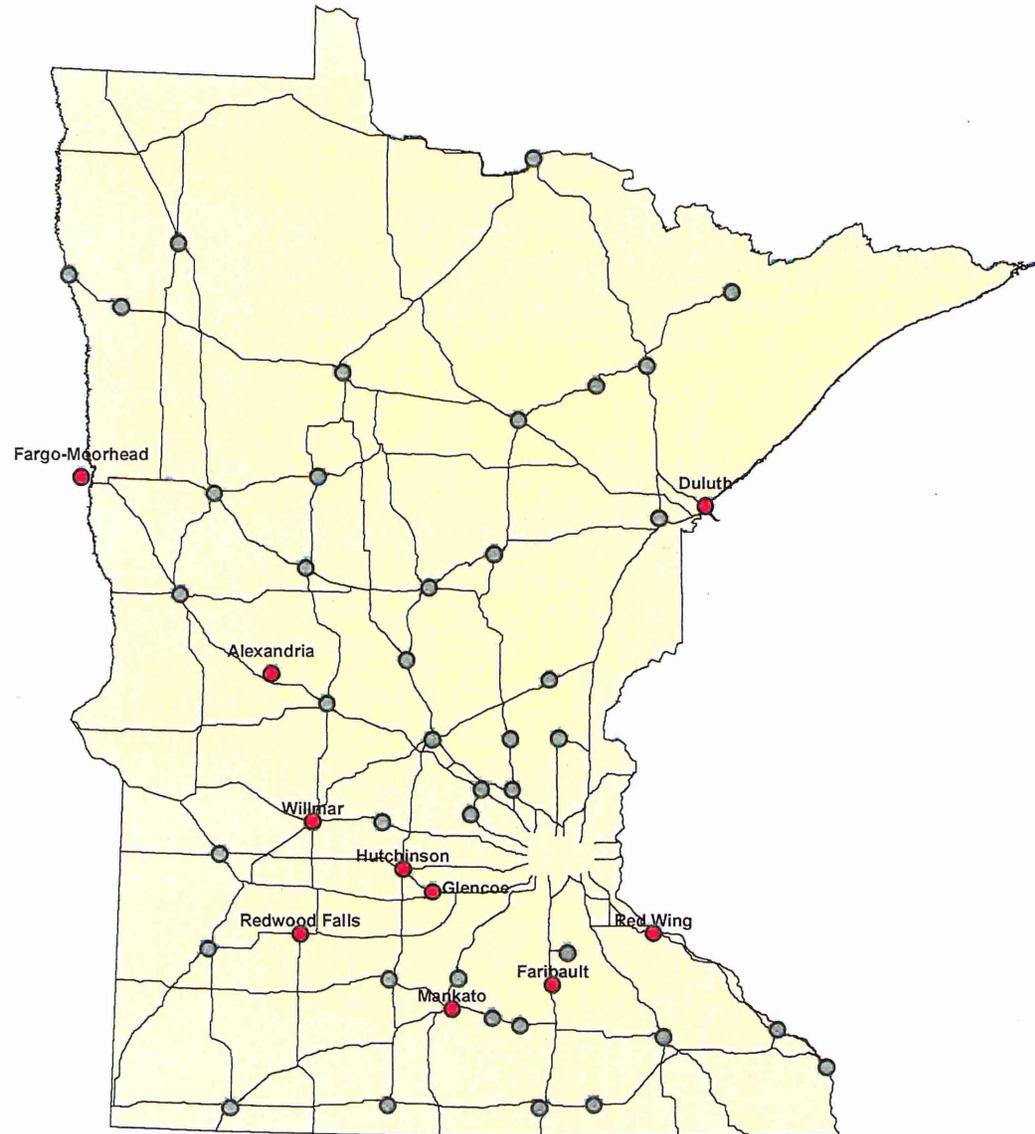
2008 to 2030



Greater MN Trade Center Investments: Congestion & Mobility

Priorities for
Forecasted
Available Funding

2008 to 2030



Community Improvement Projects

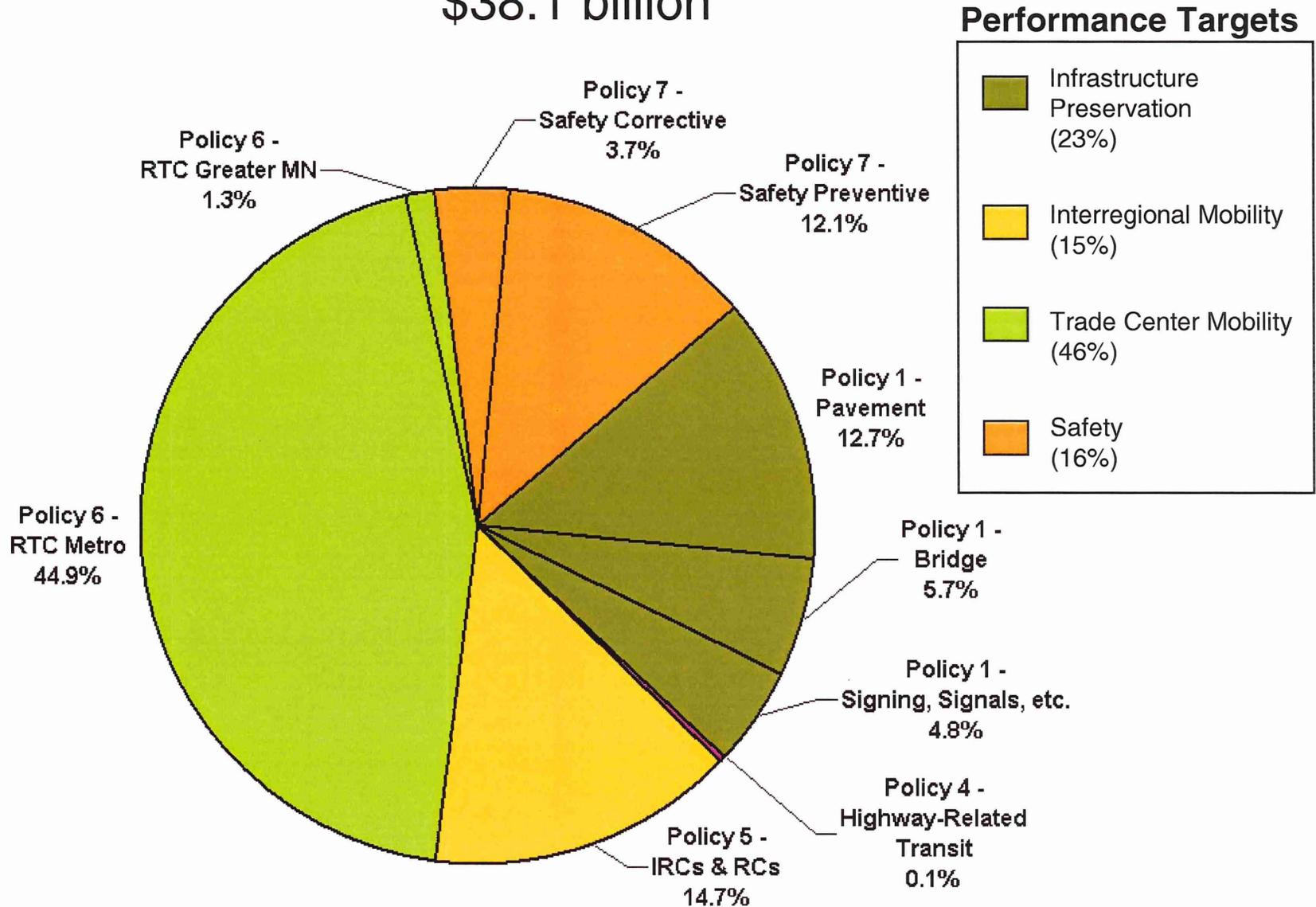
- 3 to 10% of a District's Forecasted Available Funding may be invested in Community Improvement Project priorities
- Investments not targeted at essential system performance needs but addressing important local concerns



