

(A)



Metropolitan Council

Building communities that work

Senator Steve Murphy
Chair, Transportation Committee
306 State Capitol
75 Rev. Dr. Martin Luther King Jr. Blvd.
St. Paul, MN 55155-1606

Dear Senator Murphy

Please find enclosed follow-up answers to questions raised during the February 22, 2005 Senate Transportation Committee meeting regarding metropolitan transit operations.

Sincerely,

Natalio Diaz
Director, Metropolitan Transportation Services
Metropolitan Council

Metropolitan Council
February 28, 2005

Response to questions from the Senate Transportation Committee

Does transit pay state gas tax?

No – Transit is specifically excluded from the state gas tax and state diesel (special fuels) tax.

296A.07 Gasoline tax.

Subd. 4. **Exemptions.** The provisions of subdivision 1 do not apply to gasoline purchased by: a transit system or transit provider receiving financial assistance or reimbursement under section 174.24, 256B.0625, subdivision 17, or 473.384;

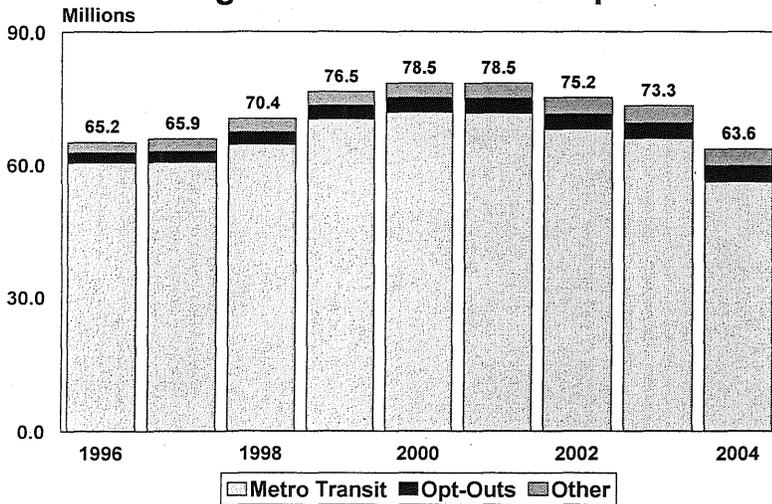
296A.08 Special fuel tax.

Subd. 3. **Exemptions.** The provisions of subdivisions 1 and 2 do not apply to special fuel or alternative fuels purchased by:

- (1) a transit system or transit provider receiving financial assistance or reimbursement under section 174.24, 256B.0625, subdivision 17, or 473.384;

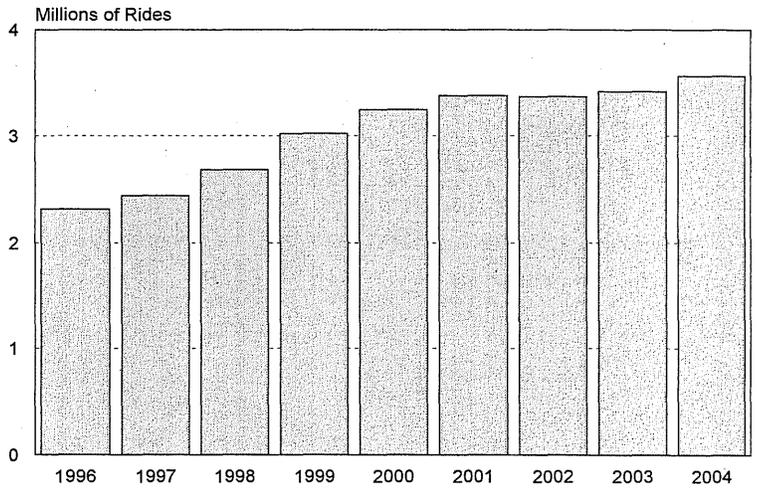
What is the ridership history for opt out transit programs?

Regional Transit Ridership

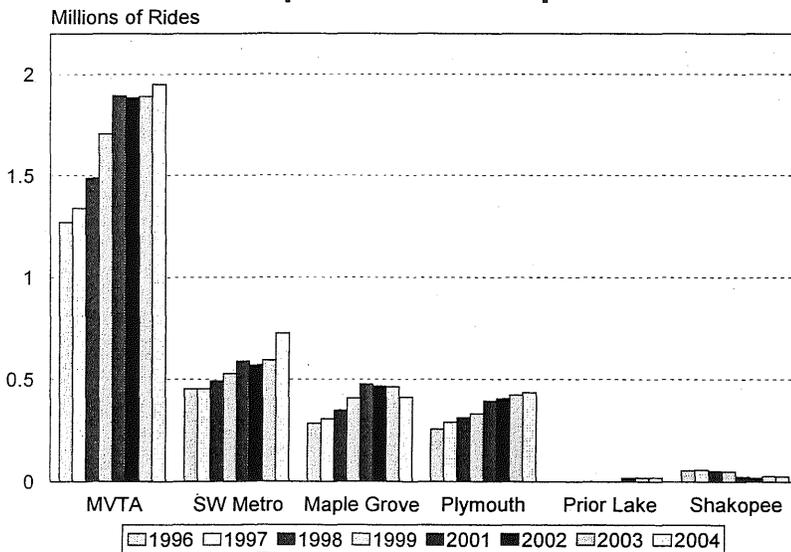


2004 includes a 42 day strike
 Other: Metro Mobility, Community Programs, Contracted Regular Route, Vanpools

Opt Out Ridership



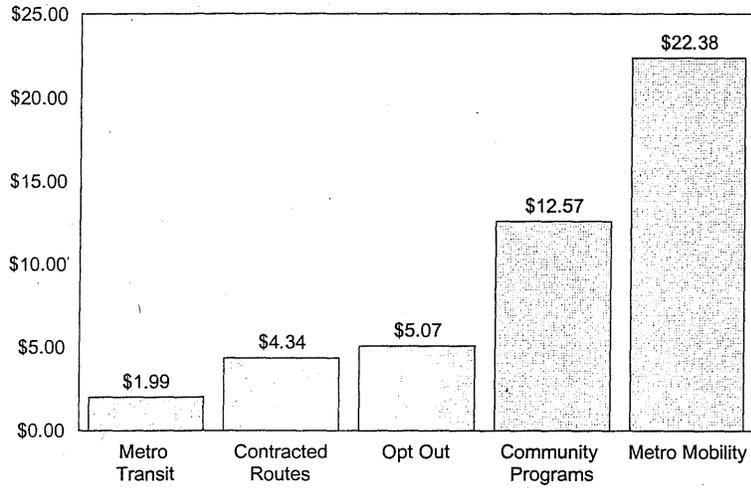
Opt Out Ridership



42 day strike in 2004

What is the subsidy per ride for the Opt Out transit programs?

Subsidy per Passenger



2003 NTD

2003 Subsidy by Opt Out program

MVTA	\$4.36
SMTC	\$6.28
Plymouth Metro-Link	\$7.70
Maple Grove Transit	\$3.31
Shakopee	\$10.90
Prior Lake Transit	\$13.41

2003 NTD Reporting

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

**S.F. No. 729 - Permit For Transport of Oversize
Manufactured Storage Buildings (Delete-Everything
Amendment SCS0729A-3)**

Author: Senator Gary W. Kubly

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

Date: March 8, 2005

Section 1 prescribes an annual oversize permit fee of \$120 for manufactured storage buildings.

Section 2 gives immediate effect to section 1.

BB/AV:rer

Senators Kubly and Frederickson introduced--

S.F. No. 729: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to traffic regulations; authorizing issuance

3 of annual permit for transportation of oversize load

4 consisting of storage sheds; amending Minnesota

5 Statutes 2004, sections 169.80, subdivision 2; 169.86,

6 subdivision 5.

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

8 Section 1. Minnesota Statutes 2004, section 169.80,

9 subdivision 2, is amended to read:

10 Subd. 2. [OUTSIDE WIDTH.] (a) The total outside width of a

11 vehicle exclusive of rearview mirrors or load securement devices

12 which are not an integral part of the vehicle and not exceeding

13 three inches on each side, or the load may not exceed 102 inches

14 except that the outside width of a vehicle owned by a political

15 subdivision and used exclusively for the purpose of handling

16 sewage sludge from sewage treatment facilities to farm fields or

17 disposal sites, may not exceed 12 feet, and except as otherwise

18 provided in this section.

19 (b) A vehicle exceeding 102 inches in total outside width,

20 owned by a political subdivision and used for the purpose of

21 transporting or applying sewage sludge to farm fields or

22 disposal sites may not transport sludge for distances greater

23 than 15 miles, nor may it be used for transportation of sewage

24 sludge or return travel between the hours of sunset and sunrise,

25 or at any other time when visibility is impaired by weather,

26 smoke, fog, or other conditions rendering persons and vehicles

1 not clearly discernible on the highway at a distance of 500 feet.

2 (c) The total outside width of a low bed trailer or
3 equipment dolly, and the load, used exclusively for transporting
4 storage sheds, farm machinery, and construction equipment may
5 not exceed nine feet in width except that a low bed trailer or
6 equipment dolly with a total outside width, including the load,
7 in excess of 102 inches may not be operated on any interstate
8 highway without first having obtained a permit for the operation
9 under section 169.86. The vehicle must display 12-inch square
10 red flags as markers at the front and rear of the left side of
11 the vehicle.

12 (d) The total outside width of a passenger motor bus,
13 operated exclusively in a city or contiguous cities in this
14 state, may not exceed nine feet.

15 (e) The maximum width limitation in paragraph (a) for
16 recreational equipment as defined in section 168.011,
17 subdivision 25, is exclusive of appurtenances on the
18 recreational equipment that do not extend beyond the width of
19 the exterior rearview mirror of the recreational equipment if
20 the recreational equipment is self-propelled, or the exterior
21 rearview mirror of the towing vehicle if the recreational
22 equipment is towed.

23 Sec. 2. Minnesota Statutes 2004, section 169.86,
24 subdivision 5, is amended to read:

25 Subd. 5. [FEE; PROCEEDS DEPOSITED; APPROPRIATION.] The
26 commissioner, with respect to highways under the commissioner's
27 jurisdiction, may charge a fee for each permit issued. All such
28 fees for permits issued by the commissioner of transportation
29 shall be deposited in the state treasury and credited to the
30 trunk highway fund. Except for those annual permits for which
31 the permit fees are specified elsewhere in this chapter, the
32 fees shall be:

33 (a) \$15 for each single trip permit.

34 (b) \$36 for each job permit. A job permit may be issued
35 for like loads carried on a specific route for a period not to
36 exceed two months. "Like loads" means loads of the same

1 product, weight, and dimension.

2 (c) \$60 for an annual permit to be issued for a period not
3 to exceed 12 consecutive months. Annual permits may be issued
4 for:

5 (1) motor vehicles used to alleviate a temporary crisis
6 adversely affecting the safety or well-being of the public;

7 (2) motor vehicles which travel on interstate highways and
8 carry loads authorized under subdivision 1a;

9 (3) motor vehicles operating with gross weights authorized
10 under section 169.826, subdivision 1a;

11 (4) special pulpwood vehicles described in section 169.863;

12 (5) motor vehicles bearing snowplow blades not exceeding
13 ten feet in width; and

14 (6) noncommercial transportation of a boat by the owner or
15 user of the boat.

16 (d) \$120 for an oversize annual permit to be issued for a
17 period not to exceed 12 consecutive months. Annual permits may
18 be issued for:

19 (1) mobile cranes;

20 (2) construction equipment, machinery, and supplies;

21 (3) manufactured homes;

22 (4) implements of husbandry when the movement is not made
23 according to the provisions of paragraph (i);

24 (5) double-deck buses;

25 (6) commercial boat hauling; and

26 (7) three-vehicle combinations consisting of two empty,
27 newly manufactured trailers for cargo, horses, or livestock, not
28 to exceed 28-1/2 feet per trailer; provided, however, the permit
29 allows the vehicles to be moved from a trailer manufacturer to a
30 trailer dealer only while operating on twin-trailer routes
31 designated under section 169.81, subdivision 3, paragraph (c).

32 (e) For vehicles which have axle weights exceeding the
33 weight limitations of sections 169.822 to 169.829, an additional
34 cost added to the fees listed above. However, this paragraph
35 applies to any vehicle described in section 168.013, subdivision
36 3, paragraph (b), but only when the vehicle exceeds its gross

1 weight allowance set forth in that paragraph, and then the
 2 additional cost is for all weight, including the allowance
 3 weight, in excess of the permitted maximum axle weight. The
 4 additional cost is equal to the product of the distance traveled
 5 times the sum of the overweight axle group cost factors shown in
 6 the following chart:

7 Overweight Axle Group Cost Factors

8 Weight (pounds)	9 Cost Per Mile For Each Group Of:		
10 exceeding weight limitations on axles	11 Two consecutive axles spaced within 8 feet or less	12 Three consecutive axles spaced within 9 feet or less	13 Four consecutive axles spaced within 14 feet or less
14 0-2,000	15 .12	16 .05	17 .04
18 2,001-4,000	19 .14	20 .06	21 .05
22 4,001-6,000	23 .18	24 .07	25 .06
26 6,001-8,000	27 .21	28 .09	29 .07
30 8,001-10,000	31 .26	32 .10	33 .08
34 10,001-12,000	35 .30	36 .12	37 .09
38 12,001-14,000	39 Not permitted	40 .14	41 .11
42 14,001-16,000	43 Not permitted	44 .17	45 .12
46 16,001-18,000	47 Not permitted	48 .19	49 .15
50 18,001-20,000	51 Not permitted	52 Not permitted	53 .16
54 20,001-22,000	55 Not permitted	56 Not permitted	57 .20

24 The amounts added are rounded to the nearest cent for each axle
 25 or axle group. The additional cost does not apply to paragraph
 26 (c), clauses (1) and (3).

27 For a vehicle found to exceed the appropriate maximum permitted
 28 weight, a cost-per-mile fee of 22 cents per ton, or fraction of
 29 a ton, over the permitted maximum weight is imposed in addition
 30 to the normal permit fee. Miles must be calculated based on the
 31 distance already traveled in the state plus the distance from
 32 the point of detection to a transportation loading site or
 33 unloading site within the state or to the point of exit from the
 34 state.

35 (f) As an alternative to paragraph (e), an annual permit
 36 may be issued for overweight, or oversize and overweight,

1 construction equipment, machinery, and supplies. The fees for
2 the permit are as follows:

3 Gross Weight (pounds) of Vehicle	Annual Permit Fee
4 90,000 or less	\$200
5 90,001 - 100,000	\$300
6 100,001 - 110,000	\$400
7 110,001 - 120,000	\$500
8 120,001 - 130,000	\$600
9 130,001 - 140,000	\$700
10 140,001 - 145,000	\$800

11 If the gross weight of the vehicle is more than 145,000 pounds
12 the permit fee is determined under paragraph (e).

13 (g) For vehicles which exceed the width limitations set
14 forth in section 169.80 by more than 72 inches, an additional
15 cost equal to \$120 added to the amount in paragraph (a) when the
16 permit is issued while seasonal load restrictions pursuant to
17 section 169.87 are in effect.

18 (h) \$85 for an annual permit to be issued for a period not
19 to exceed 12 months, for refuse-compactor vehicles that carry a
20 gross weight of not more than: 22,000 pounds on a single rear
21 axle; 38,000 pounds on a tandem rear axle; or, subject to
22 section 169.828, subdivision 2, 46,000 pounds on a tridem rear
23 axle. A permit issued for up to 46,000 pounds on a tridem rear
24 axle must limit the gross vehicle weight to not more than 62,000
25 pounds.

26 (i) For vehicles exclusively transporting implements of
27 husbandry or storage sheds, an annual permit fee of \$24. A
28 vehicle operated under a permit authorized by this paragraph may
29 be moved at the discretion of the permit holder without prior
30 route approval by the commissioner if:

31 (1) the total width of the transporting vehicle, including
32 load, does not exceed 14 feet;

33 (2) the vehicle is operated only between sunrise and 30
34 minutes after sunset, and is not operated at any time after
35 12:00 noon on Sundays or holidays;

36 (3) the vehicle is not operated when visibility is impaired

1 by weather, fog, or other conditions that render persons and
2 other vehicles not clearly visible at 500 feet;

3 (4) the vehicle displays at the front and rear of the load
4 or vehicle a pair of flashing amber lights, as provided in
5 section 169.59, subdivision 4, whenever the overall width of the
6 vehicle exceeds 126 inches; and

7 (5) the vehicle is not operated on a trunk highway with a
8 surfaced roadway width of less than 24 feet unless such
9 operation is authorized by the permit.

10 A permit under this paragraph authorizes movements of the
11 permitted vehicle on an interstate highway, and movements of 75
12 miles or more on other highways.

13 (j) \$300 for a motor vehicle described in section
14 169.8261. The fee under this paragraph must be deposited as
15 follows:

16 (1) in fiscal years 2005 through 2010:

17 (i) the first \$50,000 in each fiscal year must be deposited
18 in the trunk highway fund for costs related to administering the
19 permit program and inspecting and posting bridges;

20 (ii) all remaining money in each fiscal year must be
21 deposited in a bridge inspection and signing account in the
22 special revenue fund. Money in the account is appropriated to
23 the commissioner for:

24 (A) inspection of local bridges and identification of local
25 bridges to be posted, including contracting with a consultant
26 for some or all of these functions; and

27 (B) erection of weight-posting signs on local bridges; and

28 (2) in fiscal year 2011 and subsequent years must be
29 deposited in the trunk highway fund.

30 Sec. 3. [EFFECTIVE DATE.]

31 Sections 1 and 2 are effective the day following final
32 enactment.

1 Senator moves to amend S.F. No. 729 as follows:

2 Delete everything after the enacting clause and insert:

3 "Section 1. Minnesota Statutes 2004, section 169.86,
4 subdivision 5, is amended to read:

5 Subd. 5. [FEE; PROCEEDS DEPOSITED; APPROPRIATION.] The
6 commissioner, with respect to highways under the commissioner's
7 jurisdiction, may charge a fee for each permit issued. All such
8 fees for permits issued by the commissioner of transportation
9 shall be deposited in the state treasury and credited to the
10 trunk highway fund. Except for those annual permits for which
11 the permit fees are specified elsewhere in this chapter, the
12 fees shall be:

13 (a) \$15 for each single trip permit.

14 (b) \$36 for each job permit. A job permit may be issued
15 for like loads carried on a specific route for a period not to
16 exceed two months. "Like loads" means loads of the same
17 product, weight, and dimension.

18 (c) \$60 for an annual permit to be issued for a period not
19 to exceed 12 consecutive months. Annual permits may be issued
20 for:

21 (1) motor vehicles used to alleviate a temporary crisis
22 adversely affecting the safety or well-being of the public;

23 (2) motor vehicles which travel on interstate highways and
24 carry loads authorized under subdivision 1a;

25 (3) motor vehicles operating with gross weights authorized
26 under section 169.826, subdivision 1a;

27 (4) special pulpwood vehicles described in section 169.863;

28 (5) motor vehicles bearing snowplow blades not exceeding
29 ten feet in width; and

30 (6) noncommercial transportation of a boat by the owner or
31 user of the boat.

32 (d) \$120 for an oversize annual permit to be issued for a
33 period not to exceed 12 consecutive months. Annual permits may
34 be issued for:

35 (1) mobile cranes;

36 (2) construction equipment, machinery, and supplies;

1 (3) manufactured homes and manufactured storage buildings;

2 (4) implements of husbandry when the movement is not made
3 according to the provisions of paragraph (i);

4 (5) double-deck buses;

5 (6) commercial boat hauling; and

6 (7) three-vehicle combinations consisting of two empty,
7 newly manufactured trailers for cargo, horses, or livestock, not
8 to exceed 28-1/2 feet per trailer; provided, however, the permit
9 allows the vehicles to be moved from a trailer manufacturer to a
10 trailer dealer only while operating on twin-trailer routes
11 designated under section 169.81, subdivision 3, paragraph (c).

12 (e) For vehicles which have axle weights exceeding the
13 weight limitations of sections 169.822 to 169.829, an additional
14 cost added to the fees listed above. However, this paragraph
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16 3, paragraph (b), but only when the vehicle exceeds its gross
17 weight allowance set forth in that paragraph, and then the
18 additional cost is for all weight, including the allowance
19 weight, in excess of the permitted maximum axle weight. The
20 additional cost is equal to the product of the distance traveled
21 times the sum of the overweight axle group cost factors shown in
22 the following chart:

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37 4,001-6,000	.18	.07	.06
38 6,001-8,000	.21	.09	.07
39 8,001-10,000	.26	.10	.08
40 10,001-12,000	.30	.12	.09
41 12,001-14,000	Not permitted	.14	.11
42 14,001-16,000	Not permitted	.17	.12

1	16,001-18,000	Not permitted	.19	.15
2	18,001-20,000	Not permitted	Not permitted	.16
3	20,001-22,000	Not permitted	Not permitted	.20

4 The amounts added are rounded to the nearest cent for each axle
5 or axle group. The additional cost does not apply to paragraph
6 (c), clauses (1) and (3).

7 For a vehicle found to exceed the appropriate maximum permitted
8 weight, a cost-per-mile fee of 22 cents per ton, or fraction of
9 a ton, over the permitted maximum weight is imposed in addition
10 to the normal permit fee. Miles must be calculated based on the
11 distance already traveled in the state plus the distance from
12 the point of detection to a transportation loading site or
13 unloading site within the state or to the point of exit from the
14 state.

15 (f) As an alternative to paragraph (e), an annual permit
16 may be issued for overweight, or oversize and overweight,
17 construction equipment, machinery, and supplies. The fees for
18 the permit are as follows:

19	Gross Weight (pounds) of Vehicle	Annual Permit Fee
20	90,000 or less	\$200
21	90,001 - 100,000	\$300
22	100,001 - 110,000	\$400
23	110,001 - 120,000	\$500
24	120,001 - 130,000	\$600
25	130,001 - 140,000	\$700
26	140,001 - 145,000	\$800

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28 the permit fee is determined under paragraph (e).

29 (g) For vehicles which exceed the width limitations set
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34 (h) \$85 for an annual permit to be issued for a period not
35 to exceed 12 months, for refuse-compactor vehicles that carry a
36 gross weight of not more than: 22,000 pounds on a single rear

1 axle; 38,000 pounds on a tandem rear axle; or, subject to
2 section 169.828, subdivision 2, 46,000 pounds on a tridem rear
3 axle. A permit issued for up to 46,000 pounds on a tridem rear
4 axle must limit the gross vehicle weight to not more than 62,000
5 pounds.

6 (i) For vehicles exclusively transporting implements of
7 husbandry, an annual permit fee of \$24. A vehicle operated
8 under a permit authorized by this paragraph may be moved at the
9 discretion of the permit holder without prior route approval by
10 the commissioner if:

11 (1) the total width of the transporting vehicle, including
12 load, does not exceed 14 feet;

13 (2) the vehicle is operated only between sunrise and 30
14 minutes after sunset, and is not operated at any time after
15 12:00 noon on Sundays or holidays;

16 (3) the vehicle is not operated when visibility is impaired
17 by weather, fog, or other conditions that render persons and
18 other vehicles not clearly visible at 500 feet;

19 (4) the vehicle displays at the front and rear of the load
20 or vehicle a pair of flashing amber lights, as provided in
21 section 169.59, subdivision 4, whenever the overall width of the
22 vehicle exceeds 126 inches; and

23 (5) the vehicle is not operated on a trunk highway with a
24 surfaced roadway width of less than 24 feet unless such
25 operation is authorized by the permit.

26 A permit under this paragraph authorizes movements of the
27 permitted vehicle on an interstate highway, and movements of 75
28 miles or more on other highways.

29 (j) \$300 for a motor vehicle described in section
30 169.8261. The fee under this paragraph must be deposited as
31 follows:

32 (1) in fiscal years 2005 through 2010:

33 (i) the first \$50,000 in each fiscal year must be deposited
34 in the trunk highway fund for costs related to administering the
35 permit program and inspecting and posting bridges;

36 (ii) all remaining money in each fiscal year must be

1 deposited in a bridge inspection and signing account in the
2 special revenue fund. Money in the account is appropriated to
3 the commissioner for:

4 (A) inspection of local bridges and identification of local
5 bridges to be posted, including contracting with a consultant
6 for some or all of these functions; and

7 (B) erection of weight-posting signs on local bridges; and

8 (2) in fiscal year 2011 and subsequent years must be
9 deposited in the trunk highway fund.

10 Sec. 2. [EFFECTIVE DATE.]

11 Section 1 is effective the day following final enactment."

12 Delete the title and insert:

13 "A bill for an act relating to traffic regulations;
14 authorizing issuance of annual permit for transportation of
15 oversize load consisting of manufactured storage buildings;
16 amending Minnesota Statutes 2004, section 169.86, subdivision 5."

DELIVERY INFORMATION

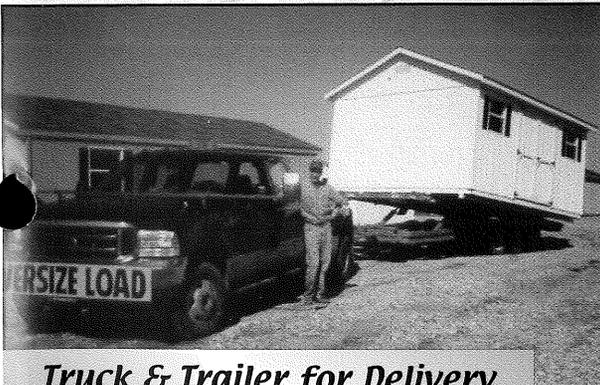
Your local dealer provides free delivery within a local delivery area. There will be an additional charge for longer distance delivery.

Customer is responsible to buy and supply blocking materials such as blocks, gravel, or concrete etc.

In most cases it works well to block building level with regular concrete blocks (see pictures).

Also, truck, trailer and building often require a good bit of room to maneuver to place the building at site selected. Please consider things such as, shrubbery, trees, power lines, septic tanks, etc.

If there are any other questions you may have concerning delivery and setup of your building, ask at your local dealer for more information.



Truck & Trailer for Delivery

Overall length 50', width from 8' to 15'.



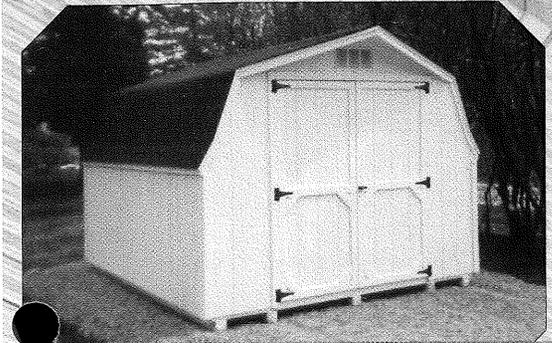
white also available

By purchasing a Quality Built "Dakota Storage Building" you make a choice that is convenient and economical to provide your storage needs.

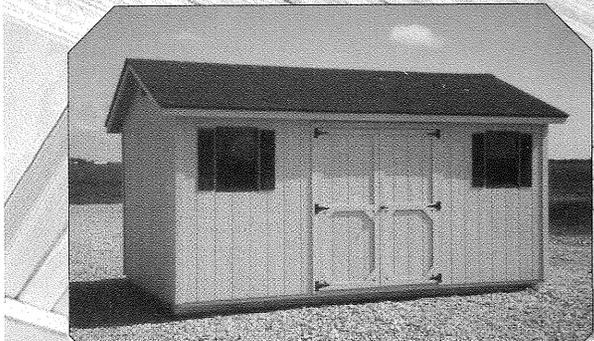
-Your Local Dealer-

DAKOTA STORAGE BUILDINGS
47809 155th Street
Milbank, SD 57252
(605) 432-6889
Fax (605) 432-9009

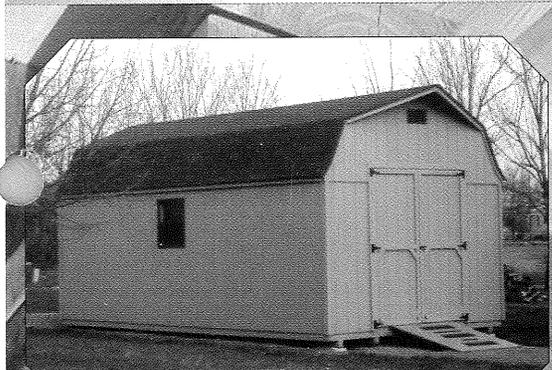
DAKOTA STORAGE BUILDINGS



10x12 Standard Barn



10x16 A-Frame w/Optional Window



12x20 Barn XH

At Dakota Storage We Do Three Styles...

...The most economical are the
Standard Barns...



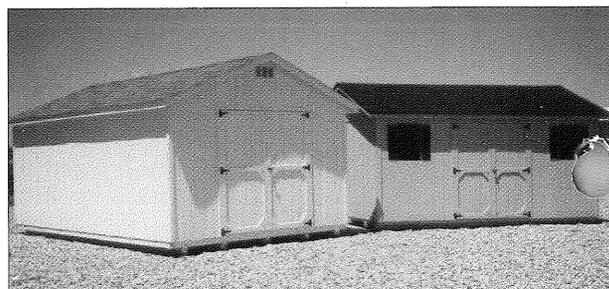
12' wide \ 8' wide \ 10' wide

...and then **Barn XH** Style...



12x24 Barn XH
10x16 Barn XH w/ Side Doors

...and **A-Frames**...



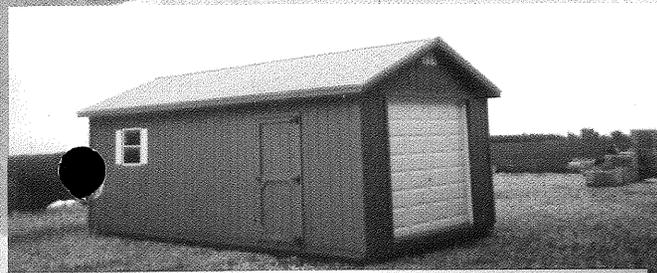
12' wide w/ End Doors
10x16 with Side Doors

They're Built Strong and Heavy!

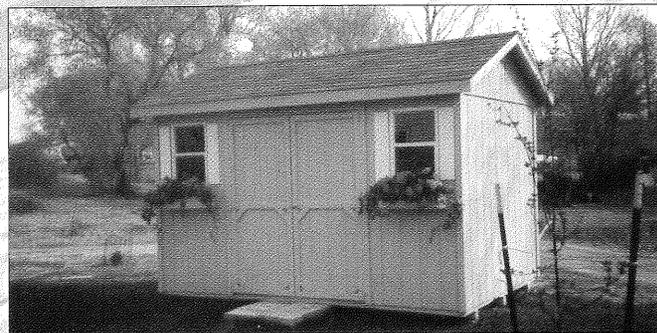
We Do Garages Too!



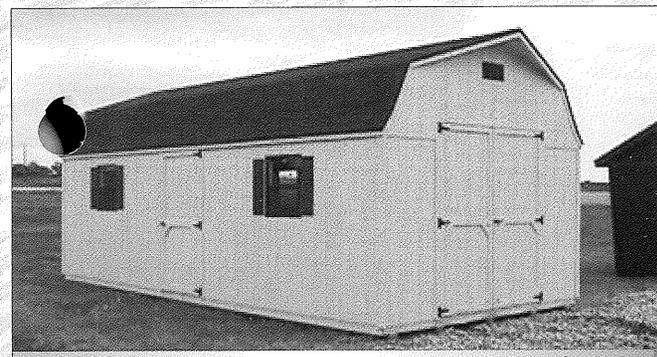
14x28 A-Frame w/ Optional Garage Door



12x24 A-Frame with Optional Garage Door



8x12 A-Frame



12x24 with Optional Single Door & Window

**"Compare
our
Quality!"**

Inside of
10' wide
standard

STANDARD FEATURES

- Base price includes: 1 set of DBL doors, 1 window and two vents
- 4x4 pressure treated skids
- 2x4 and 2x6 treated floor joice
- All Frame-work 16" oc
- 5/8 plywood flooring
- 2x4 studs
- 15/32 Duratemp fir exterior siding
- 7/16 OSB roof sheeting
- 15 year quality paint (choice of color)
- 25 year CT shingles (choice of color)

OPTIONS AVAILABLE

WINDOWS

18"x27", 24"x27"

DOORS

Single, Double

SHELVES 2' wide

LOFTS 4' wide

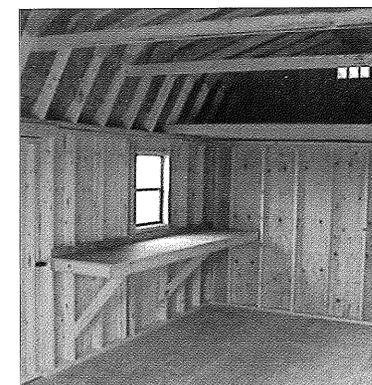
FLOOR 3/4" Plywood

GARAGE DOOR

(Single walk in door incl.)

PRICE REDUCTIONS

- Unpainted (although primed)
- No window
- No vents
- Built with OSB prepared for vinyl siding



Inside view
of 12x24
with
optional
shelf & loft

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

**S.F. No. 1090 - Duty of Driver Passing Stopped
Emergency Vehicle**

Author: Senator Sheila M. Kiscaden

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

Date: March 8, 2005

Section 1 establishes and clarifies the duty of a driver who is passing a stopped authorized emergency vehicle next to a street or highway as follows:

- On a street or highway with two lanes in the same direction, the driver must safely move the vehicle to the lane farthest from the emergency vehicle; and
- On a street or highway with more than two lanes in the same direction, the driver must safely move the vehicle to leave a full lane vacant between the driver and the stopped emergency vehicle.

Section 2 gives immediate effect to this bill.

BB/AV:rer

Senators Kiscaden, Kierlin, Senjem, Marko and Foley introduced--
S.F. No. 1090: Referred to the Committee on Transportation.

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A bill for an act

relating to traffic regulations; clarifying duty of
driver when passing parked emergency vehicle; amending
Minnesota Statutes 2004, section 169.18, subdivision
11.

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

Section 1. Minnesota Statutes 2004, section 169.18,
subdivision 11, is amended to read:

Subd. 11. [PASSING PARKED EMERGENCY VEHICLE.] (a) When
approaching and before passing an authorized emergency vehicle
that is parked or otherwise stopped on or next to a street or
highway having two or more lanes in the same direction, the
driver of a vehicle shall safely move the vehicle to a the lane
farthest away from the emergency vehicle.

(b) When approaching and before passing an authorized
emergency vehicle that is parked or otherwise stopped on or next
to a street or highway having more than two lanes in the same
direction, the driver of a vehicle shall safely move the vehicle
so as to leave a full lane vacant between the driver and any
lane in which the emergency vehicle is completely or partially
parked or otherwise stopped.

Sec. 2. [EFFECTIVE DATE.]

Section 1 is effective the day following final enactment.

1 Senator moves to amend S.F. No. 1090 as follows:

2 Page 1, line 9, after "VEHICLE" insert "; CITATION;

3 PROBABLE CAUSE"

4 Page 1, after line 21, insert:

5 "(c) A peace officer may issue a citation to the driver of
6 a motor vehicle if the peace officer has probable cause to
7 believe that the driver has operated the vehicle in violation of
8 this subdivision within the four-hour period following the
9 termination of the ~~emergency~~ incident or a receipt of a report
10 under paragraph (d). The ^{citation} ~~arrest~~ may be ^{issued} ~~made~~ even though the
11 violation was not committed in the presence of the peace officer.

12 (d) Although probable cause may be otherwise satisfied by
13 other evidentiary elements or factors, probable cause is
14 sufficient for purposes of this subdivision when the person
15 cited is operating the vehicle described by a member of the crew
16 of an authorized emergency vehicle responding to an ~~emergency~~
17 incident in a timely report of the violation of this
18 subdivision, which includes a description of the vehicle used to
19 commit the offense and the vehicle's license plate number. For
20 the purposes of issuance of a citation under paragraph (c),
21 "timely" means that the report must be made within a four-hour
22 period following the termination of the ~~emergency~~ incident."

23 Amend the title as follows:

24 Page 1, line 3, after the semicolon, insert "authorizing
25 issuance of citation within four hours after violation;"

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 757 – Authorizing Personalized Veterans License Plates

Author: Senator Sheila Kiscaden

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

Date: March 8, 2005

This bill allows personalized special veterans license plates to be issued to individuals who qualify for veterans plates under section 168.123, medal of honor recipients plates under section 168.124, or former prisoner of war plates under 168.125. The personalized special veterans license plates must be issued to a qualified applicant upon payment of a onetime \$100 fee. The registrar must designate replacement fees for personalized special veterans plates. As in existing law, no replacement fees may be charged to medal of honor recipients or former prisoners of war. If the plates are lost, stolen or destroyed, duplicate plates bearing the same combination of letters and numbers and the same design must be issued upon payment of a fee to cover the cost of replacement for personalized special veterans license plates, or without charge for medal of honor recipient plates or former prisoner of war plates.

Senators Kiscaden, McGinn, Jungbauer, Murphy and Vickerman introduced--
S.F. No. 757: Referred to the Committee on Transportation.

1

A bill for an act

2

relating to motor vehicles; authorizing personalized
veterans license plates; amending Minnesota Statutes

3

4

2004, section 168.12, subdivision 2a.

5

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

6

Section 1. Minnesota Statutes 2004, section 168.12,

7

subdivision 2a, is amended to read:

8

Subd. 2a. [PERSONALIZED PLATES; RULES.] (a) Personalized

9

license plates or, if requested for special plates issued under

10

section 168.123 for veterans, 168.124 for medal of honor

11

recipients, or 168.125 for former prisoners of war, applicable

12

personalized special veterans license plates must be issued to

13

an applicant for registration of a passenger automobile

14

including a passenger automobile registered as a classic car,

15

pioneer car, collector car, or street rod; van; pickup truck as

16

defined in section 168.011, subdivision 29, and any other truck

17

with a manufacturer's nominal rated capacity of one ton or less

18

and resembling a pickup truck; motorcycle including a classic

19

motorcycle; or self-propelled recreational vehicle, upon

20

compliance with the laws of this state relating to registration

21

of the vehicle and upon payment of a onetime fee of \$100 in

22

addition to the registration tax required by law for the

23

vehicle. The registrar shall designate a replacement fee fees

24

for personalized license plates and personalized special

25

veterans license plates issued according to section 168.123 that

1 ~~is~~ are calculated to cover the cost of replacement. ~~This-fee~~
2 These fees must be paid by the applicant whenever
3 the ~~personalized-license~~ plates are required to be replaced by
4 law. However, in accordance with sections 168.124, subdivision
5 3, and 168.125, subdivision 1b, a fee may not be charged to
6 replace personalized special veterans license plates issued
7 according to section 168.124 or 168.125. In lieu of the numbers
8 assigned as provided in subdivision 1, personalized license
9 plates and personalized special veterans license plates must
10 have imprinted on them a series of not more than seven numbers
11 and letters in any combination and, as applicable, satisfy the
12 design requirements of section 168.123, 168.124, or 168.125.
13 When an applicant has once obtained personalized license plates
14 or personalized special veterans license plates, the
15 applicant ~~shall-have~~ has a prior claim for similar personalized
16 plates in the next succeeding year as long as current
17 registration is maintained. The commissioner of public safety
18 shall adopt rules in the manner provided by chapter 14,
19 regulating the issuance and transfer of personalized license
20 plates and personalized special veterans license plates. No
21 words or combination of letters placed on ~~personalized~~
22 ~~license~~ these plates may be used for commercial advertising, be
23 of an obscene, indecent, or immoral nature, or be of a nature
24 that would offend public morals or decency. The call signals or
25 letters of a radio or television station are not commercial
26 advertising for the purposes of this subdivision.