2008-2030

Investments to Meet Performance Targets

\$38.1 billion

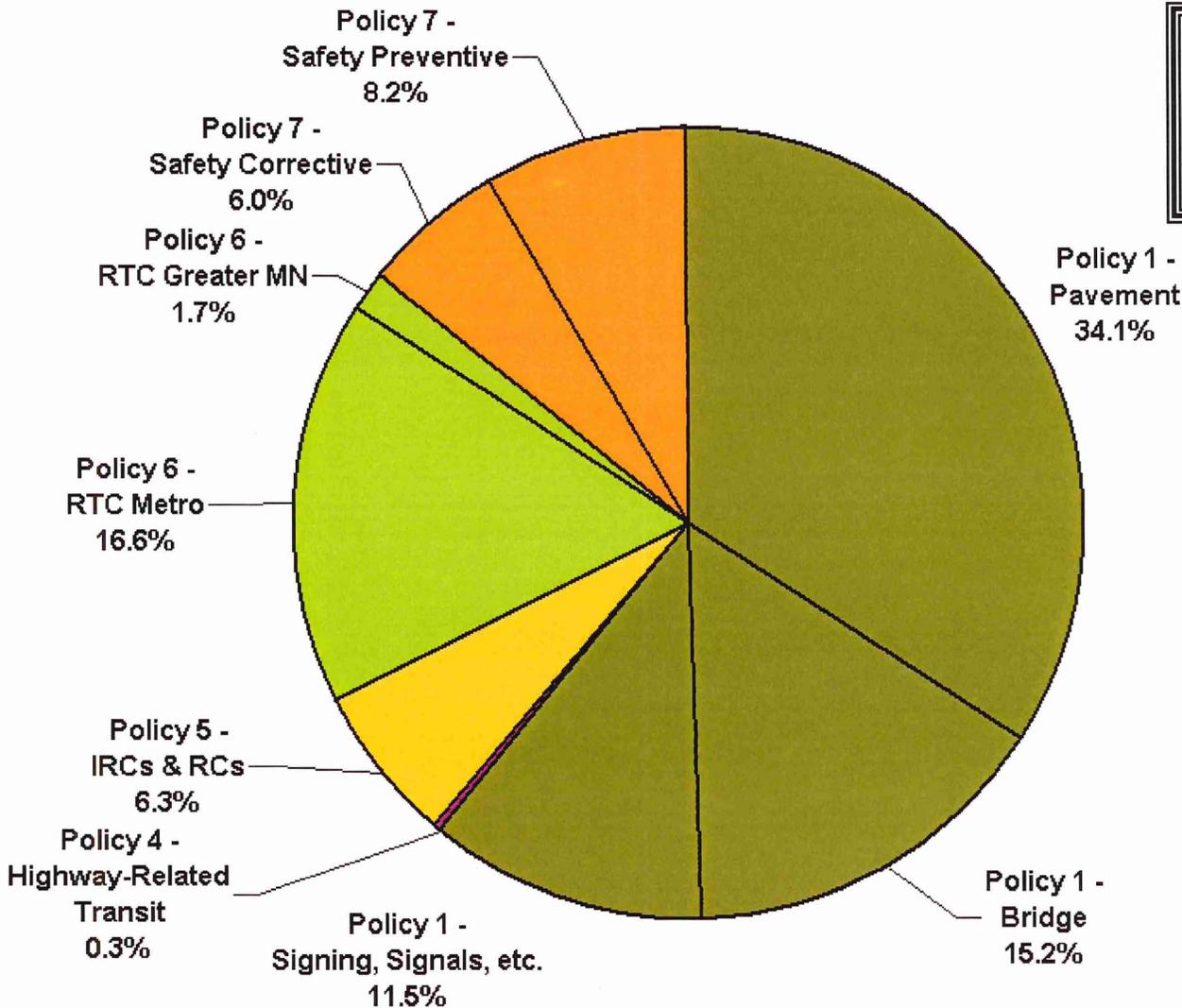


Available Funding Scenario

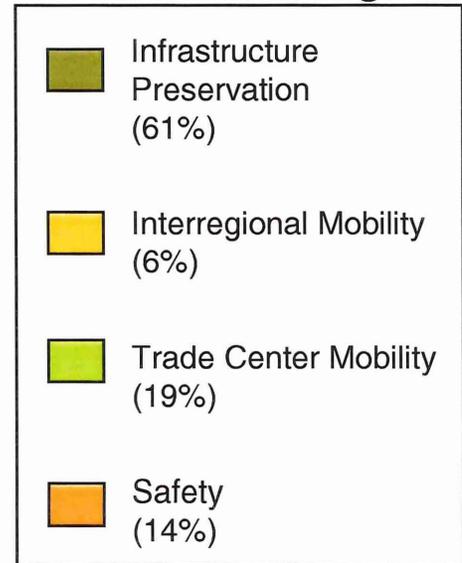
- Pavement & Bridge Preservation - Top Priority, Fully Fund
- Priorities among other performance targets, community improvement projects determined by Districts with their stakeholders