27 (b) Notwithstanding the provisions of subdivision 1,
28 personalized license plates and personalized special veterans
29 license plates issued under this subdivision may be transferred
30 to another motor vehicle described in paragraph (a) and owned or
31 jointly owned by the applicant, upon the payment of a fee of \$5,
32 which must be paid into the state treasury and credited to the
33 highway user tax distribution fund. The registrar may by rule
34 provide a form for notification. A personalized license
35 plate or personalized special veterans license plate issued for
36 a classic car, pioneer car, collector car, street rod, or

1 classic motorcycle may not be transferred to a vehicle not
2 eligible for such a license plate.

3 (c) Notwithstanding any law to the contrary, if the
4 ~~personalized-license~~ plates are lost, stolen, or destroyed, the
5 applicant may apply and shall receive duplicate license plates
6 bearing the same combination of letters and numbers and the same
7 design as:

8 (1) the former personalized license plates or personalized
9 special veterans license plates issued according to section
10 168.123, upon the payment of the fee required by section 168.29;
11 or

12 (2) the former personalized special veterans license plates
13 issued according to section 168.124 or 168.125, without charge.

14 (d) Fees from the sale of permanent and duplicate
15 personalized ~~license~~ plates must be paid into the state treasury
16 and credited to the highway user tax distribution fund.

Fiscal Note – 2005-06 Session

Bill #: S0757-0 Complete Date: 02/23/05

Chief Author: KISCADEN, SHEILA

Title: VETS PERSONALIZED SP MV LIC PLATES

Fiscal Impact	Yes	No
State	X	
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
Highway Users Tax Distribution Fund		22	2	1	1
Less Agency Can Absorb					
-- No Impact --					
Net Expenditures					
Highway Users Tax Distribution Fund		22	2	1	1
Revenues					
Highway Users Tax Distribution Fund		13	13	5	5
Net Cost <Savings>					
Highway Users Tax Distribution Fund		9	(11)	(4)	(4)
Total Cost <Savings> to the State		9	(11)	(4)	(4)

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalents					
-- No Impact --					
Total FTE					

Bill Description

A bill for an act relating to motor vehicles; authorizing personalized veterans license plates; amending Minnesota Statutes 2004, section 168.12, subdivision 2a.

Assumptions

- As the design takes up 2 spaces, personalized veteran plates would be limited to 5 characters for passenger and pickup trucks and 4 characters for RV's or any other plate requiring a weight sticker. Medal of Honor plates are silk screened with a design that encompasses the entire plate and are unable to be personalized.
- Assume the effective date of fall 2005.
- Assume sales of personalized veteran plates would be consistent with percentage of personalized plates sold in relation to the current passenger fleet. 1.5% of the current fleet displays personalized plates.
- There are 16,770 veteran plates in the current fleet that would qualify for personalized plates which grows approximately 1% each year. Assume it would take two years to reach the 1.5% mark and would increase by 0.3% each following year.

Estimated	Sales	Total in Fleet
FY06 0.75%	127	127
FY07 0.75%	127	254
FY08 0.3%	51	305
FY09 0.3%	51	356

- The total price for MINNCOR to produce plates and the cost for the decal is \$9.35 (\$8.10 and \$1.25) through FY07 and assumes cost to remain constant. However, DVS anticipates a price increase for the new contract.
- All plates issued would require total mailing and handling cost of \$2.49 (\$1.98 and \$0.51) assumes postal rates remain constant. However, the United States Postal Service has indicated a rate increase for calendar year 2006.
- DVS also assumes a one time programming cost of \$20,000 if implemented in the fall of 2005. DVS will be on the new information system in the fall of 2005.

Expenditure and/or Revenue Formula

Start-up cost: programming cost of \$20,000 (est.) fall 2005.

FY06: 127 @ \$9.35 + \$2.49 = \$1,503.68.

FY07: 127 @ \$9.35 + \$2.49 = \$1,503.68.

FY08: 51 @ \$9.35 + \$2.49 = \$ 603.84.

FY09: 51 @ \$9.35 + \$2.49 = \$ 603.84.

Revenue from plate fee (\$100.00): FY06 \$12,700; FY07 \$12,700; FY08 \$5,100; FY09 \$5,100.

Long-Term Fiscal Considerations

The "P" character is desired by many veterans to personalize the plates with their unit number. This would however require program changes to the DVS system and Criminal Justice Information System (CJIS). A change in Minnesota Rule 7403 would be required if not addressed in statute. If more specialized plates are personalized, there would be a need for additional staff.

Local Government Costs

N/A

References/Sources

Agency Contact Name: Bob Cheney 651 297-5835

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 931 – Specifying That Disabled American Veterans Are Eligible for Special Veteran Service Group License Plates

Author: Senator Michele Bachmann

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

Date: March 8, 2005

This bill specifies that members of Disabled American Veterans are included in the existing section of law authorizing special license plates for members of veterans service groups.

**Senators Bachmann, Nienow, Murphy, Vickerman and Wiger introduced--
S.F. No. 931: Referred to the Committee on Transportation.**

1 A bill for an act

2 relating to motor vehicles; specifying that members of
3 Disabled American Veterans are eligible for special
4 veterans service group license plates; amending
5 Minnesota Statutes 2004, section 168.1235, subdivision
6 1.

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

8 Section 1. Minnesota Statutes 2004, section 168.1235,
9 subdivision 1, is amended to read:

10 Subdivision 1. [GENERAL REQUIREMENTS; FEES.] (a) On
11 payment of a fee of \$10 for each set of two license plates,
12 payment of the registration tax required by law, and compliance
13 with other laws relating to the registration and licensing of a
14 passenger automobile, pickup truck, van, or self-propelled
15 recreational vehicle, as applicable, the registrar shall issue a
16 special license plate sticker for each plate to an applicant who
17 is a member of a congressionally chartered veterans service
18 organization, including Disabled American Veterans, and is an
19 owner or joint owner of a passenger automobile, pickup truck,
20 van, or self-propelled recreational vehicle.

21 (b) The additional fee of \$10 is payable at the time of
22 initial application for the special license plate stickers and
23 when the license plates must be replaced or renewed. An
24 applicant must not be issued more than two sets of special
25 license plate stickers for vehicles listed in paragraph (a) and
26 owned or jointly owned by the applicant.

1 (c) The commissioner of veterans affairs shall determine
2 what documentation is required by each applicant to show that
3 the applicant is a member of a congressionally chartered
4 veterans service organization and is entitled to the special
5 license plate stickers.

1 moves to amend S. F. No. 931, as follows:
 2 Delete everything after the enacting clause and insert:
 3 "Section 1. [168.1251] [DISABLED VETERANS OF AMERICA
 4 PLATES.]

5 Subdivision 1. [ISSUANCE AND DESIGN.] The registrar of
 6 motor vehicles shall issue special license plates bearing the
 7 inscription "DISABLED AMERICAN VETERAN" to an applicant who is
 8 certified in writing by the United States Department of Veterans
 9 Affairs or the state commissioner of veterans affairs as having
 10 a permanent and total service-connected disability, who complies
 11 with all laws relating to the registration and licensing of
 12 motor vehicles and drivers, and who pays a fee of \$10 for each
 13 set of license plates applied for. The special license plates
 14 must be of a design and size determined by the registrar.

15 Subd. 2. [APPLICATION.] Application for issuance of these
 16 plates may be made only at the time of renewal or first
 17 application for registration.

18 Subd. 3. [TRANSFER.] On payment of a fee of \$5, special
 19 plates issued under this section may be transferred to another
 20 personal motor vehicle owned or jointly owned by the disabled
 21 veteran upon notification to the registrar of motor vehicles.

22 Subd. 4. [MOTOR VEHICLE; SPECIAL DEFINITION.] For purposes
 23 of this section, "motor vehicle" means a vehicle for personal
 24 use, not used for commercial purposes, and may include a

1 passenger automobile, van, pickup truck, motorcycle, or
2 recreational vehicle.

3 Subd. 5. [FEES CREDITED.] Fees paid under this section
4 must be credited to the highway user tax distribution fund.

5 Sec. 2. Minnesota Statutes 2004, section 168.1293,
6 subdivision 5, is amended to read:

7 Subd. 5. [DISCONTINUANCE OF PLATE.] (a) The department
8 shall discontinue the issuance or renewal of any special license
9 plate if (1) fewer than 1,000 sets of those plates are currently
10 registered at the end of the first six years during which the
11 plates are available, or (2) fewer than 1,000 sets of those
12 plates are currently registered at the end of any subsequent
13 two-year period following the first six years of availability.

14 (b) The department may discontinue the issuance or renewal
15 of any special license plate, and distribution of any
16 contributions resulting from that plate, if the department
17 determines that (1) the fund or requester receiving the
18 contributions no longer exists, (2) the requester has stopped
19 providing services that are authorized to be funded from the
20 contribution proceeds, (3) the requester has requested
21 discontinuance, or (4) contributions have been used in violation
22 of subdivision 6.

23 (c) Nothing in this subdivision applies to license plates
24 issued under section 168.123, 168.124, 168.125, 168.1251, or
25 168.1255."

26 Amend the title accordingly

Fiscal Note – 2005-06 Session

Bill #: S0931-0 **Complete Date:** 03/04/05

Chief Author: BACHMANN, MICHELE

Title: VETS SVCS GROUPS ELIG; SP LIC PLATES

Fiscal Impact	Yes	No
State	X	
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
Highway Users Tax Distribution Fund		1			
Less Agency Can Absorb					
– No Impact –					
Net Expenditures					
Highway Users Tax Distribution Fund		1			
Revenues					
– No Impact –					
Net Cost <Savings>					
Highway Users Tax Distribution Fund		1			
Total Cost <Savings> to the State		1			

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalents					
– No Impact –					
Total FTE					

Bill Description

Specifying that members of Disabled American Veterans are eligible for special veteran service group license plates.

Assumptions

- Assume plates would be available for passenger vehicles; pick-up trucks; vans and self propelled RV's.
- Assume plates would not be available for recreational trailers.
- Assumes the effective date is July 1, 2005.
- Assume plates would consist of a decal on our current generic plate.
- Assumes the sales are similar to the VFW and American Legion plates.

Estimated	Sales	Total in Fleet
FY06 (6 months)	20	20
FY07	25	45
FY08	20	65
FY09	20	85

- The total price for MINNCOR to produce plates is \$5.10 through FY07 and assumes cost to remain constant. However, DVS anticipates a price increase for the new contract.
- All plates issued would require a total cost for mailing and handling of \$2.49 (\$1.98 and \$0.51) and assumes postal rates remain constant. However, the United States Postal Service has indicated a rate increase for calendar year 2006.
- Assumes an initial order of 500 sets of decals at a cost of \$1.25 each set for a total cost of \$625.00.

Expenditure and/or Revenue Formula

Start-up cost: 500 sets of decals @ \$1.25 = \$625.00.

FY06: 20 @ \$7.59 (\$5.10 + \$2.49) = \$151.80; FY07: 25 @ \$7.59 = \$189.75; FY08: 20 @ \$7.59 = \$151.80; FY09: 20 @ \$8.84 = \$151.80.

Revenue for plate fee (\$10.00): FY06 \$200; FY07 \$250; FY08 \$200; FY09 \$200.

Long-Term Fiscal Considerations

Local Government Costs

References/Sources

Agency Contact Name: Bob Cheney 651 297-5835
FN Coord Signature: FRANK AHRENS
Date: 03/04/05 Phone: 296-9484

EBO Comments

I have reviewed this Fiscal Note for accuracy and content.

EBO Signature: NORMAN FOSTER
Date: 03/04/05 Phone: 215-0594

From: Bis Oracle <ora8bis@slik.finance.state.mn.us>
To: <amy.vennewitz@senate.mn>, <fifnts@exchange.finance.state.mn.us>, <john.walz@house.mn>, <kevin.matzek@house.mn>, <margaret.dannenberg@house.mn>, <rep.jim.knoblach@house.mn>, <rep.ron.erhardt@house.mn>, <sen.michele.bachmann@senate.mn>
Date: Fri, Mar 4, 2005 11:15 AM
Subject: Completed Fiscal Note for S0931-0

Click on the hyperlink below to open the PDF file of the Completed Fiscal Note for S0931-0.

Bill Nbr : S0931-0
Title : VETS SVCS GROUPS ELIG; SP LIC PLATES
Author : BACHMANN, MICHELE
Request Committee : TRANSPORTATION POLICY
Committee Chair : ERHARDT, RON
Requester : AMY VENNEWITZ

You can find the Completed Fiscal Note at:

http://www.finance.state.mn.us/bis/bbs/bis_reports/bisfnts/S0931_0.pdf

(Please do NOT reply to this message. If you have any questions, contact FNTS support at 651-215-0488 (option 7))

Fiscal Note – 2005-06 Session

Bill #: S0931-0 **Complete Date:** 03/04/05

Chief Author: BACHMANN, MICHELE

Title: VETS SVCS GROUPS ELIG; SP LIC PLATES

Fiscal Impact	Yes	No
State	X	
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
Highway Users Tax Distribution Fund		1			
Less Agency Can Absorb					
-- No Impact --					
Net Expenditures					
Highway Users Tax Distribution Fund		1			
Revenues					
-- No Impact --					
Net Cost <Savings>					
Highway Users Tax Distribution Fund		1			
Total Cost <Savings> to the State		1			

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalent					
-- No Impact --					
Total FTE					

Bill Description

Specifying that members of Disabled American Veterans are eligible for special veteran service group license plates.

Assumptions

- Assume plates would be available for passenger vehicles; pick-up trucks; vans and self propelled RV's.
- Assume plates would not be available for recreational trailers.
- Assumes the effective date is July 1, 2005.
- Assume plates would consist of a decal on our current generic plate.
- Assumes the sales are similar to the VFW and American Legion plates.

Estimated	Sales	Total in Fleet
FY06 (6 months)	20	20
FY07	25	45
FY08	20	65
FY09	20	85

- The total price for MINNCOR to produce plates is \$5.10 through FY07 and assumes cost to remain constant. However, DVS anticipates a price increase for the new contract.
- All plates issued would require a total cost for mailing and handling of \$2.49 (\$1.98 and \$0.51) and assumes postal rates remain constant. However, the United States Postal Service has indicated a rate increase for calendar year 2006.
- Assumes an initial order of 500 sets of decals at a cost of \$1.25 each set for a total cost of \$625.00.

Expenditure and/or Revenue Formula

Start-up cost: 500 sets of decals @ \$1.25 = \$625.00.

FY06: 20 @ \$7.59 (\$5.10 + \$2.49) = \$151.80; FY07: 25 @ \$7.59 = \$189.75; FY08: 20 @ \$7.59 = \$151.80;

FY09: 20 @ \$8.84 = \$151.80.

Revenue for plate fee (\$10.00): FY06 \$200; FY07 \$250; FY08 \$200; FY09 \$200.

Long-Term Fiscal Considerations

Local Government Costs

References/Sources

Agency Contact Name: Bob Cheney 651 297-5835
FN Coord Signature: FRANK AHRENS
Date: 03/04/05 Phone: 296-9484

EBO Comments

I have reviewed this Fiscal Note for accuracy and content.

EBO Signature: NORMAN FOSTER
Date: 03/04/05 Phone: 215-0594

Disabled American Veterans

Chapter #2

1133 Rankin Street
St. Paul, MN 55116-3141



C
A

March 17, 2004

Disabled American Veterans
Department of Minnesota, Incorporated
State Veterans Service Building
St. Paul, Minnesota 55155

Subj: REQUEST FOR APPROVAL AND ADOPTION OF RESOLUTION

- Via: (1) Department Adjutant, Minnesota Disabled American Veterans
(2) Department Judge Advocate, Minnesota Disabled American Veterans
(3) National Judge Advocate, Disabled American Veterans, National

RESOLVED, by Chapter #2 of the Disabled American Veterans (DAV), St. Paul, Department of Minnesota in a regular meeting of this Chapter's general membership assembled in the Rosetown American Legion, Roseville, Minnesota on March 8, 2004, *that* this Chapter sponsor and strongly support the adoption of a recommendation to have the State of Minnesota, with the approval and endorsement of the Department of Minnesota Disabled American Veterans, the National Department of the Disabled American Veterans (a congressionally chartered veterans service organization), the Commissioner of the State of Minnesota Department of Veterans Affairs and the United States Department of Veterans (if applicable), introduce and pass legislation that would allow for the creation of and issuance of a special automobile license plate for disabled American veterans who are members in good standing with the Disabled American Veterans organization.

WHEREAS, The Disabled American Veterans is an organization of disabled American veterans who have dedicated themselves to the service of this country while serving in a branch of the Armed Forces, during a time of conflict as recognized by the National Organization, and now, who continuously dedicate themselves to the service of the community, state and nation; and

WHEREAS, This service is performed through the Disabled American Veterans various programs and causes; and

WHEREAS, Each and every disabled veteran, be it any man or woman, who was wounded, gassed, injured or disabled in the line of duty during time of war, while in the service of either the military or naval forces of the United States of America, and who has not been dishonorably discharged or separated from such service (as verified and confirmed by the appropriate branch of military service, or the Commissioner of the State of Minnesota Department of Veterans Affairs, or the United States Department of Veterans Affairs), or, who may continue to be on active-duty/service in the armed forces of the United States of America, is eligible for membership in the Disabled American Veterans, or others, who are disabled while serving with

any of the armed forces of any nations associated with the United States of America as official allies during any of its war periods as designated by the National DAV Organization, who are American citizens and who are honorably discharged, now, therefore be it

RESOLVED by the St. Paul Chapter of the Disabled American Veterans, that this recommendation be approved, adopted and forwarded through the appropriate organizational chain of command, and ultimately approved by the Minnesota legislative process, for the purpose of introducing and passing legislation that is similarly consistent in content, scope, language and intent with similar legislation currently in effect under Minnesota Statutes Chapter 168 § 168.1235 for special plates issued to members in good standing with the Veterans of Foreign Wars (VFW) and the American Legion.

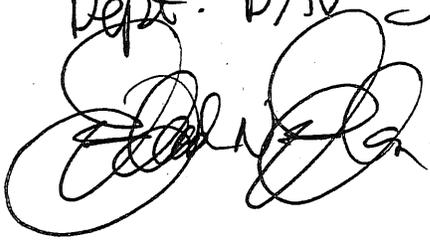
Point of contact regarding this request is Chapter Commander Pete Buie at 651-488-6869 or Chapter Adjutant Edmund Erdos 651-408-2287.

Respectfully submitted,

Peter Buie, Chapter #2 Commander

Edmund Erdos, Chapter #2 Adjutant

ENE:ene

*Approved unanimously
Dept. DAV Spring Convention - 2004*


DAV **DISABLED AMERICAN VETERANS**
Building Better Lives for America's Disabled Veterans

November 22, 2004

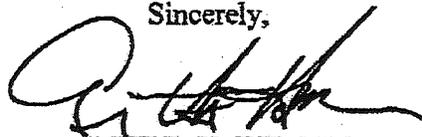
Mr. Dean Ascheman, Adjutant
Department of Minnesota
Disabled American Veterans
20 West 12th Street, 3rd Floor
St. Paul, MN 55155

Dear Mr. Ascheman:

This is to advise the DAV Department of Minnesota and any other interested party, including the State of Minnesota Commissioner of Veterans Affairs, that the Disabled American Veterans National Organization hereby approves and authorizes the issuance of a special Minnesota vehicle license plate and/or license plate sticker, utilizing the name of "Disabled American Veterans," and/or the emblem, logo, symbols or initials thereof.

This is to further authorize any member of the Minnesota State Legislature to prepare and introduce any necessary legislation to implement the issuance of any such special vehicle license plate and/or license plate sticker.

Sincerely,



ARTHUR H. WILSON
National Adjutant

AHW/rsa

EX MORE

Minnesota

D

A

V

000 000

DISABLED AMERICAN VETERAN

10,000 lakes

*All NUMBERING + LETTERING TO BE PERMANENTLY
STAMPED INTO PLATE.*



Disabled American Veterans

DEPARTMENT OF MINNESOTA, INC.

STATE VETERANS SERVICE BUILDING, ST. PAUL, MINNESOTA 55155

(651) 291-1212

FAX (651) 291-0115

January 19, 2005

Representative Ray Vandever
MN House of Representatives
529 State Office Building
St. Paul, MN 55155

Dear Sir;

Acting on behalf of the Disabled American veterans (DAV) and one of our Chapters, St. Paul Chapter 2, who recently requested you to sponsor, before the legislature, a bill (HF 34) authorizing the production of Disabled American Veterans license plates for MN. The prototype of the plate he attached had the DAV logo in the form of an emblem. After further review and feedback, and the fact our parent organization is using more and more, DAV as their logo or brand, we would like to have the plate design using DAV instead (see attached).

As a champion for our cause and the cause of other veterans, we thank you for all that you do for the veterans. Again, we thank you for championing HF 34 as well!

If any questions, feel free to contact me at 651-291-1212 or at adjutant@davmn.org

Serving Veterans of MN,

A handwritten signature in cursive script that reads "Dean Aschman".

Dean Aschman, State Adjutant
MN Disabled American Veterans

cc: Charlie Makidon

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 950 – Allowing Special Veterans License Plates on Certain One-Ton Trucks

Author: Senator Sean Nienow

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

Date: March 8, 2005

This bill allows special veterans license plates to be issued to one-ton trucks resembling pickup trucks and which do not meet the definition of commercial motor vehicle under section 169.01, subdivision 75.

Senators Nienow, Day, Vickerman and Hann introduced--
S.F. No. 950: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to motor vehicles; allowing special veterans
3 license plates to be displayed on certain one-ton
4 trucks; making clarifying changes; amending Minnesota
5 Statutes 2004, section 168.123, subdivisions 1, 4.

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

7 Section 1. Minnesota Statutes 2004, section 168.123,
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERAL REQUIREMENTS; FEES.] (a) On
10 payment of a fee of \$10 for each set of two plates, or for a
11 single plate in the case of a motorcycle plate, payment of the
12 registration tax required by law, and compliance with other laws
13 relating to the registration and licensing of a passenger
14 automobile, pickup truck, one-ton truck described in clause (1),
15 van, self-propelled recreational equipment, or motorcycle, as
16 applicable, the registrar shall issue:

17 (1) special license plates to an applicant who served in
18 the active military service in a branch of the armed forces of
19 the United States or of a nation or society allied with the
20 United States in conducting a foreign war, was discharged under
21 honorable conditions, and is an owner or joint owner of a
22 passenger automobile, pickup truck, van, or self-propelled
23 recreational equipment, or truck resembling a pickup truck and
24 having a manufacturer's nominal rated capacity of one ton, but
25 which is not a commercial motor vehicle as defined in section

1 169.01, subdivision 75; or

2 (2) a special motorcycle license plate as described in
3 subdivision 2, paragraph (a), or another special license plate
4 designed by the commissioner of public safety to an applicant
5 who is a Vietnam veteran who served after July 1, 1961, and
6 before July 1, 1978, and who served in the active military
7 service in a branch of the armed forces of the United States in
8 conducting a foreign war, was discharged under honorable
9 conditions, and is an owner or joint owner of a motorcycle.
10 Plates issued under this clause must be the same size as
11 standard motorcycle license plates.

12 (b) The additional fee of \$10 is payable for each set of
13 plates, is payable only when the plates are issued, and is not
14 payable in a year in which tabs or stickers are issued instead
15 of number plates. An applicant must not be issued plates for
16 ~~more than two sets-of-plates-for~~ vehicles listed in paragraph
17 (a) and owned or jointly owned by the applicant.

18 (c) The veteran shall have a certified copy of the
19 veteran's discharge papers, indicating character of discharge,
20 at the time of application. If an applicant served in the
21 active military service in a branch of the armed forces of a
22 nation or society allied with the United States in conducting a
23 foreign war and is unable to obtain a record of that service and
24 discharge status, the commissioner of veterans affairs may
25 certify the applicant as qualified for the veterans' license
26 plates provided under this section.

27 Sec. 2. Minnesota Statutes 2004, section 168.123,
28 subdivision 4, is amended to read:

29 Subd. 4. [PLATES TRANSFER.] (a) On payment of a fee of \$5,
30 plates issued under subdivision 1, paragraph (a), clause (1),
31 may be transferred to another vehicle, but only if the vehicle:

32 (1) is a passenger automobile, pickup truck, van, or
33 self-propelled recreational equipment, or one-ton truck
34 described in subdivision 1, paragraph (a), clause (1); and

35 (2) is owned or jointly owned by the person to whom the
36 plates were issued.

1 (b) On payment of a fee of \$5, a plate issued under
2 subdivision 1, paragraph (a), clause (2), may be transferred to
3 another motorcycle owned or jointly owned by the person to whom
4 the plate was issued.

Fiscal Note – 2005-06 Session

Bill #: S0950-0 **Complete Date:** 03/04/05

Chief Author: NIENOW, SEAN

Title: SP VETS MV LICENSE PLATE DISPLAY

Fiscal Impact	Yes	No
State	X	
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
Highway Users Tax Distribution Fund		3	1	1	1
Less Agency Can Absorb					
– No Impact –					
Net Expenditures					
Highway Users Tax Distribution Fund		3	1	1	1
Revenues					
Highway Users Tax Distribution Fund		1	1	1	1
Net Cost <Savings>					
Highway Users Tax Distribution Fund		2	0	0	0
Total Cost <Savings> to the State		2	0	0	0

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalents					
– No Impact –					
Total FTE					

Bill Description

Allowing special veterans motor vehicle license plates to be displayed on certain one-ton trucks.

Assumptions

- Assumes the effective date is July 1, 2005.
- Assume plates would consist of a decal on our current generic plate.
- Assumes the sales are similar to Firefighter plates for one-ton vehicles.

Estimated	Sales	Total in Fleet
FY06 (6 months)	85	85
FY07	144	229
FY08	118	347
FY09	118	465

- The total price for MINNCOR to produce plates and the cost for a set of decals is \$6.35 (\$5.10 and \$1.25) through FY07 and assumes cost to remain constant. However, DVS anticipates a price increase for the new contract.
- All plates issued would require a total cost for mailing and handling of \$2.49 (\$1.98 and \$0.51) and assumes postal rates remain constant. However, the United States Postal Service has indicated a rate increase for calendar year 2006.
- Programming cost of \$2,000.

Expenditure and/or Revenue Formula

Start-up cost: Programming of \$2,000

FY06: 85 @ \$8.84 (\$6.35 + \$2.49) = 751.40; FY07: 144 @ \$8.84 = \$1,272.96; FY08: 118 @ \$8.84 = \$1,043.12; FY09: 118 @ \$8.84 = \$1,043.12.

Revenue from plate fee (\$10.00): FY06 \$850; FY07 \$1,440; FY08 \$1,180; FY09 \$1,180.

Long-Term Fiscal Considerations

Local Government Costs

N/A

References/Sources

Agency Contact Name: Bob Cheney 651 297-5838
FN Coord Signature: FRANK AHRENS
Date: 03/03/05 Phone: 296-9484

EBO Comments

I have reviewed this Fiscal Note for accuracy and content.

EBO Signature: NORMAN FOSTER
Date: 03/04/05 Phone: 215-0594

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 605 – Authorizing Special Veterans License Plates for Veterans of Global War on Terrorism

Author: Senator Michael Jungbauer

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

Date: March 8, 2005

This bill creates new categories of special veterans license plates for veterans who are recipients of the Global War on Terrorism Expeditionary medal. The plate must be inscribed with a facsimile of the medal and, if the veteran served in Operation Iraqi Freedom, the plate must bear the inscription "Iraq War Vet;" if the veteran served in Operation Enduring Freedom the plate must bear the inscription "Afgan War Vet;" and, if the veteran served in any other theater of operations, the plates must bear the inscription "GWOT."

The bill also creates a new category of special veterans license plates for recipients of the Global War on Terrorism Service medal. Plates for recipients of this medal must be inscribed with "GWOT Vet Service." Any member of the National Guard or other military reserves who has been ordered to federally funded state active service under United State Code, title 32, and who is a recipient of the Global War on Terrorism Service Medal is eligible for this license plate, regardless of whether the person qualifies as a veteran under section 197.447 (definition of veteran).

Senators Jungbauer, Koering, McGinn, Rosen and Murphy introduced--
S.F. No. 605: Referred to the Committee on Transportation.

1 A bill for an act
2 relating to veterans; authorizing license plates for
3 veterans of global war on terrorism; amending
4 Minnesota Statutes 2004, section 168.123, subdivisions
5 1, 2.

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

7 Section 1. Minnesota Statutes 2004, section 168.123,
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERAL REQUIREMENTS; FEES.] (a) On
10 payment of a fee of \$10 for each set of two plates, or for a
11 single plate in the case of a motorcycle plate, payment of the
12 registration tax required by law, and compliance with other laws
13 relating to the registration and licensing of a passenger
14 automobile, pickup truck, van, self-propelled recreational
15 equipment, or motorcycle, as applicable, the registrar shall
16 issue:

17 (1) special license plates to an applicant who served in
18 the active military service in a branch of the armed forces of
19 the United States or of a nation or society allied with the
20 United States in conducting a foreign war, was discharged under
21 honorable conditions, and is an owner or joint owner of a
22 passenger automobile, pickup truck, van, or self-propelled
23 recreational equipment; or

24 (2) a special motorcycle license plate as described in
25 subdivision 2, paragraph (a), (h), or (i), or another special

1 license plate designed by the commissioner of public safety to
2 an applicant who is ~~a-Vietnam-veteran-who-served-after-July-17~~
3 ~~19617-and-before-July-17-19787-and-who-served-in-the-active~~
4 ~~military-service-in-a-branch-of-the-armed-forces-of-the-United~~
5 ~~States-in-conducting-a-foreign-war7-was-discharged-under~~
6 ~~honorable-conditions7-and-is~~ an owner or joint owner of a
7 motorcycle and meets the criteria listed in this paragraph and
8 in subdivision 2, paragraph (a), (h), or (i). Plates issued
9 under this clause must be the same size as standard motorcycle
10 license plates.

11 (b) The additional fee of \$10 is payable for each set of
12 plates, is payable only when the plates are issued, and is not
13 payable in a year in which tabs or stickers are issued instead
14 of number plates. An applicant must not be issued ~~more-than-two~~
15 sets-of plates for more than two vehicles listed in paragraph (a)
16 and owned or jointly owned by the applicant.

17 (c) The veteran ~~shall~~ must have a certified copy of the
18 veteran's discharge papers, indicating character of discharge,
19 at the time of application. If an applicant served in the
20 active military service in a branch of the armed forces of a
21 nation or society allied with the United States in conducting a
22 foreign war and is unable to obtain a record of that service and
23 discharge status, the commissioner of veterans affairs may
24 certify the applicant as qualified for the veterans' license
25 plates provided under this section.

26 Sec. 2. Minnesota Statutes 2004, section 168.123,
27 subdivision 2, is amended to read:

28 Subd. 2. [DESIGN.] The commissioner of veterans affairs
29 shall design the special plates, subject to the approval of the
30 registrar, that satisfy the following requirements:

31 (a) For a Vietnam veteran who served after July 1, 1961,
32 and before July 1, 1978, the special plates must bear the
33 inscription "VIETNAM VET" and the letters "V" and "V" with the
34 first letter directly above the second letter and both letters
35 just preceding the first numeral of the special license plate
36 number.

1 (b) For a veteran stationed on the island of Oahu, Hawaii,
2 or offshore, during the attack on Pearl Harbor on December 7,
3 1941, the special plates must bear the inscription "PEARL HARBOR
4 SURVIVOR" and the letters "P" and "H" with the first letter
5 directly above the second letter and both letters just preceding
6 the first numeral of the special license plate number.

7 (c) For a veteran who served during World War I or World
8 War II, the special plates must bear the inscription "WORLD WAR
9 VET" and:

10 (1) for a World War I veteran, the characters "W" and "I"
11 with the first character directly above the second character and
12 both characters just preceding the first numeral of the special
13 license plate number; or

14 (2) for a World War II veteran, the characters "W" and "II"
15 with the first character directly above the second character and
16 both characters just preceding the first numeral of the special
17 license plate number.

18 (d) For a veteran who served during the Korean Conflict,
19 the special plates must bear the inscription "KOREAN VET" and
20 the letters "K" and "V" with the first letter directly above the
21 second letter and both letters just preceding the first numeral
22 of the special license plate number.

23 (e) For a combat wounded veteran who is a recipient of the
24 purple heart medal, the special plates must bear the inscription
25 "COMBAT WOUNDED VET" and inscribed with a facsimile of the
26 official purple heart medal and the letters "C" over "W" with
27 the first letter directly over the second letter just preceding
28 the first numeral of the special license plate number.

29 (f) For a Persian Gulf war veteran, the special plates must
30 bear the inscription "GULF WAR VET" and the letters "G" and "W"
31 with the first letter directly above the second letter and both
32 letters just preceding the first numeral of the special license
33 plate number. For the purposes of this section, "Persian Gulf
34 war veteran" means a person who served on active duty after
35 August 1, 1990, in a branch of the armed forces of the United
36 States or United Nations during Operation Desert Shield,

1 Operation Desert Storm, or other military operation in the
2 Persian Gulf area combat zone as designated in United States
3 Presidential Executive Order No. 12744, dated January 21, 1991.

4 (g) For a veteran who served in the Laos War after July 1,
5 1961, and before July 1, 1978, the special plates must bear the
6 inscription "LAOS WAR VET" and the letters "L" and "V" with the
7 first letter directly above the second letter and both letters
8 just preceding the first numeral of the special license plate
9 number.

10 (h) For a veteran who is the recipient of the Global War on
11 Terrorism Expeditionary Medal, the special plates must be
12 inscribed with a facsimile of that medal and:

13 (1) if the veteran served in Operation Iraqi Freedom, the
14 special plates must bear the inscription "IRAQ WAR VET" directly
15 below the special license plate number;

16 (2) if the veteran served in Operation Enduring Freedom,
17 the special plates must bear the inscription "AFGHAN WAR VET"
18 directly below the special license plate number; or

19 (3) if the veteran served in any other theater of
20 operations, the special plates must bear the inscription "GWOT
21 VETERAN directly below the special license plate number.

22 (i) For a veteran who is the recipient of the Global War on
23 Terrorism Service Medal, the special plates must be inscribed
24 with a facsimile of that medal and must bear the inscription
25 "GWOT VET SERVICE" directly below the special license plate
26 number. In addition, any member of the National Guard or other
27 military reserves who has been ordered to federally funded state
28 active service under United States Code, title 32, as defined in
29 section 190.05, subdivision 5b, and who is the recipient of the
30 Global War on Terrorism Service Medal, is eligible for the
31 license plate described in this paragraph, irrespective of
32 whether that person qualifies as a veteran under section 197.447.

33 Sec. 3. [EFFECTIVE DATE.]

34 Sections 1 and 2 are effective the day following final
35 enactment.

Fiscal Note – 2005-06 Session

Bill #: S0605-0 **Complete Date:** 02/23/05

Chief Author: JUNGBAUER, MICHAEL

Title: MV LIC PLATES; WAR ON TERRORISM VETS

Fiscal Impact	Yes	No
State	X	
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
Highway Users Tax Distribution Fund		13	3	3	3
Less Agency Can Absorb					
- No Impact -					
Net Expenditures					
Highway Users Tax Distribution Fund		13	3	3	3
Revenues					
Highway Users Tax Distribution Fund		6	3	3	3
Net Cost <Savings>					
Highway Users Tax Distribution Fund		7	0	0	0
Total Cost <Savings> to the State		7	0	0	0

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalents					
- No Impact -					
Total FTE					

Bill Description

A bill for an act relating to veterans; authorizing license plates for veterans of global war on terrorism; amending statutes 2004, section 168.123, subd. 1, 2.

Assumptions

- Assumes the plates would be issued on generic special plates with corresponding decals.
- Assume an implementation date is July 1, 2005 and approximately three months would be needed for the designing the plate decals, establishing an inventory and distribution system. Inventory would require 3 different sets of decals (Iraqi Vet; Afghan Vet, GWOT Vet) and 3 metal dies for stamping motorcycle plates.
- Assume the marketing of the "GWOT" is similar to current Veteran plates.
- Assumes the sales and number of eligible persons of "GWOT" is similar to other Veteran series plates:

Estimated	Sales	Total in Fleet
FY06	600	600
FY07	300	900
FY08	300	1,200
FY09	300	1,500

- The total price for MINNCOR to produce plates and the cost for a decal is \$6.35 (\$5.10 and \$1.25) through FY07 and assumes cost to remain constant. However, DVS anticipates a price increase for the new contract.
- All plates issued would require total mailing and handling cost of \$2.49 (\$1.98 and \$0.51) and assumes postal rates remain constant. However, the United States Postal Service has indicated a rate increase for calendar year 2006.
- DVS also assumes a one time programming cost of \$5,000.00.

Expenditure and/or Revenue Formula

Start-up cost: 3 metal dies @ \$425.00 = \$1,275.00; 1,500 pairs of Decals (3 Medal designs and titles) @ \$1.25 = \$1,875.00; programming cost of \$5,000 for a total start up cost of \$8,150.

FY06: 600 @ \$6.35 + \$2.49 = \$5,304.00

FY07: 300 @ \$6.35 + \$2.49 = \$2,652.00

FY08: 300 @ \$6.35 + \$2.49 = \$2,652.00

FY09: 300 @ \$6.35 + \$2.49 = \$2,652.00

Revenue from plate fee (\$10.00): FY06 \$6,000.00; FY07 \$3,000; FY08 \$3,000; FY09 \$3,000.

Long-Term Fiscal Considerations

Costs are on-going.

Local Government Costs

N/A

References/Sources

Agency Contact Name: Bob Cheney 651 297-5835

FN Coord Signature: FRANK AHRENS

Date: 02/23/05 Phone: 296-9484

EBO Comments

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 198 - Prohibiting Department of Public Safety From Giving Written Driver's License Exam in Language Other Than English

Author: Senator Mady Reiter

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

Date: March 8, 2005

Section 1 prohibits the Commissioner of Public Safety from giving the driver's license examination in a language other than English.