2008-2030 Forecasted Available Funding Priorities \$14.2 billion

**Community Improvement
Project Priorities**
\$300 million



Performance Targets



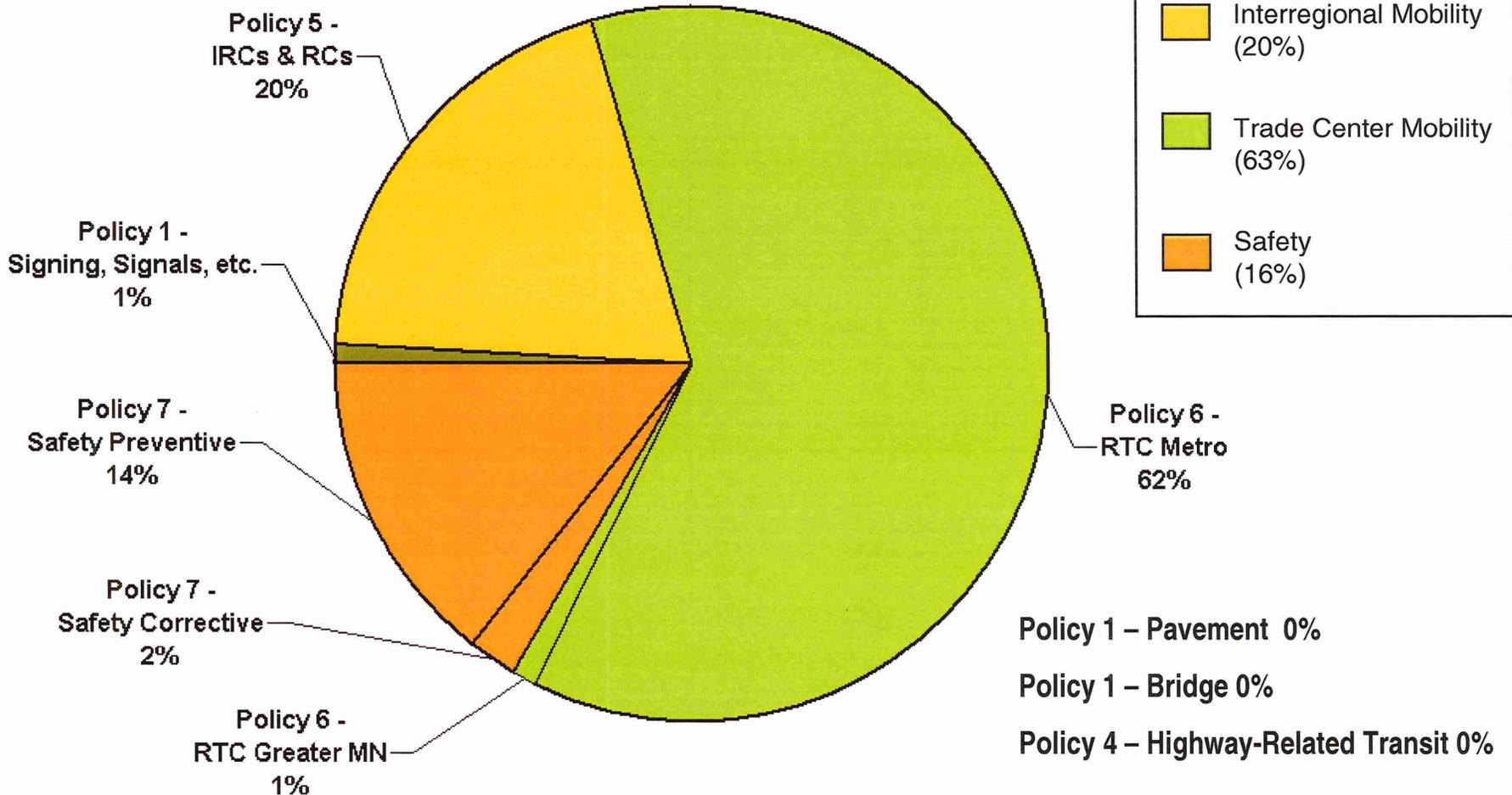
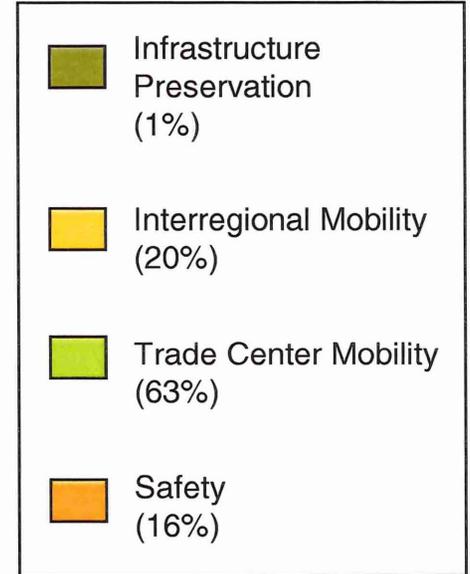
2008-2030

Additional Investments to Meet Performance Targets

Targets

\$23.9 billion

Performance Targets



Performance Based Investment Benefits

- Pavement and Bridges are maintained at minimum life cycle cost
- Interregional travel averages 60/55 mph on all corridors- supports statewide economy
- Greater MN provided transit
- Metro Area-beltway completed, slow rate of freeway congestion (31% vs. 43%)
- Greater MN Trade Center mobility improvements support local economy
- Statewide reduction in fatalities and serious injuries



For more information contact:

Peggy Reichert
Office of Investment Management
Mn/DOT

651-284-0401
peggy.reichert@dot.state.mn.us

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AMY M. VENNEWITZ
MAJA WEIDMANN

S.F. No. 365 - Requiring the Commissioner of Transportation to Offer to Contract With KBEM

Author: Senator Charles W. Wiger

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

Date: January 20, 2005

Section 1 requires the Commissioner of Transportation to offer to continue its contract with radio station KBEM to provide traffic reports.

Section 2 gives immediate effect to section 1.

BB/AV:rer

Senators Wiger and Murphy introduced--

S.F. No. 365: Referred to the Committee on Transportation.

1 A bill for an act
2 relating to transportation; requiring the commissioner
3 of transportation to contract with KBEM radio station
4 to provide traffic reports.
5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
6 Section 1. [TRANSPORTATION CONTRACT WITH KBEM.]
7 The commissioner of transportation shall offer to continue
8 its contract with public radio station KBEM to provide traffic
9 reports on terms and conditions identical or similar to those
10 contained in the current contract between the Department of
11 Transportation and KBEM.
12 Sec. 2. [EFFECTIVE DATE.]
13 Section 1 is effective the day following final enactment.

(B)

Maurice U. Lazarus
1650 Mayfield Heights Road
Mendota Heights, MN 55118

Senator Steve Murphy
Senator Chuck Wiger
fax: 651-225-7561

January 20, 2005

Dear Senators Murphy and Wiger:

Please add my short comments that follow, if you can, to the hearings before the Senate Transportation Committee about reinstating MnDOT support of live traffic reports on radio station KBEM.

Every business day I travel metro area roads coming and going from work (21 miles each way) and in connection with my work (averaging 1600 miles per month). This way I am representative of tens of thousands of metro area residents .

To facilitate metro travel, it is hard to compare the value of excellent, accurate, real-time traffic information reports that come from the vast network of cameras and from persons and law enforcement through the MnDOT traffic information center on KBEM against the value of further roadbuilding and development. But the clear benefit and value of this traffic information is compared to having a constantly updated map of real travel conditions in the metro area. In its own way it makes metro travel a lot easier and saves countless hours in tie-ups.

I speak for thousands of commuters who don't yet have an alternate choice except to travel by car or truck. This traffic information service on KBEM makes the best positive difference for metro area commuters. Its cost is a pip compared to the scale of other costs MnDOT spends trying to make better metro area commuting.

Of course, we all support MnDOT's efforts to spend wisely, justify its budgets and projects, and save money or get the most for it that it can. Continuing the partnership with KBEM and serving metro area commuters this way would fulfill this. I support your bill.

Very truly yours,


Maurice U. Lazarus



Sen.Linda Higgins - SF0365

From: <NOLTING@aol.com>
To: <sen.linda.higgins@senate.mn>
Date: 1/20/2005 10:34:57 AM
Subject: SF0365

Dear Senator Higgins ,

Thank you for sponsoring SF0365 to restore funding for traffic reports broadcast on KBEM. This bill will restore funding for the most accurate traffic reports for Twin Cities' traffic. These reports are of immeasurable help when traveling in and through the Twin Cities area. They provide information about accidents, slow downs, construction and traffic hazards.

Unlike ANY OTHER radio station, these reports are directly from MnDot. I have personally saved much time and grief from this service when driving through the Twin Cities. It is a service that aids all of us.

Frederick Nolting
3311 fox Hollow Ct
Rochester, Minnesota

(D)

The following citizens are in support of extending Mn/DOT's contract with KBEM radio:

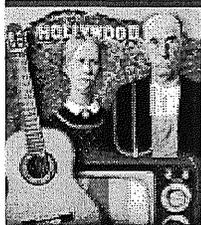
Josh Hisley, Minneapolis
Bruce Sheldon, Birchwood
Jonathan Osbourne, St. Paul
Jean Meyers, South St. Paul
Renee Larson, New Brighton
Betsy Farness, Minneapolis
Jack Barbier, Minnetonka
Mike Mumey, Minneapolis
Neil Juliar, Minneapolis
Lynn Dennis, St. Paul
Julie Groshen
Mike Wooten
Frances Ford, St. Paul
Marnie Zafar, Minneapolis
Sarah Wolf-Foss, Richfield
Ray Chicomo
Vicki Hedke, Minneapolis
Leo Whitebird, Minneapolis
Judy Jerdi
Mary Skoe, Richfield
Liz Carlson, Minneapolis
Dennis Schultis, Rockford
Ira Shapiro, Apple Valley
Lynette Cargill, Apple Valley
Jan Gutchow, Minnetonka
Daniel McConnel, Minneapolis
Luther Granquist, St. Paul
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Bruce Erhart, Red Wing
Marilyn Johnson, Minneapolis
Robert Helgeson, Bloomington
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Norman Anderson, Minneapolis

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Last update: January 20, 2005 at 6:59 AM

KBEM funding should continue, legislator says

Deborah Caulfield Rybak, Star Tribune
January 20, 2005 KBEM0120

The campaign to rescue financially ailing public radio station KBEM (88.5 FM) moves to the State Capitol today. The Senate Transportation Committee will hold hearings on a bill ordering the Minnesota Department of Transportation (MnDOT) to reinstate its subsidy for traffic reports on the station.

Sens. Chuck Wiger, DFL-North St. Paul, and Steve Murphy, DFL-Red Wing, introduced the bill Wednesday after MnDOT's decision to cancel its 15-year contract with the station. The contract paid \$400,000 annually -- half of KBEM's operating budget -- to underwrite traffic reports every 10 minutes on the station.

MnDOT said its decision was prompted by its own budget woes. It argues that other sources for traffic news exist in the Twin Cities (although none are broadcast as regularly).

The bill is one sentence long -- essentially, that MnDOT offer to continue its contract with KBEM under the same terms and conditions.

Wiger, a member of the Transportation Committee, said he decided to draft the bill after hearing from "many people who said KBEM provided a very valued and appreciated service, whether it's a heads-up on traffic or it's jazz."

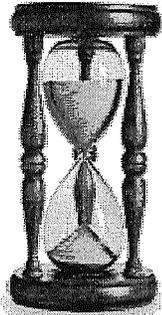
The hearings will be held at 3 p.m. today in Room G15 of the Capitol. Murphy, chairman of the committee, said he decided to hold the hearings quickly because MnDOT was in the process of "grabbing any money available" to fill a budget deficit, and KBEM "was one of those pieces of fruit hanging on the tree."

He said he wasn't sure that Transportation Commissioner Carol Molnau "understands [the KBEM traffic reports'] importance to the traveling public."

MnDOT spokesman Kevin Gutknecht said the department has no position on the bill. "We'll have people at the hearing to discuss the decision and answer any questions legislators have."

Members of the public who wish to testify at the hearing should call

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Murphy's office (651-296-4264) or Wiger's office (651-296-6820).