Section 2 repeals the part of Minnesota Rules that prescribes the circumstances under which a foreign language interpreter may be used to facilitate a driving examination.

BB/AV:rer

Senators Reiter and Jungbauer introduced--

S.F. No. 198: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to drivers' licenses; prohibiting Department
3 of Public Safety from giving written examination for a
4 driver's license in any language but English; making
5 clarifying changes; amending Minnesota Statutes 2004,
6 section 171.13, subdivision 1; repealing Minnesota
7 Rules, part 7410.4740, item A.

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

9 Section 1. Minnesota Statutes 2004, section 171.13,
10 subdivision 1, is amended to read:

11 Subdivision 1. [EXAMINATION SUBJECTS TESTED AND LOCATIONS;
12 ENGLISH REQUIREMENT; PROVISIONS FOR COLOR BLINDNESS, DISABLED
13 VETERANS.] (a) Except as otherwise provided in this section, the
14 commissioner shall examine each applicant for a driver's license
15 by such agency as the commissioner directs. The commissioner
16 may not give the examination in any language other than English.

17 (b) This examination must include a test of the applicant's
18 eyesight; ability to read and understand highway signs
19 regulating, warning, and directing traffic; knowledge of traffic
20 laws; knowledge of the effects of alcohol and drugs on a
21 driver's ability to operate a motor vehicle safely and legally,
22 and of the legal penalties and financial consequences resulting
23 from violations of laws prohibiting the operation of a motor
24 vehicle while under the influence of alcohol or drugs; knowledge
25 of railroad grade crossing safety; knowledge of slow-moving
26 vehicle safety; knowledge of traffic laws related to

1 bicycles; ~~an and~~ actual demonstration-of ability to demonstrate
2 the exercise of ordinary and reasonable control in the operation
3 of a motor vehicle~~,-and~~. This examination must include other
4 physical and mental examinations as the commissioner finds
5 necessary to determine the applicant's fitness to operate a
6 motor vehicle safely upon the highways~~,-provided,-further~~.

7 (c) However, no-driver's-license the commissioner shall be
8 denied not deny an applicant a driver's license on the exclusive
9 grounds that the applicant's eyesight is deficient in color
10 perception. ~~Provided,-however,-that~~

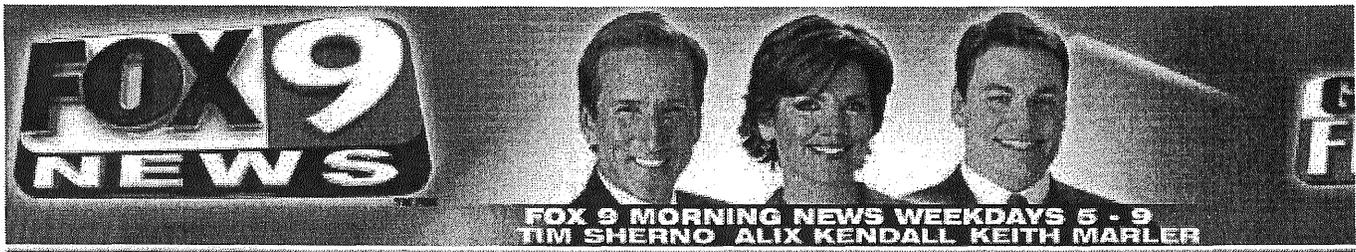
11 (d) War veterans operating motor vehicles especially
12 equipped for handicapped persons, shall, if otherwise entitled
13 to a driver's license, must be granted ~~such~~ the license.

14 (e) The commissioner shall make provision for giving these
15 examinations either in the county where the applicant resides or
16 at a place adjacent thereto reasonably convenient to the
17 applicant.

18 Sec. 2. [REPEALER; REVISOR INSTRUCTION.]

19 Minnesota Rules, part 7410.4740, item A, is repealed.

20 The revisor of statutes shall delete that provision from
21 the next publication of Minnesota Rules and make other style and
22 form changes necessitated by its deletion, including correcting
23 or deleting any relevant cross-references to Minnesota Rules,
24 part 7410.4740.



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Homeland Insecurity

You can open a lot of doors with a driver's license. Board an airplane, start a bank account, and of course, drive a license is proof you're legitimate. And ever since nine eleven that proof has never been more important. A government issued driver's license is the kind of legitimate identification a terrorist would want.... to avoid suspicion. But with all the changes in homeland security you'd think it would be extremely difficult to fool the government into handing out id's to people who shouldn't get them. Well, think again. The fox 9 investigators have spent the past 8 months uncovering a secret system. A back door that makes it easy for anyone with the right connections to get a driver's license. A real license, not a fake. The one identification card that can open a lot of doors. In this story you're going to meet several people who don't want you to see their faces...or hear their real voices. Each one is an immigrant starting a new life in minnesota. Some fear there will be serious consequences if their identities are revealed. We've been able to confirm their stories through other sources, and by following a paper trail of government documents. It's a trail that led us from the twin Cities...to the rocky mountains...for an encounter with... We'll have more on this person in a moment. A minneapolis man who desperately wanted to get a license so he could drive to work, but every time he took the behind the wheel test in minnesota he failed. Then he heard how he could get a license without taking a test. All he needed was cash. So one night last year he hopped into a car with some other people who also wanted a license.... and drove them from the twin cities out west. They traveled all night, and 12 hours later arrived in denver, Colorado where they met another man on the street after paying 300 dollars and says he was brought to this driving school. In colorado the state allows commercial schools to give both the written and behind the wheel tests. But the man says he took neither. Instead he was given papers which made it look like he passed the tests. He says he was then driven to this state run licensing office in suburban Denver where he handed in the test papers, had his picture taken and was given a real colorado driver's license on the spot. They loaded up the car and drove right back to minnesota. Sources, and government records indicate a woman went to the same driving school in Denver. She got a colorado license and six days later used it as identification to get a minnesota license. She doesn't speak or read english. We are told she got her Minnesota license before she even knew how to drive a car. This man says the secret system...Is no secret among various immigrant communities in minnesota. He says he knows of many people who've obtained licenses this way. They buy licenses he says, because its too hard for them to pass the Minnesota driving test. Tom Maertens. who is a counter terrorism expert who worked for the Clifton and bush administrations, and now lives in Mankato says our investigation raises concerns for homeland security. Maertens says terrorist sleeper cells are suspected of operating in 40 states, including minnesota. They are known to concentrate within large ethnic communities. He says if the secret system we've uncovered is well known in those communities and that it is probably well known to terrorists. The loophole we found starts in colorado. Even though these documents point to this denver driving

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school as being an integral part of the scheme the owner denies any involvement. The fox 9 investigators found the school has a history of trouble. Last summer the state of colorado stopped it from giving driving tests. The reason: Missing forms and sloppy record keeping. They couldn't verify that people who were recorded as having completed tests actually took them. But this march, the state allowed the school to start testing again. During our investigation we discovered another problem which threatens the integrity of the licensing process in minnesota. Remember that woman who we told you first got a colorado license and then days later used it to get a minnesota one? She doesn't speak or read english and didn't know how to drive. Yet she managed to pass a knowledge test that's required of anyone who wants a minnesota license. How'd she do it? We're told she got help. Sources tell us that for a fee, there are people who will help applicants cheat on the test. How's this possible? Well, minnesota allows the use of interpreters on the written test. The state has no restrictions on who can be an interpreter. You can bring anyone, a cousins friend to read the test to you in your native tongue. And while state officials tell us they carefully monitor those tests we found evidence that cheating goes on. We are told by people from a number of immigrant communities that interpreters who will help cheat on the knowledge test ...Are readily available for hire. This man has never received any kind of driver's ed. He can't speak or read english. But he has a learners permit thanks to an interpreter who read him the questions and gave him the answers. Because some of these immigrants don't know any better they think its all right to drive with just a permit and no training. We interviewed an interpreter. She admits she's helped people cheat on the written test. She denies doing it for money. Last year more than 2000 people in minnesota used an interpreter while taking the knowledge test. They were allowed to use whomever they wanted. Why doesn't minnesota require applicants to use only state approved interpreters to reduce the potential for cheating? We wish we could tell you how many people are driving around with licenses or permits they shouldn't have. But the state has prevented us from getting information that would allow us to track that number. The department of public safety won't release the data because it says it's doing it's own investigation.

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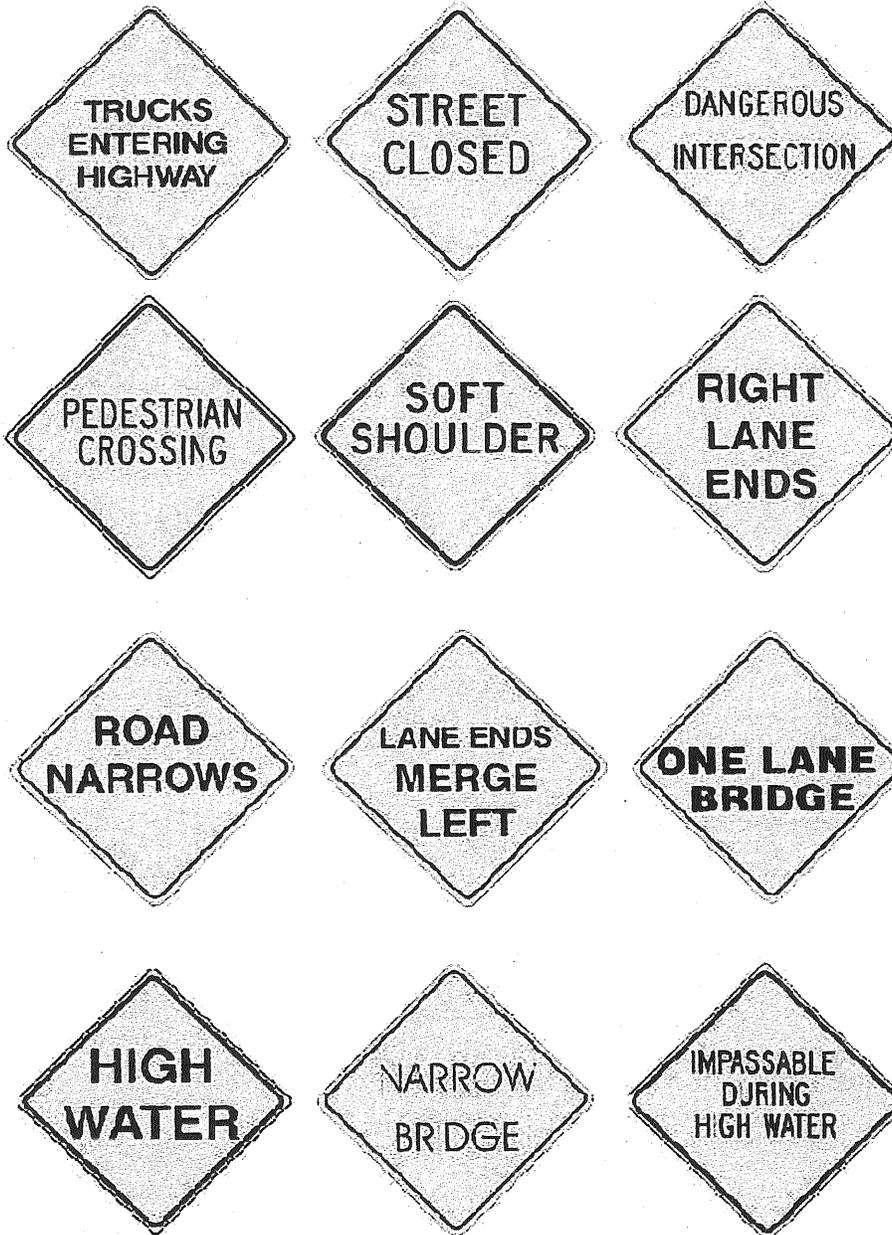
ProEnglish Backgrounder

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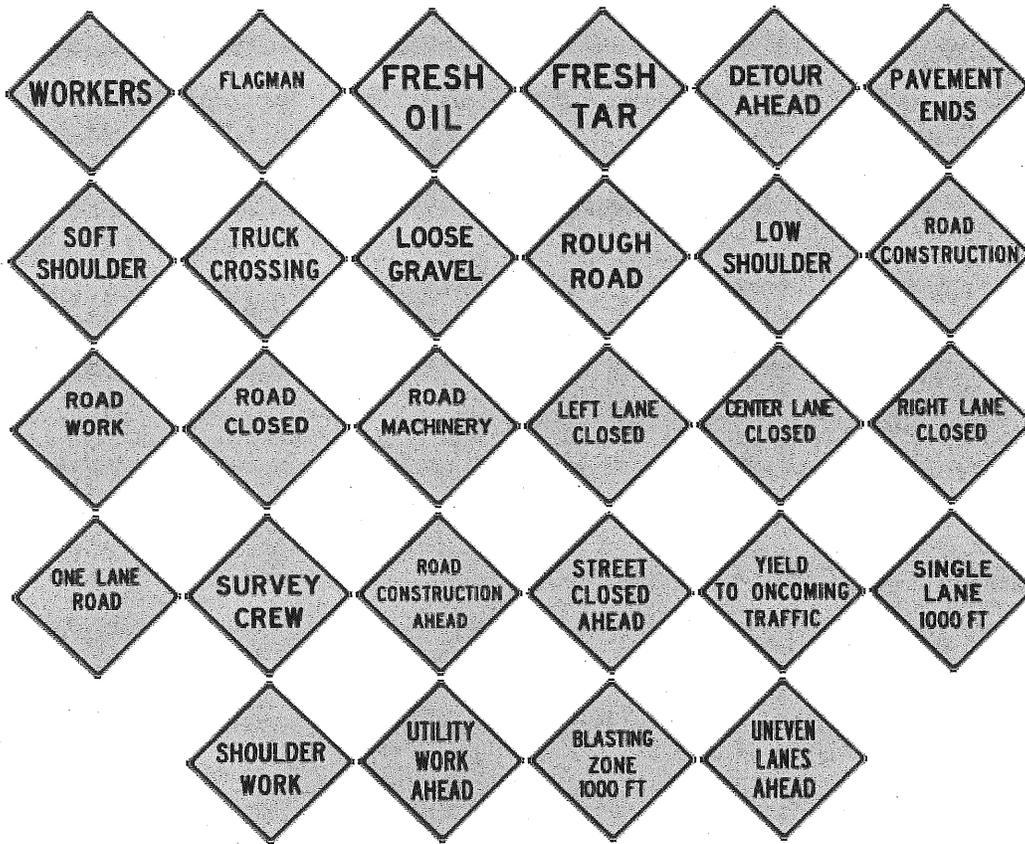
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Would You Know What to Do If You Couldn't Speak English?

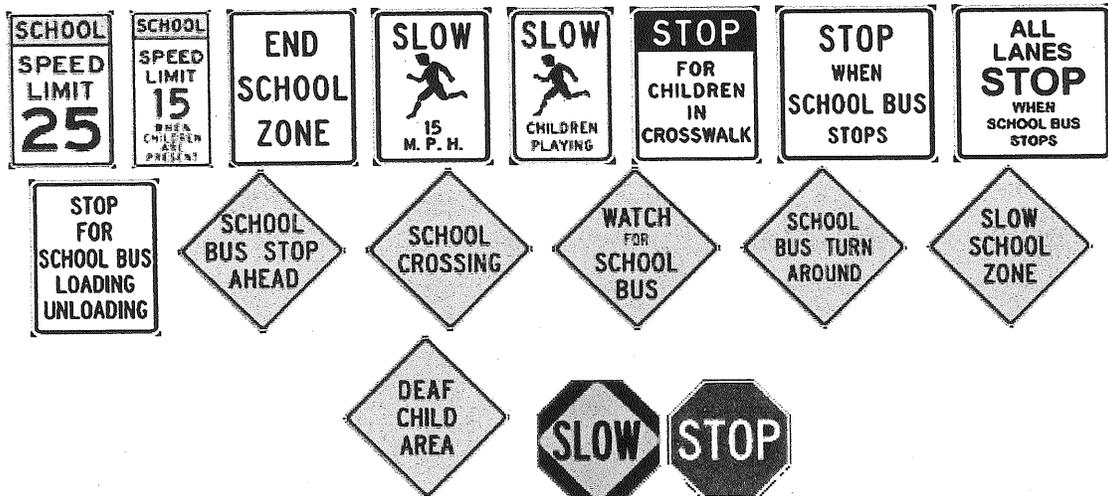
Why Issuing Driver's Licenses to People Who Can't Speak English is a Threat to Public Safety



Construction Signs



School Signs



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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 1017 - Deactivation of 100 Ramp Meters

Author: Senator Dick Day

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

Date: March 8, 2005

Section 1 directs the Commissioner of Transportation to identify the 100 access ramp meters in the seven-county metropolitan area that are the least effective in controlling traffic congestion, and to deactivate them by August 1, 2005. At that time, any money appropriated for the operation and support of these meters cancels. Section 1 takes immediate effect.

BB/AV:rer

Senator Day introduced--

S.F. No. 1017: Referred to the Committee on Transportation.

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A bill for an act

relating to transportation; requiring deactivation of
100 access ramp meters in metropolitan area.

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

Section 1. [RAMP METERS DEACTIVATED.]

(a) Based on the "Twin Cities Ramp Meter Evaluation,"

published pursuant to Laws 2000, chapter 479, article 1, section
8, on pertinent camera-surveillance observations of the Traffic
Management Center, and on other traffic management evaluations
and findings of the Department of Transportation, the
commissioner of transportation shall deactivate, by August 1,
2005, the 100 access ramp meters in the seven-county
metropolitan area found by the commissioner to be the least
effective or beneficial in cost and time for controlling traffic
congestion.

(b) On August 1, 2005, any money appropriated for the
operation and support of those 100 meters cancels to the fund
from which appropriated.

[EFFECTIVE DATE.] This section is effective the day
following final enactment.

1 Senator moves to amend S.F. No. 1017 as follows:

2 Page 1, line 12, delete "in the seven-county"

3 Page 1, line 13, delete "metropolitan area" and insert "on

4 or within the Marked Interstate Highway 694/Marked Interstate

5 Highway 494 beltway"

Chaudhary oral amendment

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

**S.F. No. 594 - Restricting Differential Between Maximum
And Minimum Speed Limits**

Author: Senator Mike McGinn

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

Date: March 8, 2005

Section 1 provides that on controlled-access highways, the differential between maximum and minimum speed limits cannot exceed ten miles per hour.

BB/AV:rer

1 Senator moves to amend S.F. No. 594 as follows:

2 Page 1, line 15, delete "controlled-access" and insert
3 "interstate"

4 Page 1, line 17, delete "ten" and insert "15"

5 Page 1, line 17, before the period, insert ", except in
6 designated truck lanes where a lower minimum may be needed to
7 accommodate long grades"

8 Amend the title as follows:

9 Page 1, line 4, delete "controlled-access" and insert
10 "interstate"



600 W Travelers Trail
Burnsville, MN 55337-2518
(952) 707-4200
FAX (952) 707-4220

(F)

www.aaa.com

March 8, 2005

Dear Senate Transportation Committee members:

As part of the largest Automobile Association in the world, AAA Minnesota/Iowa understands that traffic congestion and traffic safety are significant problems facing all Minnesotans.

Sixty-two percent of our members believe more lanes are needed to enhance our transportation infrastructure, but we know the financial constraints the legislature faces when looking for new or greater sources of funding. Therefore, it is important to the most efficient use of the roadways we already have in place as one mechanism to decrease traffic congestion. So, to improve traffic flow, we believe it is necessary to increase the uniformity of speeds being driven by all types of vehicles.

Not only is traffic efficiency a problem, but traffic safety is as well. On a recent survey, eighty-five percent of our members said speeding was a serious safety problem. Additionally, seventy-five percent said driving too slow is a serious safety problem. So, to improve traffic safety, we also believe it is necessary to increase the uniformity of speeds being driven by all types of vehicles.

On behalf of AAA Minnesota/Iowa, we support S.F. 594 as a means of accomplishing both needs: reducing traffic congestion and increasing traffic safety. We hope you will support Senator McGinn's efforts in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Ogden', written over a circular stamp.

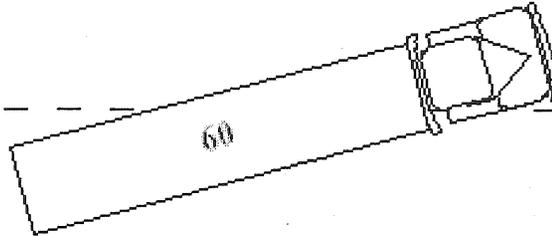
Jeff Ogden
President & Chief Operating Officer

#1

← WEST



102 FPS

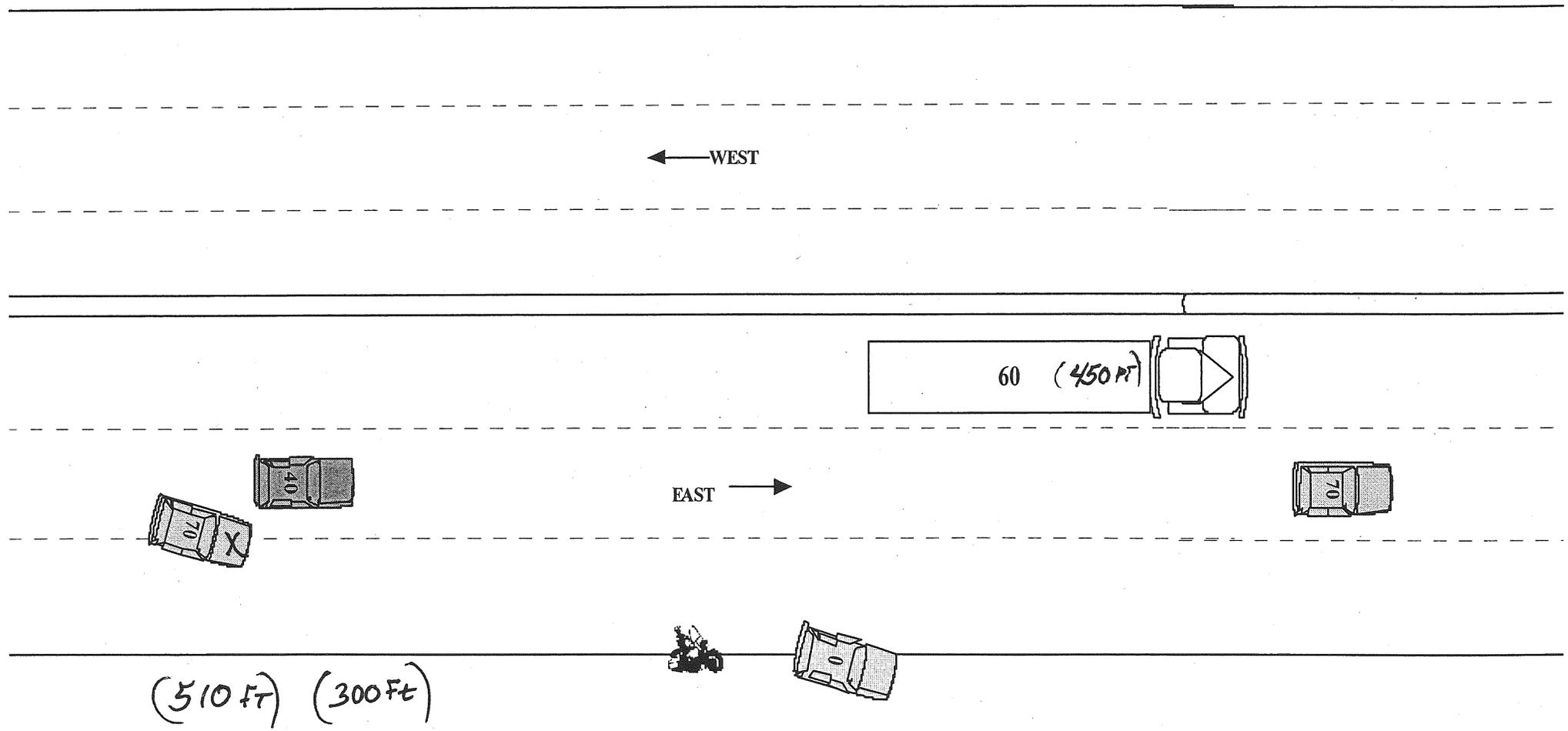


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EAST



58.6 FPS

II 2 at 5 seconds



Safety Analysis of Florida Rural Interstate Freeway Travel in Relation to the 40 MPH Minimum Speed Regulation

By Renatus Mussa¹, P.E., and Victor Muchuruza², E.I.

Abstract: The relevance of posting the 40 MPH minimum speed limit signs on rural Interstate freeways in Florida is analyzed by correlating safety and traffic operating characteristics. Analysis of the lower end of speed distribution showed that only 0.14 and 1.3 percent of the vehicles were traveling with speeds below 40 and 55 mph, respectively. However, a 4-year data of reported crashes showed that the percentage of total crashes involving vehicles with speeds less than 40 and 55 mph were 9 and 17.6 percent, respectively. The overrepresentation of the slow moving vehicles in the total number of reported crashes raises concerns for the safety implications which could result in the aftermath of raising the minimum speed or scrapping the posting practice as 25 other States do. Further research results indicated that the 15th percentile speed on these freeways sections was 60 mph. It is noteworthy that it has been suggested in the literature that the 15th percentile speed should be used as a guide in setting the minimum speed limit on freeways. Further analysis showed that the 10-mph speed range with the most crashes was 60 to 70 mph while the speed data collected in the field showed that the 10-mph pace on these freeways was 69 to 79 mph. The paper further reports on Poisson regression modeling conducted to determine the influence of various speed attributes on crashes occurring on rural Interstate freeways in Florida.

¹ Associate Professor, FAMU-FSU College of Engineering, 2525 Pottsdamer Street, Room 129, Tallahassee, FL 32310. E-mail: mussa@eng.fsu.edu.

² Graduate Student, FAMU-FSU College of Engineering, 2525 Pottsdamer Street, Room 129, Tallahassee, FL 32310.

Key words: safety modeling, freeway operations, speed limit, regression analysis

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G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
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Senate

State of Minnesota

S.F. No. 422 – Reallocating Fees to Motorcycle Safety Fund

Author: Senator Julianne Ortman

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

Date: March 8, 2005

This bill reallocates existing fees for duplicate driver's licenses obtained for the purpose of adding a motorcycle endorsement. Under current law, \$11 of the total \$18.50 for the first duplicate license and \$7 of the total \$13 for each renewal is credited as follows: the first \$750,000 to the motorcycle safety fund and any amount above \$750,000, 90% to the trunk highway fund and 10% to the general fund. This bill will eliminate the amount allocated to the trunk highway fund, resulting in an allocation of the first \$750,000 to the motorcycle safety fund, and 10% of any amount above \$750,000 allocated 10% to the general fund.

Senator Ortman introduced--

S.F. No. 422: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to drivers' licenses; reallocating fees to
3 motorcycle safety fund and removing funding cap;
4 amending Minnesota Statutes 2004, section 171.06,
5 subdivision 2a.

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

7 Section 1. Minnesota Statutes 2004, section 171.06,
8 subdivision 2a, is amended to read:

9 Subd. 2a. [TWO-WHEELED VEHICLE ENDORSEMENT FEE INCREASED.]

10 (a) The fee for any duplicate driver's license which-is obtained
11 for the purpose of adding a two-wheeled vehicle endorsement is
12 increased by \$18.50 for each first such duplicate license and
13 \$13 for each renewal thereof. The additional fee ~~shall~~ must be
14 paid into the state treasury and credited as follows:

15 (1) \$11 of the additional fee for each first duplicate
16 license, and \$7 of the additional fee for each renewal, must be
17 credited to the motorcycle safety fund, which is hereby created;
18 provided that any ten percent of fee receipts in excess of
19 \$750,000 in a fiscal year ~~shall~~ must be credited ~~90-percent-to~~
20 ~~the-trunk-highway-fund-and-ten-percent~~ to the general fund, ~~as~~
21 ~~provided-in-section-171-26.~~

22 (2) The remainder of the additional fee must be credited to
23 the general fund.

24 (b) All application forms prepared by the commissioner for
25 two-wheeled vehicle endorsements ~~shall~~ must clearly state the

11/09/04

[REVISOR] RR/CA 05-0416

- 1 amount of the total fee that is dedicated to the motorcycle
- 2 safety fund.

Fiscal Note – 2005-06 Session

Bill #: S0422-0 **Complete Date:** 02/08/05

Chief Author: ORTMAN, JULIANE

Title: REALLOCATE FEES MOTORCYCLE FUND

Fiscal Impact	Yes	No
State		X
Local		X
Fee/Departmental Earnings	X	
Tax Revenue		X

Agency Name: Public Safety Dept

This table reflects fiscal impact to state government. Local government impact is reflected in the narrative only.

Dollars (in thousands)	FY05	FY06	FY07	FY08	FY09
Expenditures					
– No Impact –					
Less Agency Can Absorb					
– No Impact –					
Net Expenditures					
– No Impact –					
Revenues					
Misc Special Revenue Fund		100	100	100	100
Trunk Highway Fund		(100)	(100)	(100)	(100)
Net Cost <Savings>					
Misc Special Revenue Fund		(100)	(100)	(100)	(100)
Trunk Highway Fund		100	100	100	100
Total Cost <Savings> to the State					

	FY05	FY06	FY07	FY08	FY09
Full Time Equivalents					
– No Impact –					
Total FTE					

Bill Description

Reallocate fees to motorcycle safety fund and removing fund cap.

Fees collected on two-wheeled vehicle endorsement are credited to the motorcycle safety fund. Ten percent (10%) of fee receipts in excess of \$750,000 in a fiscal year is credited to the general fund.

Assumptions

Assume there will be 100,000 motorcycle endorsements with revenue of approximately \$861,000.

Expenditure and/or Revenue Formula

FY06: \$861,000

Deposits undercurrent law:		Deposits under change:	
FY06	\$750,000	Special Revenue	\$849,900
	\$ 11,100	General Fund	\$ 11,100
	\$ 99,900	Trunk Highway Fund	\$ 0

Long-Term Fiscal Considerations

Local Government Costs

N/A

References/Sources

Agency Contact Name: Vicki Albu 651 296-2097
FN Coord Signature: FRANK AHRENS
Date: 02/08/05 Phone: 296-9484

EBO Comments

I have reviewed this Fiscal Note for accuracy and content.

EBO Signature: NORMAN FOSTER
Date: 02/08/05 Phone: 215-0594

6



Driver and Vehicle Services

445 Minnesota Street • Saint Paul, Minnesota 55101
Phone: 651.296.6911 • Fax: 651.296.2224 • TTY: 651.282.6555
www.dps.state.mn.us

March 4, 2005

TO: Senator Steve Murphy, Chair
Senator Julianne Ortman
Senate Transportation Committee Members

FROM: Pat McCormack, Director *Pat McCormack*
Driver and Vehicle Services

SUBJECT: Fee Comparison

As requested by Senator Ortman, Driver and Vehicle Services has attached charts comparing the title fees, registration taxes, and driver's license fees from all fifty states for the committee's review and consideration.

The charts also include notes providing additional information on the fee or the tax.

Please feel free to call me should you have any questions at (651) 296-2097.

Alcohol and Gambling Enforcement

ARMER/911 Program

Bureau of Criminal Apprehension

Driver and Vehicle Services

Homeland Security and Emergency Management

Minnesota State Patrol

Office of Communications

Office of Justice Programs

Office of Traffic Safety

State Fire Marshal and Pipeline Safety

Driver's License Fee Comparison Among the States

State	# of Years	2003 Renewal Cost	2004 Renewal Cost	Notes
Alabama	4	\$15.00	\$15.00	
Alaska	5	\$20.00	\$20.00	
Arizona	5	\$25.00	\$25.00	for ages 16-39; for 40-44 - \$20.00; for 45-49 - \$15.00; for 50 plus - \$10.00
Arkansas	4	\$20.00	\$20.00	
California	5	\$15.00	\$24.00	
Colorado	5	\$15.00	\$15.00	
Connecticut	4	\$35.50	\$35.50	
Delaware	5	\$12.50	\$12.50	
District of Columbia	4	\$20.00	5 years - \$39.00	with test \$39.00
Florida	6	\$20.00	\$20.00	
Georgia	4	\$15.00	\$15.00	
Hawaii	4	\$9.00 in Honolulu, \$12.00 in Hawaii, \$6.00 in Kauai, \$10.50 in Maui		
Idaho	4	\$24.50	\$24.50	
Illinois	4	\$10.00	\$10.00	
Indiana	4	\$10.00	\$10.00	
Iowa	5	\$20.00	\$20.00	
Kansas	6	\$12.00	\$12.00	
Kentucky	4	\$8.00	\$8.00	photo fee - \$2.00; exam fee - \$3.00
Louisiana	4	\$12.50	\$12.50	plus \$8.00 handling fee and any local fee (not to exceed \$3.00)
Maine	6	\$30.00	\$30.00	
Maryland	5	\$20.00	\$30.00	with test \$45.00
Massachusetts	5	\$20.00	\$40.00	Exam \$20.00
Michigan	4	\$13.00	\$18.00	
Minnesota	4	\$18.50	\$18.50	
Mississippi	4	\$13.00	\$13.00	
Missouri	3	\$7.50	\$10.00	
Montana	8	\$32.00	\$32.00	
Nebraska	5	\$23.75	\$23.75	
Nevada	4	\$21.75	\$21.75	
New Hampshire	4	Not available	\$50.00	
New Jersey	4	\$18.00	\$24.00	
New Mexico	4	\$15.00	\$15.00	
New York	8	\$45.00	\$45.00	
North Carolina	4	\$10.00	\$10.00	
North Dakota	4	Not available	\$10.00	written test - \$5.00; road test - \$10.00
Ohio	4	\$11.75	\$11.75	(\$6.00 plus \$1.00 vision screening, plus \$3.25 deputy fee plus \$1.50 laminating
Oklahoma	4	\$19.00	\$21.50	Testing fee \$4.00
Oregon	4	\$17.25	\$17.25	Original fee \$54.50
Pennsylvania	4	\$24.00	\$26.00	
Rhode Island	5	\$30.00	\$30.00	
South Carolina	5	\$12.50	\$12.50	
South Dakota	5	\$8.00	\$8.00	
Tennessee	4	\$15.00	\$15.00	
Texas	6	Not available	\$24.00	Exam \$10.00
Utah	4	\$15.00	\$15.00	
Vermont	4	\$20.00	\$30.00	plus \$5.00 photo fee
Virginia	5	\$2.40/year (license expires year when age is evenly divisible by 5)		
Washington	4	\$25.00	\$25.00	Testing fee \$10.00
West Virginia	5	\$13.00	\$13.00	
Wisconsin	8	\$24.00	\$24.00	Testing fee \$15.00
Wyoming	4	\$20.00	\$20.00	

Please Note: Fees in red note that a fee change occurred between 2003 and 2004.

Title and Registration Fee Comparison			
STATE	TITLE FEE	EXPEDITED TITLE	REGISTRATION TAX Most states do no list separate filing fees for the collection of registration tax
Alabama	\$15.00		\$23.00
Alaska	\$5.00		\$68.00
Arizona	\$4.00		\$8.00 plus \$4.00/year per \$100.00 of assessed value and model year
Arkansas	\$1.00 + \$5 appl fee		\$17.00 to \$25.00 based on GVW
California	\$15.00		\$31.00
Colorado	\$9.50	\$25.00	Based on GVW
Connecticut	\$25.00		\$70.00/2 yrs
Delaware	\$15.00		\$20.00
DC	\$26.00		\$97.00 to \$140.00 based on Mfr's shipping weight
Florida	\$29.25		\$27.60 to \$45.60 based on weight
Georgia	\$18.00	Add'l \$10 walk-in	\$20.00
Hawaii	Varies by County		\$20.00 Also assessed state vehicle wgt tax between .0075c to .0125c
Idaho	\$8.00	Add'l \$15.00	\$24.00 to \$48.00 based on model year
Illinois	\$65.00		\$78.00
Indiana	\$11.00	Add'l \$25.00	\$20.75
Iowa	\$10.00		\$0.40 per 100 lbs unladen vehicle wgt + 1% of MSRP
Kansas	\$10.00		\$33.00 to \$43.00 based on GVW
Kentucky	\$6.00		\$1.00/month plus County clerk fee of \$3.00
Louisiana	\$18.50		\$20.00 up to \$10,000.00 value then \$1 per \$1000 over \$10,000
Maine	\$23.00		\$25.00
Maryland	\$23.00		\$38.00 or \$51.50 based on weight
Massachusetts	\$50.00		\$18.00
Michigan	\$12.00	Add'l \$5. (1 hour)	\$38.00 to \$156.00 based on mfr's base list price
Minnesota	\$3.00		\$71.00 to \$600.00+ for 1st registration, \$35 - \$189 subsequent renewals (renewal filing fee \$4.50)
Mississippi	\$4.00		\$8.75 plus \$15.00 road & bridge privilege tax
Missouri	\$8.50	Add'l \$5.00	\$18.25 to \$51.25 based on horsepower
Montana	\$10.00		\$13.75 to \$18.75 based on weight
Nebraska	\$10.00		\$15.00
Nevada	\$20.00		\$33.00
New Hampshire	\$25.00		Annual fee \$25.20 to \$49.20/monthly fee \$2.10 to \$4.10/all based on GVW
New Jersey	\$20.00		\$32.50 to \$81.00 based on model year and weight
New Mexico	\$3.00		\$19.00 to \$45.00 based on model year and weight
New York	\$5.00		Maximum fee of \$56.06 based on weight
North Carolina	\$35.00	Instant title \$50.00	\$20.00
North Dakota	\$5.00		\$62.00 to \$263.00 based on model year and GVW
Ohio	\$5.00		\$20.00
Oklahoma	\$11.00		\$23.00 to \$93.00 based on model year
Oregon	\$55.00		\$54.00
Pennsylvania	\$22.50		\$36.00
Rhode Island	\$25.00		\$30.00
South Carolina	\$10.00		\$20.00 to \$24.00 based on applicant's age
South Dakota	\$5.00		\$21.00 to \$65.00 based on mfr's shipping wgt & if vehicle is new or old
Tennessee	\$5.00		\$21.50 plus \$2.50 County clerk fee
Texas	\$33.00		\$40.80 to \$58.80 based on model year and weight
Utah	\$6.00		\$21.00
Vermont	\$15.00		\$50.00
Virginia	\$10.00		\$26.50 to \$35.50 based on GVW
Washington	\$15.50		\$30.00
West Virginia	\$10.00		\$30.00
Wisconsin	\$35.00		\$55.00
Wyoming	\$9.00		\$15.00
			The 2004 Polk Automotive Intelligence Motor Vehicle Registration Manual was the source used for the compiled information.