Layoffs start

Meanwhile, KBEM general manager Coleen Kosloski confirmed that 10 part-time staff members will be laid off this week as the station starts to compensate for the contract loss. She said the cuts were made to keep from letting KBEM's eight full-time employees go.

"My priority is to try to save the integrity of the station and not jeopardize the programming," she said.

Still, Kosloski acknowledged that if fund-raising efforts fail to make up the \$130,000 deficit for the rest of the current fiscal year, the station will be forced to shift to previously recorded programming.

She said the station has given MnDOT more than its money's worth. "If we calculated the rate for the traffic reports at \$50 an hour -- which is extremely low for most stations--that would be \$1.3 million annually."

Deborah Caulfield Rybak is at dcrybak@startribune.com.

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Public Schools
Special School District No. 1

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KBEM FM88.5
North High School
668-1735

Web Pages:
www.mpls.k12.mn.us
668-0060

January 7, 2005

To: Superintendent Thandiwe M. C. Peebles, and Board Directors
From: Coleen Kosloski, Director of IT Services
Re: Loss of MNDOT Contract with KBEM Jazz88.5 FM

I would like to update you on the situation with KBEM and the impending loss of revenue with MNDOT's termination of their contract as of March 15, 2005.

Immediate Crisis:

- Loss of MNDOT contract, totaling \$418,000 per year.
- This loss amounts to half of KBEM operating budget.
- Most of KBEM budget (\$630,000) is for salaries for seven fulltime and nine part-time announcers.
- Additional KBEM revenue comes from two annual membership drives, underwriting and grants like CPB.

Superintendent's Cabinet Action:

- Superintendent's Cabinet has re-affirmed its commitment to KBEM's unique instructional program and the Radio Station as a valuable asset and communication vehicle.
- KBEM is doing an emergency January Fund Raiser to help support the station financially for the rest of this school year.

We have taken Immediate Short-Term Reduction Strategies

- Revision of Underwriting Contract to commission only
- Termination of part-time announcers and traffic announcer (in conjunction with HR)
- Re-formed Advisory Board to put focus on promotion and marketing
- Termination of Cable Channel 76, which has been a traffic channel. (as of March 15)

Ongoing and Long-Term Strategies

- Continued underwriting, membership drives (especially promoting to school employees) and grant activities to increase revenue; partners with Achieve Mpls
- Brainstorming of other revenue strategies

Long-term strategies to reorganize station personnel to maintain integrity of instructional program; working in conjunction with HR

Talking Points

- For 15 years, MNDOT has contracted with KBEM to provide traffic reports every 10 minutes during traffic peak times and continuous coverage during emergencies as well as traffic coverage on cable channel 76.
- Total value of contract to MNDOT estimated to be worth \$1.3 annually at a rate of \$50/hr---very low rate for Twin Cities airtime. (KBEM serves the larger Metropolitan area, with a footprint that is 54 miles in diameter and has 100,000 listeners.)
- KBEM Instructional program impacts approximately 400 students per year through 3 Radio Broadcasting classes and School News
- Since 1970, KBEM has served the Twin Cities as the unique "voice" for Education, the Arts and Jazz, broadcasting at 88.5 FM. Since 1982, the station has been housed at North Community High School in Minneapolis.

Information Technology Services

Mission of KBEM:

- Educate students through project-based work and direct involvement in all aspects of radio broadcasting
- Broadcast education in scriptwriting, interviewing, announcing, and production
- Career skills development
- Inform listeners of MPS events and broadcast School Board meetings
- Host public events with info about the Radio Broadcasting program and other career and technical education programs throughout the district.

Current Educational Projects

We work with students from three small learning communities at North High School: Summatech, CIET, and Arts/Communication. We also serve students from the Special Education Program and SWISS program.

Teaching three Radio Classes and with School News, we impact approximately 400 students and 20 schools per year. In addition, we broadcast news about community and arts events and regularly host tours of all sizes for groups interested in public radio and particularly KBEM and its educational mission. Groups have included visiting teachers from around the world, Cub Scout and Girl Scout troops, and parents of Minneapolis Public School students.

"Inside the Future of Minnesota Jazz." Since 1999, we have, in partnership with the non-profit organization Diversified Creative Sounds, produced a weekly hour-long show that features high school jazz bands. Several hundred students have been featured on this show.

"School News." Since 1989, we have produced **"School News,"** a series that broadcasts several times a day. The series includes news from around the district written and read by students. Two KBEM staff members visit grade schools, middle schools, and high schools across the Minneapolis Public School District to record this series. Twenty different schools are regularly recorded and included in this series every semester. **From 9 a.m. to 3 p.m. each weekday, students from North Community High School are on air and perform all the tasks** of regular announcers such as announcing, pulling music, and following station logs. They follow the many station procedures associated with working a regular shift as a radio professional.

Mentoring, Internships, College/Career Prep -- Students produce three hours of additional programming per week using current broadcast industry standard technology. KBEM staff members mentor students through all phases of production. Students participate in paid summer internships at KBEM that include more intensive broadcast training with professional staff members. Students who have participated in the Radio Broadcasting program at KBEM have gone on to receive media/communications scholarships to study at St. Cloud State University, Brown Institute, and Minneapolis Community and Technical College. Graduates of our program work as broadcast professionals in the Twin Cities.

Planned Educational Projects for 2005/06

(1) An all-district, after-school program for high school students. Students from throughout the district will learn announcing and technical skills and produce programs for broadcast on KBEM-FM. (2) An adult education program offered for credit to apply toward a degree at St. Cloud State University. This class will also be offered on a non-credit basis. (3) Broadcast and Media/Communication classes offered in partnership with Community Education at North Community High School.

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MAJA WEIDMANN

S.F. No. 285 - Repeal of Insurance Sampling Program

Author: Senator Steve Murphy

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

Date: January 20, 2005

Section 1 makes a technical change to correct a statute section reference.

Section 2 authorizes the Commissioner of Public Safety to require an applicant for vehicle registration or transfer to supply vehicle insurance information. Instead of supplying insurance information, the owner may submit an affidavit stating that the vehicle will not be operated. [A similar authorization was repealed by the legislature in 2003 when the insurance sampling program was enacted.]

Section 3 requires a vehicle owner to provide insurance information when the department records or other records show a required insurance policy is not in effect.

Section 4 corrects statutory section references.