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1806
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

**S.F. No. 1293 - Conforming Definition of Commercial
Motor Vehicle to Federal Law**

Author: Senator Mee Moua

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

Date: March 8, 2005

Section 1 amends the definition of "commercial motor vehicle" in the driver's license chapter of law by removing the current exception for hazardous materials vehicles weighing 26,000 pounds or less and carrying no more than 200 gallons of liquid fertilizers and petroleum products. Section 1 takes immediate effect.

BB/AV:rer

Senators Moua, Chaudhary, Dibble, Marko and Ranum introduced--
S.F. No. 1293: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to drivers' licenses; conforming definition
3 of commercial motor vehicle to federal law; amending
4 Minnesota Statutes 2004, section 171.01, subdivision
5 22.

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

7 Section 1. Minnesota Statutes 2004, section 171.01,
8 subdivision 22, is amended to read:

9 Subd. 22. [COMMERCIAL MOTOR VEHICLE.] "Commercial motor
10 vehicle" means a motor vehicle or combination of motor vehicles
11 used to transport passengers or property if the motor vehicle:

12 (1) has a gross vehicle weight of more than 26,000 pounds;

13 (2) has a towed unit with a gross vehicle weight of more
14 than 10,000 pounds and the combination of vehicles has a
15 combined gross vehicle weight of more than 26,000 pounds;

16 (3) is a bus;

17 (4) is of any size and is used in the transportation of
18 hazardous materials, ~~except for those vehicles having a gross~~
19 ~~vehicle weight of 26,000 pounds or less and carrying in bulk~~
20 ~~tanks a total of not more than 200 gallons of liquid fertilizer~~
21 ~~and petroleum products; or~~

22 (5) is outwardly equipped and identified as a school bus,
23 except for school buses defined in section 169.01, subdivision
24 6, clause (5).

25 [EFFECTIVE DATE.] This section is effective the day

1 following final enactment.

1 Senator moves to amend S.F. No. 1293 as follows:

2 Delete everything after the enacting clause and insert:

3 "Section 1. Minnesota Statutes 2004, section 169.01,
4 subdivision 75, is amended to read:

5 Subd. 75. [COMMERCIAL MOTOR VEHICLE.] (a) "Commercial
6 motor vehicle" means a motor vehicle or combination of motor
7 vehicles used to transport passengers or property if the motor
8 vehicle:

9 (1) has a gross vehicle weight of more than 26,000 pounds;

10 (2) has a towed unit with a gross vehicle weight of more
11 than 10,000 pounds and the combination of vehicles has a
12 combined gross vehicle weight of more than 26,000 pounds;

13 (3) is a bus;

14 (4) is of any size and is used in the transportation of
15 hazardous materials, ~~except for those vehicles having a gross~~
16 ~~vehicle weight of 26,000 pounds or less while carrying in bulk~~
17 ~~tanks a total of not more than 200 gallons of petroleum products~~
18 ~~and liquid fertilizer~~ that are required to be placarded under
19 Code of Federal Regulations, title 49, parts 100-185; or

20 (5) is outwardly equipped and identified as a school bus,
21 except for type A-I and type III school buses as defined in
22 subdivision 6.

23 (b) For purposes of chapter 169A:

24 (1) a commercial motor vehicle does not include a farm
25 truck, fire-fighting equipment, or recreational equipment being
26 operated by a person within the scope of section 171.02,
27 subdivision 2, paragraph (b); and

28 (2) a commercial motor vehicle includes a vehicle capable
29 of or designed to meet the standards described in paragraph (a),
30 clause (2), whether or not the towed unit is attached to the
31 truck-tractor at the time of the violation or stop.

32 Sec. 2. Minnesota Statutes 2004, section 171.01,
33 subdivision 22, is amended to read:

34 Subd. 22. [COMMERCIAL MOTOR VEHICLE.] "Commercial motor
35 vehicle" means a motor vehicle or combination of motor vehicles
36 used to transport passengers or property if the motor vehicle:

1 (1) has a gross vehicle weight of more than 26,000 pounds;

2 (2) has a towed unit with a gross vehicle weight of more
3 than 10,000 pounds and the combination of vehicles has a
4 combined gross vehicle weight of more than 26,000 pounds;

5 (3) is a bus;

6 (4) is of any size and is used in the transportation of
7 hazardous materials, ~~except for those vehicles having a gross~~
8 ~~vehicle weight of 26,000 pounds or less and carrying in bulk~~
9 ~~tanks a total of not more than 200 gallons of liquid fertilizer~~
10 ~~and petroleum products~~ that are required to be placarded under
11 Code of Federal Regulations, title 49, parts 100-185; or

12 (5) is outwardly equipped and identified as a school bus,
13 except for school buses defined in section 169.01, subdivision
14 6, clause (5).

15 Sec. 3. [EFFECTIVE DATE.]

16 Sections 1 and 2 are effective the day following final
17 enactment."

18 Delete the title and insert:

19 "A bill for an act relating to motor vehicles; conforming
20 definition of commercial motor vehicle to federal law; amending
21 Minnesota Statutes 2004, sections 169.01, subdivision 75;
22 171.01, subdivision 22."

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

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING, JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX: (651) 296-7747
JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

S.F. No. 1294 - Clarifying Authority of Commissioner of Public Safety to Deny Limited Driver's License

Author: Senator Mee Moua

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

Date: March 8, 2005

Section 1 prohibits the commissioner from issuing a limited driver's license to a person who is:

- drug-dependent;
- incompetent by reason of mental illness, mental deficiency, or inebriation;
- required to pass, but has not passed, a vision, knowledge, or road examination test;
- required to complete a minimum of six hours of behind-the-wheel training after having failed the road test four times;
- subject to the commissioner's determination that the person's operation of a vehicle would be inimical to public safety or welfare;
- afflicted with physical or mental disease or disability that prevents the person from exercising reasonable and ordinary control over a vehicle; or
- subject to license cancellation.

The commissioner is prohibited from issuing licenses that are:

- Class A - applies to all vehicles and vehicle combinations;
- Class B - allows operation of Classes C and D vehicles, and, with a passenger endorsement, buses; and
- Class C - allows operation of Class D vehicles and, with the appropriate endorsements, operation of school buses that carry 15 or fewer passengers or transportation of hazardous materials in Class D vehicles.

BB/AV:rer

Senators Moua, Chaudhary, Dibble, Ranum and Marko introduced--
S.F. No. 1294: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to drivers' licenses; clarifying authority of
3 commissioner of public safety to deny limited driver's
4 license; amending Minnesota Statutes 2004, section
5 171.30, subdivision 1.

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

7 Section 1. Minnesota Statutes 2004, section 171.30,
8 subdivision 1, is amended to read:

9 Subdivision 1. [CONDITIONS OF ISSUANCE.] (a) In any case
10 where a person's license has been suspended under section
11 171.18, 171.173, or 171.186, or revoked under section 169.792,
12 169.797, 169A.52, 169A.54, 171.17, or 171.172, the commissioner
13 may issue a limited license to the driver including under the
14 following conditions:

15 (1) if the driver's livelihood or attendance at a chemical
16 dependency treatment or counseling program depends upon the use
17 of the driver's license;

18 (2) if the use of a driver's license by a homemaker is
19 necessary to prevent the substantial disruption of the
20 education, medical, or nutritional needs of the family of the
21 homemaker; or

22 (3) if attendance at a postsecondary institution of
23 education by an enrolled student of that institution depends
24 upon the use of the driver's license.

25 (b) The commissioner in issuing a limited license may

1 impose such conditions and limitations as in the commissioner's
2 judgment are necessary to the interests of the public safety and
3 welfare including reexamination as to the driver's
4 qualifications. The license may be limited to the operation of
5 particular vehicles, to particular classes and times of
6 operation, and to particular conditions of traffic. The
7 commissioner may require that an applicant for a limited license
8 affirmatively demonstrate that use of public transportation or
9 carpooling as an alternative to a limited license would be a
10 significant hardship.

11 (c) For purposes of this subdivision, "homemaker" refers to
12 the person primarily performing the domestic tasks in a
13 household of residents consisting of at least the person and the
14 person's dependent child or other dependents.

15 (d) The limited license issued by the commissioner shall
16 clearly indicate the limitations imposed and the driver
17 operating under the limited license shall have the license in
18 possession at all times when operating as a driver.

19 (e) In determining whether to issue a limited license, the
20 commissioner shall consider the number and the seriousness of
21 prior convictions and the entire driving record of the driver
22 and shall consider the number of miles driven by the driver
23 annually.

24 (f) If the person's driver's license or permit to drive has
25 been revoked under section 169.792 or 169.797, the commissioner
26 may only issue a limited license to the person after the person
27 has presented an insurance identification card, policy, or
28 written statement indicating that the driver or owner has
29 insurance coverage satisfactory to the commissioner of public
30 safety. The commissioner of public safety may require the
31 insurance identification card provided to satisfy this
32 subdivision be certified by the insurance company to be
33 noncancelable for a period not to exceed 12 months.

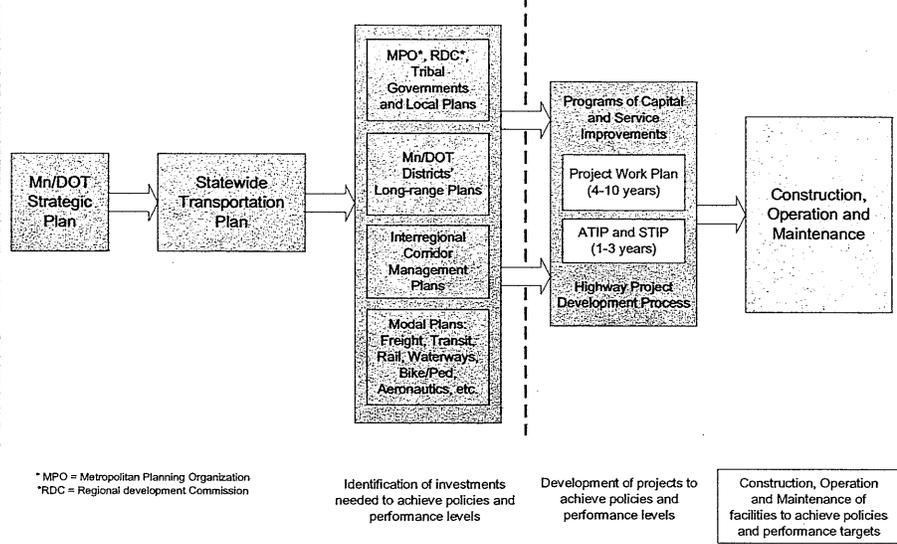
34 (g) The limited license issued by the commissioner to a
35 person under section 171.186, subdivision 4, must expire 90 days
36 after the date it is issued. The commissioner must not issue a

1 limited license to a person who previously has been issued a
2 limited license under section 171.186, subdivision 4.

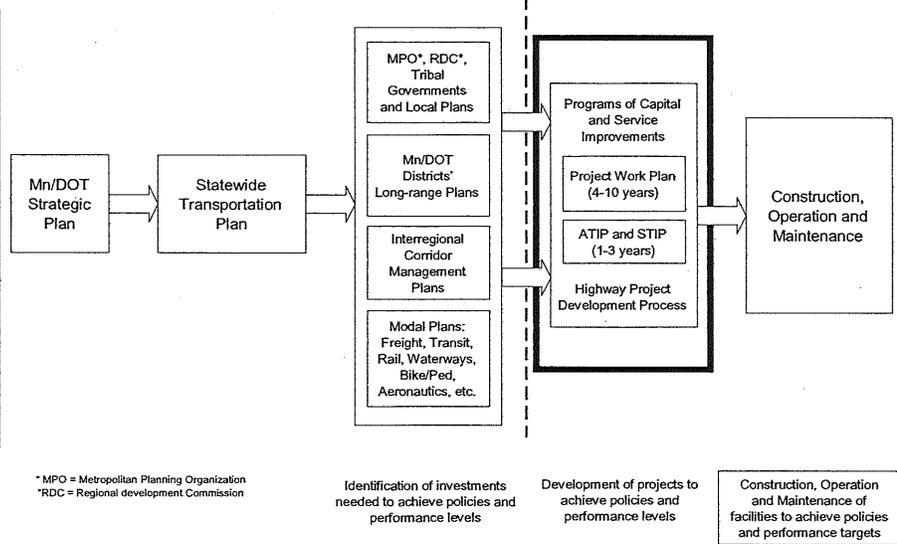
3 (h) The commissioner shall not issue a limited driver's
4 license to any person described in section 171.04, subdivision
5 1, clause (6), (7), (8), (10), (11), or (14).

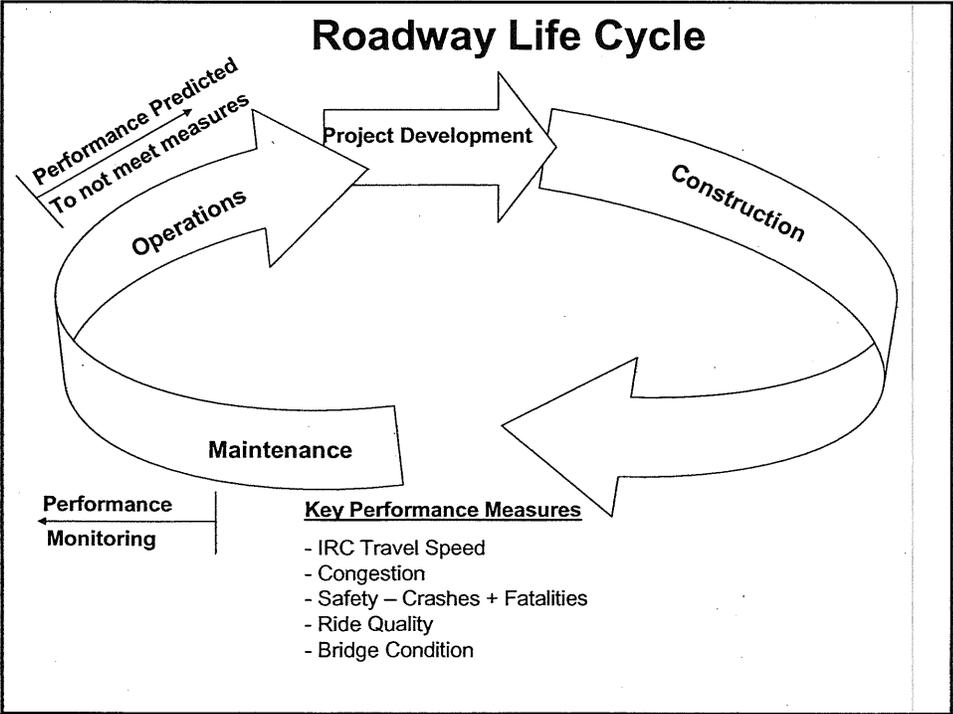
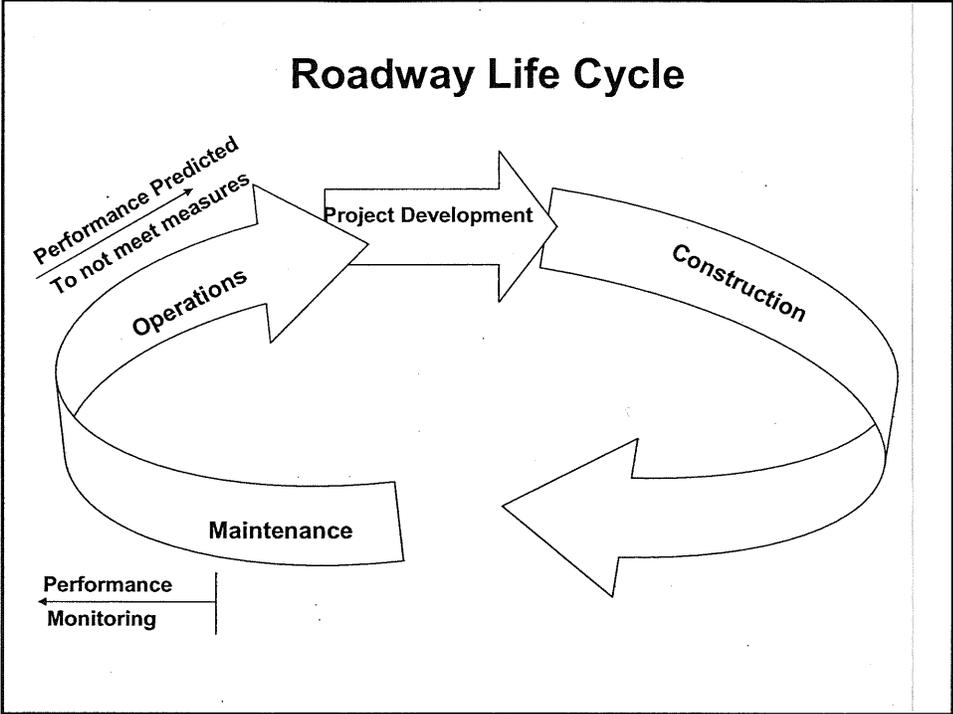
6 (i) The commissioner shall not issue a class A, class B, or
7 class C limited license.