Section 5 requires a vehicle owner who receives notice of cancellation of vehicle insurance, to provide a copy of this notice to the commissioner within 30 days after coverage has expired. Before the expiration of the 30 days, the owner must:

- Provide the commissioner with evidence of current insurance;
- Make a timely objection to the insurer's cancellation of coverage; or

- Surrender the registration certificate and vehicle license plates to the commissioner and refrain from operating the vehicle until proof of current insurance is provided to the commissioner.

Section 6 corrects a statutory section reference.

Section 7 repeals two subdivisions. Minnesota Statutes, section 169.796, subdivision 3, which is repealed, creates the insurance sampling program. Minnesota Statutes, section 169.798, subdivision 4, which is repealed, requires a vehicle owner who is applying to register or transfer a motor vehicle, to attest to the existence of motor vehicle insurance.

BB/AV:rer

**Senators Murphy, Kubly, Moua, Vickerman and Ourada introduced--
S.F. No. 285: Referred to the Committee on Transportation**

1 A bill for an act

2 relating to vehicle insurance; requiring vehicle owner
3 to present proof of insurance to the commissioner of
4 public safety when vehicle is registered and at
5 certain other times; requiring the insurance company
6 to send copy of notice of cancellation of insurance to
7 the commissioner; requiring vehicle owner after
8 cancellation to provide proof of renewed insurance or
9 surrender vehicle registration; amending Minnesota
10 Statutes 2004, sections 169.791, subdivision 1;
11 169.798, subdivision 1; 171.20, subdivision 4;
12 proposing coding for new law in Minnesota Statutes,
13 chapter 169; repealing Minnesota Statutes 2004,
14 sections 169.796, subdivision 3; 169.798, subdivision
15 4.

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

17 Section 1. Minnesota Statutes 2004, section 169.791,
18 subdivision 1, is amended to read:

19 Subdivision 1. [TERMS DEFINED.] (a) For purposes of this
20 section and sections 169.792 to ~~169.798~~ 169.7993, the following
21 terms have the meanings given.

22 (b) "Commissioner" means the commissioner of public safety.

23 (c) "District court administrator" or "court administrator"
24 means the district court administrator or a deputy district
25 court administrator of the district court that has jurisdiction
26 of a violation of this section.

27 (d) "Insurance identification card" means a card issued by
28 an obligor to an insured stating that security as required by
29 section 65B.48 has been provided for the insured's vehicle.

30 (e) "Law enforcement agency" means the law enforcement

1 agency that employed the peace officer who demanded proof of
2 insurance under this section or section 169.792.

3 (f) "Peace officer" or "officer" means an employee of a
4 political subdivision or state law enforcement agency, including
5 the Minnesota State Patrol, who is licensed by the Minnesota
6 Board of Peace Officer Standards and Training and is authorized
7 to make arrests for violations of traffic laws.

8 (g) "Proof of insurance" means an insurance identification
9 card, written statement, or insurance policy as defined by
10 section 65B.14, subdivision 2.

11 (h) "Vehicle" means a motor vehicle as defined in section
12 65B.43, subdivision 2, or a motorcycle as defined in section
13 65B.43, subdivision 13.

14 (i) "Written statement" means a written statement by a
15 licensed insurance agent stating the name and address of the
16 insured, the vehicle identification number of the insured's
17 vehicle, that a plan of reparation security as required by
18 section 65B.48 has been provided for the insured's vehicle, and
19 the dates of the coverage.

20 (j) The definitions in section 65B.43 apply to sections
21 169.792 to ~~169.798~~ 169.7993.

22 Sec. 2. [169.7965] [INSURANCE INFORMATION REQUIRED FOR
23 APPLICATION.]

24 Every vehicle owner when applying for registration,
25 reregistration, or transfer of ownership shall supply any
26 information the commissioner reasonably requires to determine
27 that the motor vehicle or motorcycle is covered by a plan of
28 reparation security. Such information must include, but is not
29 limited to, the name and address of the owner, the name of the
30 reparation obligor, the insurance policy number, and any other
31 data the commissioner requires. In lieu of the information
32 regarding reparation security, the owner may submit an
33 affidavit, in a form prescribed by the commissioner, that the
34 motor vehicle or motorcycle will not be used or operated.

35 Sec. 3. [169.7967] [INFORMATION MAY BE REQUIRED.]

36 The vehicle owner shall provide the information required in

1 section 169.7965 when the records of the department or other
2 records indicate that a required insurance policy is not in
3 effect.

4 Sec. 4. Minnesota Statutes 2004, section 169.798,
5 subdivision 1, is amended to read:

6 Subdivision 1. [AUTHORITY.] The commissioner of public
7 safety shall have the power and perform the duties imposed by
8 ~~this-section-and~~ sections 65B.41 to 65B.71 and ~~169.797~~ 169.7965
9 to 169.7993 and may adopt rules to implement and provide
10 effective administration of the provisions requiring security
11 and governing termination of security.

12 Sec. 5. [169.7993] [OBLIGOR'S NOTIFICATION OF LAPSE,
13 CANCELLATION, OR FAILURE TO RENEW POLICY OF COVERAGE.]

14 If the required plan of reparation security of an owner or
15 named insured is canceled, and notification of cancellation is
16 given to the insured under section 65B.19, a copy of the notice
17 must, within 30 days after coverage has expired, be sent to the
18 commissioner. If, before the end of the 30-day period, the
19 insured owner has not presented the commissioner or an
20 authorized agent with evidence of required security, which shall
21 have taken effect upon the expiration of the previous coverage,
22 or if the insured owner or registrant has not objected to the
23 obligor's cancellation under section 65B.21, within the
24 specified time limitations, the insured owner or registrant
25 shall immediately surrender the registration certificate and
26 vehicle license plates to the commissioner and may not operate
27 or permit operation of the vehicle in this state until security
28 is again provided and proof of security furnished as required by
29 sections 65B.41 to 65B.71.

30 Sec. 6. Minnesota Statutes 2004, section 171.20,
31 subdivision 4, is amended to read:

32 Subd. 4. [REINSTATEMENT FEE.] (a) Before the license is
33 reinstated, (1) a person whose driver's license has been
34 suspended under section 171.16, subdivision 2; 171.18, except
35 subdivision 1, clause (10); or 171.182, or who has been
36 disqualified from holding a commercial driver's license under

1 section 171.165, and (2) a person whose driver's license has
2 been suspended under section 171.186 and who is not exempt from
3 such a fee, must pay a fee of \$20.

4 (b) Before the license is reinstated, a person whose
5 license has been suspended under sections 169.791 to ~~169.798~~
6 169.7993 must pay a \$20 reinstatement fee.

7 (c) When fees are collected by a licensing agent appointed
8 under section 171.061, a handling charge is imposed in the
9 amount specified under section 171.061, subdivision 4. The
10 reinstatement fee and surcharge must be deposited in an approved
11 state depository as directed under section 171.061, subdivision
12 4.

13 (d) A suspension may be rescinded without fee for good
14 cause.

15 Sec. 7. [REPEALER.]

16 Minnesota Statutes 2004, sections 169.796, subdivision 3;
17 and 169.798, subdivision 4, are repealed.

APPENDIX
Repealed Minnesota Statutes for 05-1384

169.796 VERIFICATION OF INSURANCE COVERAGE.

Subd. 3. Sampling to verify insurance coverage. (a)

The commissioner of public safety shall implement a monthly sampling program to verify insurance coverage. The sample must annually include at least two percent of all drivers who own motor vehicles, as defined in section 168.011, licensed in the state, one-half of whom during the previous year have been convicted of at least one vehicle insurance law violation, have had a driver's license revoked or suspended due to habitual violation of traffic laws, have had no insurance in effect at the time of a reportable crash, or have been convicted of an alcohol-related motor vehicle offense. No sample may be selected based on race, religion, physical or mental disability, economic status, or geographic location.

(b) The commissioner shall request each vehicle owner included in the sample to furnish insurance coverage information to the commissioner within 30 days. The request must require the owner to state whether or not all motor vehicles owned by that person were insured on the verification date stated in the commissioner's request. The request may require, but is not limited to, a signed statement by the owner that the information is true and correct, the names and addresses of insurers, policy numbers, and expiration or renewal dates of insurance coverage.

(c) The commissioner shall conduct a verification of the response by transmitting necessary information to the insurance companies named in the owner's response.

(d) The insurance companies shall electronically notify the commissioner, within 30 days of the commissioner's request, of any false statements regarding coverage.

(e) The commissioner shall suspend, without preliminary hearing, the driver's license, if any, of a vehicle owner who falsely claims coverage, who indicates that coverage was not in effect at the time specified in the request, or who fails to respond to the commissioner's request to furnish proof of insurance. The commissioner shall comply with the notice requirement of section 171.18, subdivision 2.

(f) Before reinstatement of the driver's license, there must be filed with the commissioner of public safety the written certificate of an insurance carrier authorized to do business in the state stating that security has been provided as required by section 65B.48. The commissioner of public safety may require the certificate of insurance provided to satisfy this subdivision to be certified by the insurance carrier for a period not to exceed one year. The commissioner of public safety may also require a certificate of insurance to be filed with respect to all vehicles required to be insured under section 65B.48 and owned by any person whose driving privileges have been suspended as provided in this section before reinstating the person's driver's license.

169.798 RULES OF COMMISSIONER OF PUBLIC SAFETY.

Subd. 4. Attestation of insurance required. Every owner, when applying for motor vehicle or motorcycle registration, reregistration, or transfer of ownership, must attest that the motor vehicle or motorcycle is covered by an insurance policy.

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S.F. No. 159 - Requiring Certified Mailings for Vehicle Insurance Sampling Program

Author: Senator David Tomassoni

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

Date: January 20, 2005

Section 1 requires the Commissioner of Public Safety to send requests by certified mail for vehicle owners' insurance information, in the insurance sampling program.

BB/AV:rer

Senator Tomassoni introduced--

S.F. No. 159: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to motor vehicles; requiring certified
3 mailings for vehicle insurance sampling program;
4 amending Minnesota Statutes 2004, section 169.796,
5 subdivision 3.

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

7 Section 1. Minnesota Statutes 2004, section 169.796,
8 subdivision 3, is amended to read:

9 Subd. 3. [SAMPLING TO VERIFY INSURANCE COVERAGE.] (a) The
10 commissioner of public safety shall implement a monthly sampling
11 program to verify insurance coverage. The sample must annually
12 include at least two percent of all drivers who own motor
13 vehicles, as defined in section 168.011, licensed in the state,
14 one-half of whom during the previous year have been convicted of
15 at least one vehicle insurance law violation, have had a
16 driver's license revoked or suspended due to habitual violation
17 of traffic laws, have had no insurance in effect at the time of
18 a reportable crash, or have been convicted of an alcohol-related
19 motor vehicle offense. No sample may be selected based on race,
20 religion, physical or mental disability, economic status, or
21 geographic location.

22 (b) The commissioner shall request by certified mail that
23 each vehicle owner included in the sample to furnish insurance
24 coverage information to the commissioner within 30 days. The
25 request must require the owner to state whether or not all motor

1 vehicles owned by that person were insured on the verification
2 date stated in the commissioner's request. The request may
3 require, but is not limited to, a signed statement by the owner
4 that the information is true and correct, the names and
5 addresses of insurers, policy numbers, and expiration or renewal
6 dates of insurance coverage.

7 (c) The commissioner shall conduct a verification of the
8 response by transmitting necessary information to the insurance
9 companies named in the owner's response.

10 (d) The insurance companies shall electronically notify the
11 commissioner, within 30 days of the commissioner's request, of
12 any false statements regarding coverage.

13 (e) The commissioner shall suspend, without preliminary
14 hearing, the driver's license, if any, of a vehicle owner who
15 falsely claims coverage, who indicates that coverage was not in
16 effect at the time specified in the request, or who fails to
17 respond to the commissioner's request to furnish proof of
18 insurance. The commissioner shall comply with the notice
19 requirement of section 171.18, subdivision 2.

20 (f) Before reinstatement of the driver's license, there
21 must be filed with the commissioner of public safety the written
22 certificate of an insurance carrier authorized to do business in
23 the state stating that security has been provided as required by
24 section 65B.48. The commissioner of public safety may require
25 the certificate of insurance provided to satisfy this
26 subdivision to be certified by the insurance carrier for a
27 period not to exceed one year. The commissioner of public
28 safety may also require a certificate of insurance to be filed
29 with respect to all vehicles required to be insured under
30 section 65B.48 and owned by any person whose driving privileges
31 have been suspended as provided in this section before
32 reinstating the person's driver's license.

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S.F. No. 372 - Requiring Forwarding of Mail and Return of Undeliverable Mail in Insurance Sampling Program

Author: Senator Becky Lourey

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

Date: January 20, 2005

Section 1 requires the Commissioner of Public Safety to handle its mail requests for vehicle owners' insurance information, in the insurance sampling program, as follows:

- Include language on the outside of the envelope stating the contacts are time-sensitive and a reply is required;
- Include information on the envelope to allow the post office to return undeliverable mail to the sender; and
- Refrain from blocking forwarding of the mailed requests.

If the mailed request is returned undeliverable to the commissioner, the commissioner may not suspend the owner's driver's license without preliminary hearing.

BB/AV:rer

Senators Lourey, Skoglund, Langseth and Foley introduced--
S.F. No. 372: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to motor vehicles; requiring commissioner of
3 public safety to ensure that mailed requests to verify
4 insurance coverage are forwarded; prohibiting
5 commissioner from suspending license of nonresponding
6 vehicle owner if mailed request was returned
7 undeliverable; amending Minnesota Statutes 2004,
8 section 169.796, subdivision 3.

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

10 Section 1. Minnesota Statutes 2004, section 169.796,
11 subdivision 3, is amended to read:

12 Subd. 3. [SAMPLING TO VERIFY INSURANCE COVERAGE.] (a) The
13 commissioner of public safety shall implement a monthly sampling
14 program to verify insurance coverage. The sample must annually
15 include at least two percent of all drivers who own motor
16 vehicles, as defined in section 168.011, licensed in the state,
17 one-half of whom during the previous year have been convicted of
18 at least one vehicle insurance law violation, have had a
19 driver's license revoked or suspended due to habitual violation
20 of traffic laws, have had no insurance in effect at the time of
21 a reportable crash, or have been convicted of an alcohol-related
22 motor vehicle offense. No sample may be selected based on race,
23 religion, physical or mental disability, economic status, or
24 geographic location.

25 (b) The commissioner shall request each vehicle owner
26 included in the sample to furnish insurance coverage information
27 to the commissioner within 30 days. The envelope in which the

1 request is mailed must clearly state on the front that the
2 contents of the envelope are time-sensitive and a response is
3 required. The envelope must display information necessary to
4 enable the postal service to return undeliverable mail to the
5 sender. The commissioner may not block forwarding of the mailed
6 request. The request must require the owner to state whether or
7 not all motor vehicles owned by that person were insured on the
8 verification date stated in the commissioner's request. The
9 request may require, but is not limited to, a signed statement
10 by the owner that the information is true and correct, the names
11 and addresses of insurers, policy numbers, and expiration or
12 renewal dates of insurance coverage.

13 (c) The commissioner shall conduct a verification of the
14 response by transmitting necessary information to the insurance
15 companies named in the owner's response.

16 (d) The insurance companies shall electronically notify the
17 commissioner, within 30 days of the commissioner's request, of
18 any false statements regarding coverage.

19 (e) The commissioner shall suspend, without preliminary
20 hearing, the driver's license, if any, of a vehicle owner who
21 falsely claims coverage, who indicates that coverage was not in
22 effect at the time specified in the request, or who fails to
23 respond to the commissioner's request to furnish proof of
24 insurance, unless the mailed request was returned to the
25 commissioner undeliverable. The commissioner shall comply with
26 the notice requirement of section 171.18, subdivision 2.

27 (f) Before reinstatement of the driver's license, there
28 must be filed with the commissioner of public safety the written
29 certificate of an insurance carrier authorized to do business in
30 the state stating that security has been provided as required by
31 section 65B.48. The commissioner of public safety may require
32 the certificate of insurance provided to satisfy this
33 subdivision to be certified by the insurance carrier for a
34 period not to exceed one year. The commissioner of public
35 safety may also require a certificate of insurance to be filed
36 with respect to all vehicles required to be insured under

1 section 65B.48 and owned by any person whose driving privileges
2 have been suspended as provided in this section before
3 reinstating the person's driver's license.

Executive Director
Richard E. Martin

Administrative Director
Lois Wiggan



*Representing
Justice*

President
Katherine S. Flom

6

January 20, 2005

Honorable Steve Murphy
306 Capitol
St. Paul, MN 55155

Re: SF 285

Dear Senator Murphy:

The Minnesota Trial Lawyers Association supports SF 285, the bill requiring proof of insurance when re-licensing a motor vehicle. We view this as a positive step in increasing the number of insured vehicles on Minnesota highways and streets and applaud your efforts on this important issue because we regularly see the effects of uninsured motorists when we represent those injured in motor vehicle accidents.

Please feel free to call upon us if we can be of assistance to you as you work to pass this important legislation.

Sincerely,

A handwritten signature in black ink, appearing to read "Katherine S. Flom", followed by a horizontal line.

Katherine S. Flom, President
Minnesota Trial Lawyers Association

H

January 20, 2005

My name is Raymond Graftaas from Barnum, MN. My daughter lost her driver's license because she never received a form.

The letter was sent out in June to her Moose Lake address but no one knows where it went because she never received it. Her license was pulled in August, but the original letter wasn't returned to the State until October. But because she didn't know they had pulled her license she continued to drive.

In December when she was at a football game in Minneapolis with a friend who is a policeman, he checked her license for fun. How shocked they both were to discover she had been driving from August to December without a license and she never knew. What if an accident had happened during that time?

This law should be changed and she should be reimbursed for the time she had to take off work to go to Duluth to pay \$20.00 to reinstate her license. She could have done it in Moose Lake, but Moose Lake can't accept money.

During the time without her license, she had to ride with someone else to her work everyday. It was a huge inconvenience and she wasn't responsible.

Have you ever had your license revoked? It's a serious thing. From now on whenever she has to fill out an application this will follow her - **it should be taken off her record**. If the Department of Motor Vehicles can't fix something and do it right, leave it the way it is. They should have sent a registered letter. That way you will know when you lose your license. If you don't sign for it, you won't be responsible. They had the right address and everything, but she never got it.

We're fighting a war in Iraq for freedom, but what freedom do we have here if they can pull your license without notifying you about something random you don't even expect and never knew about.

Stop taking away innocent people's licenses, please take the license revocation off their records, and please reimburse them for their inconvenience.

Raymond Graftaas