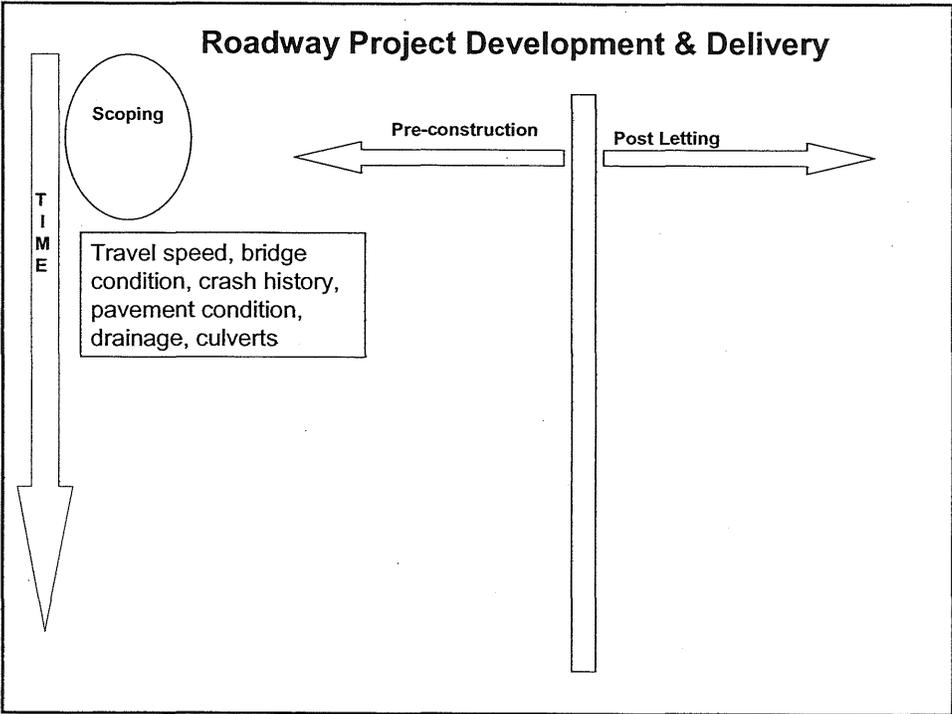
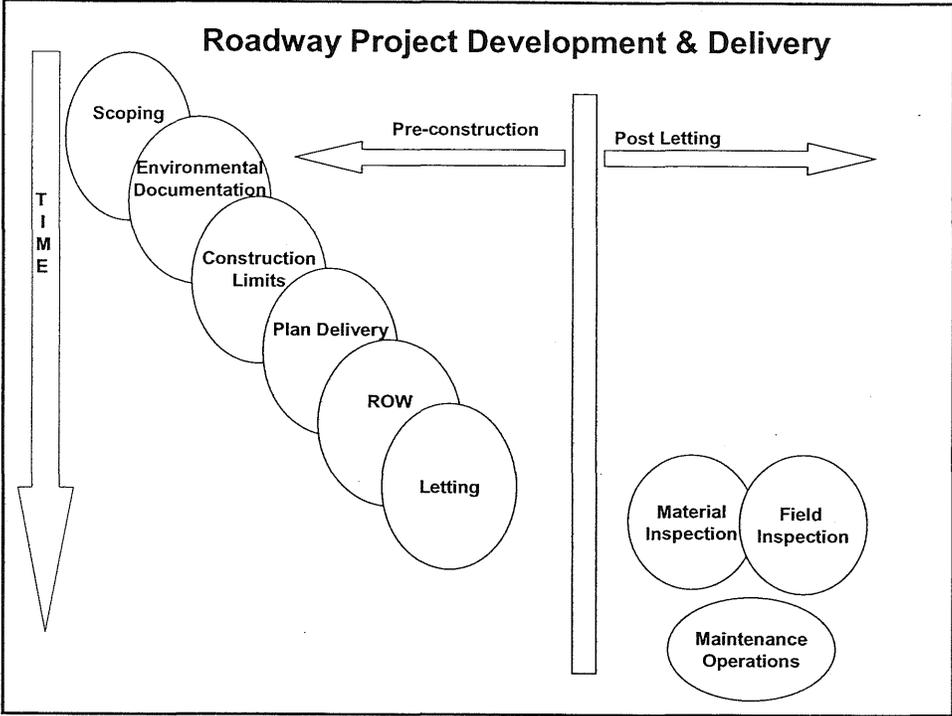
Mn/DOT's Performance-Based Planning and Project Selection Process

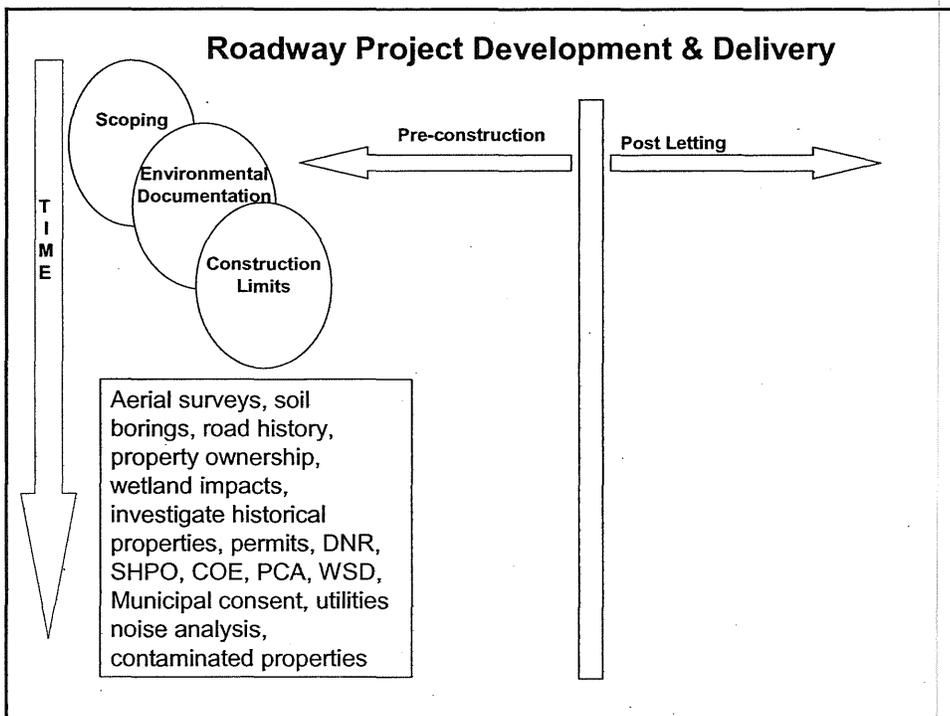
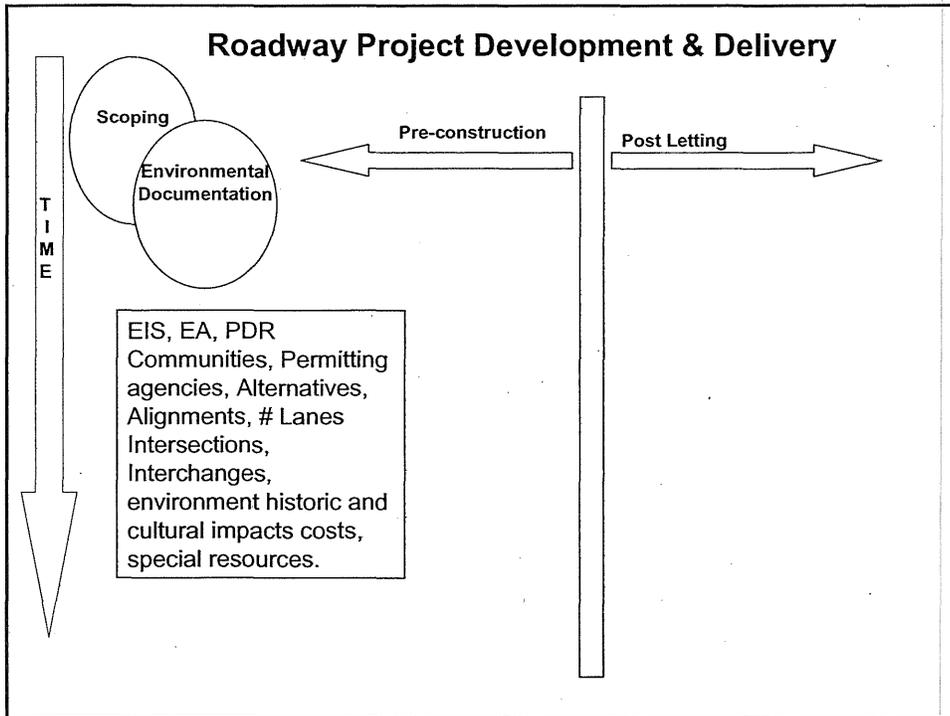


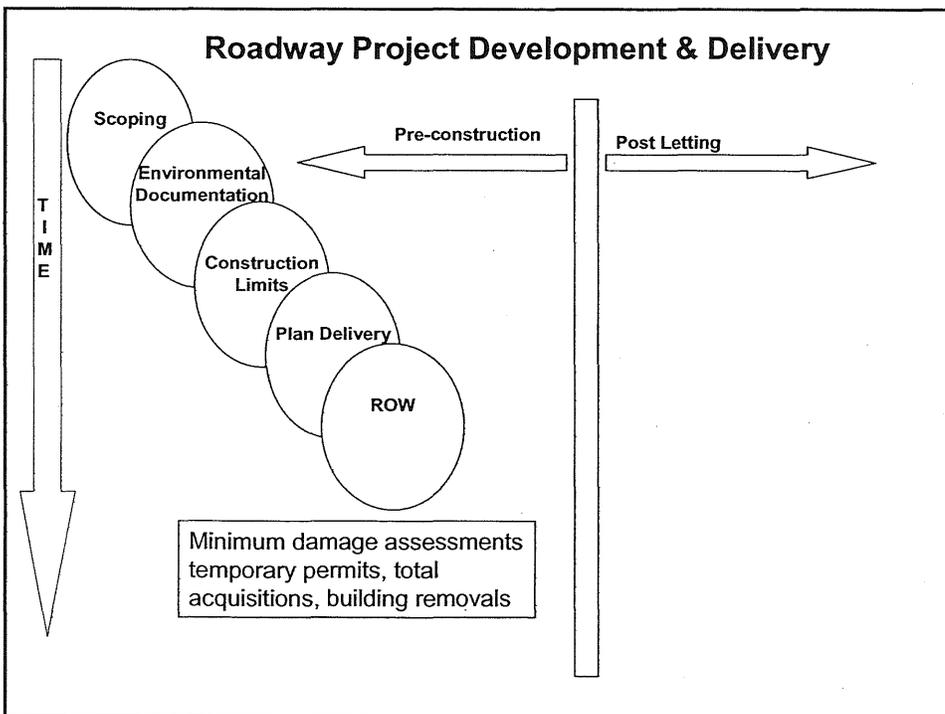
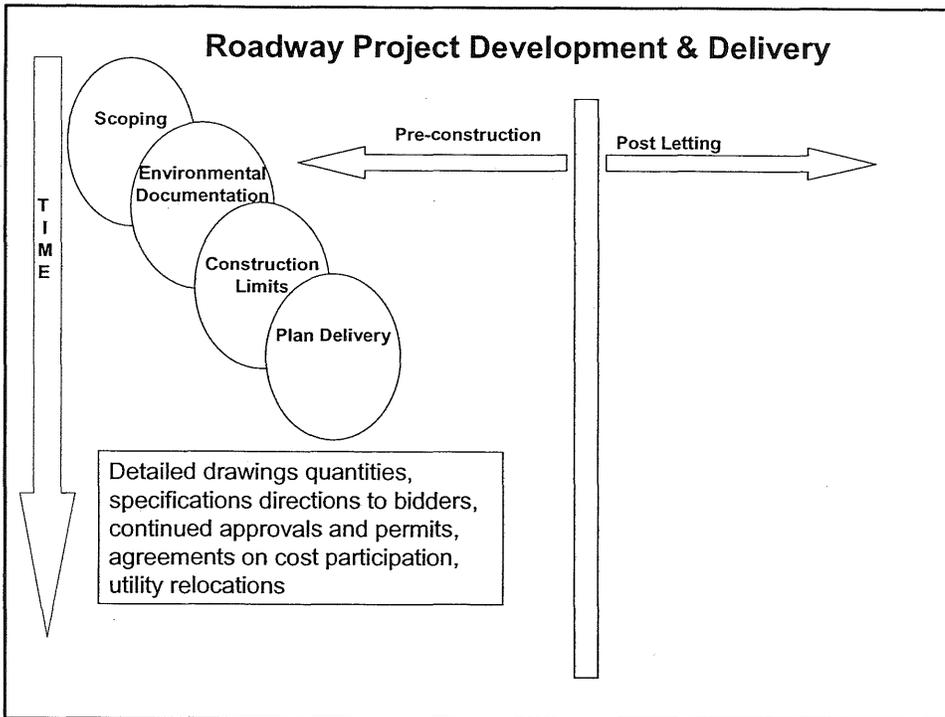
Mn/DOT's Performance-Based Planning and Project Selection Process

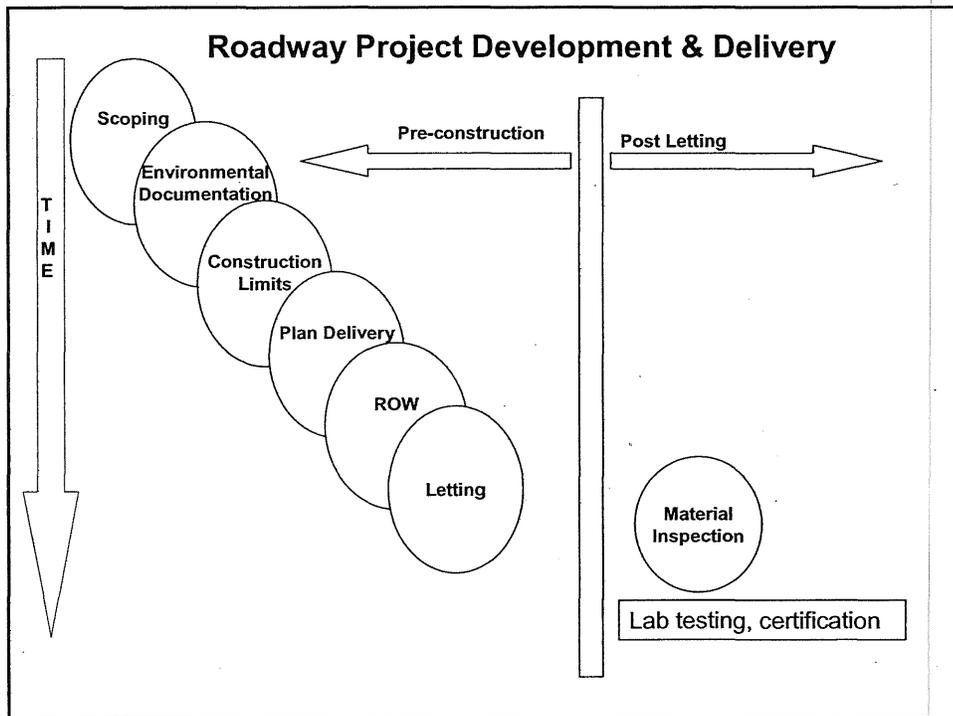
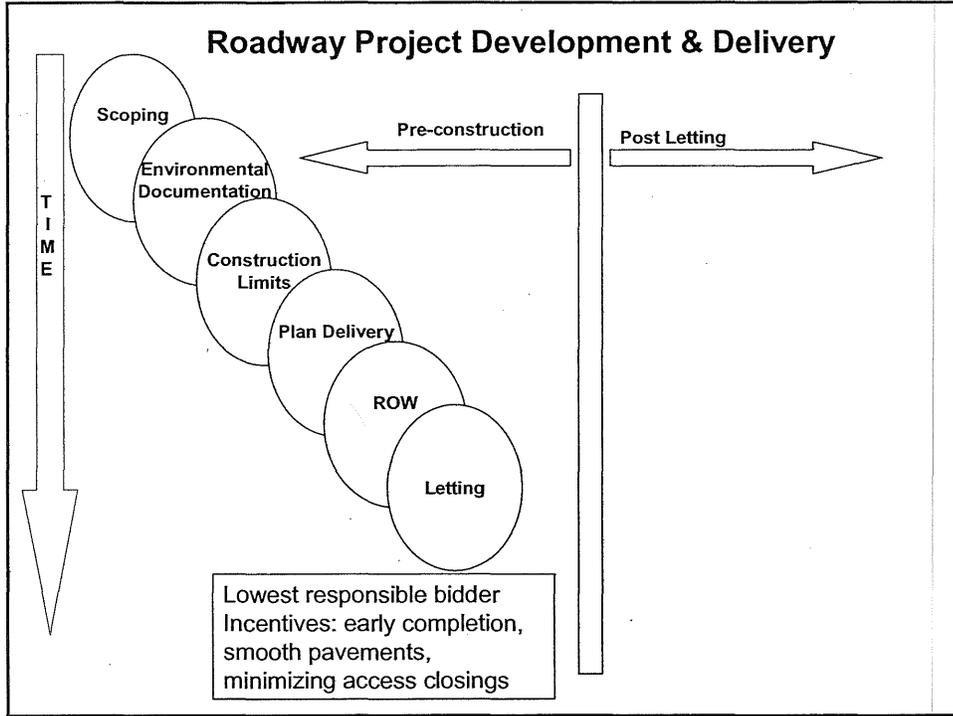


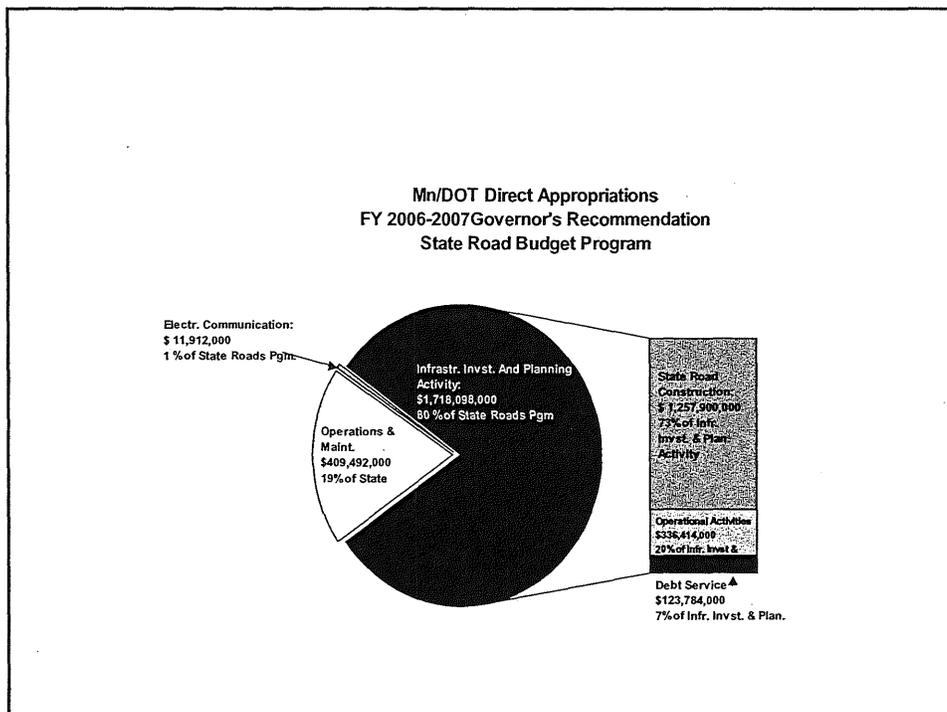
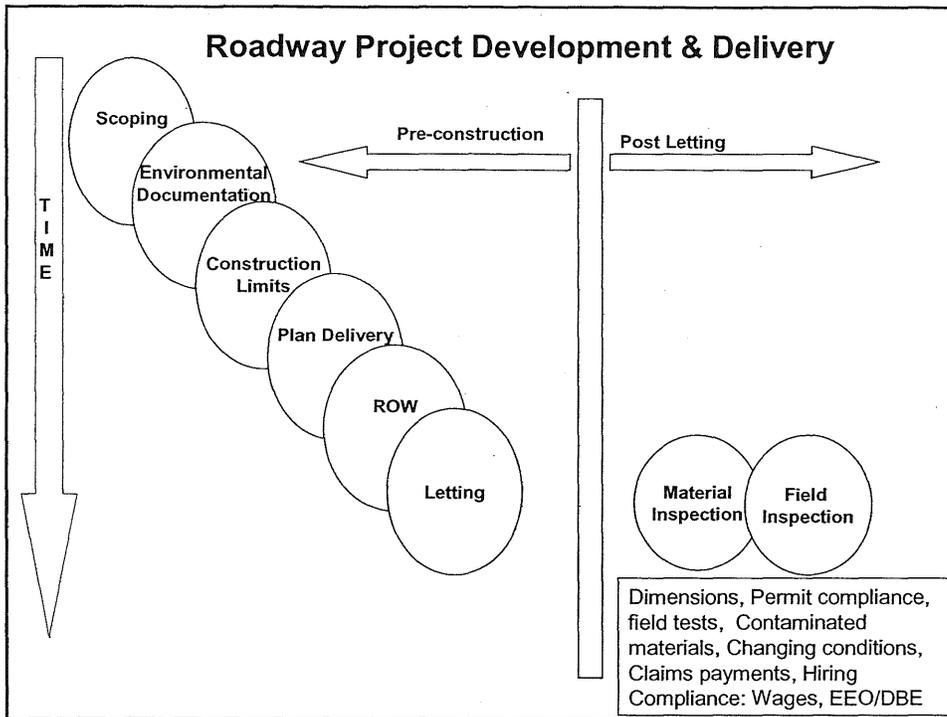




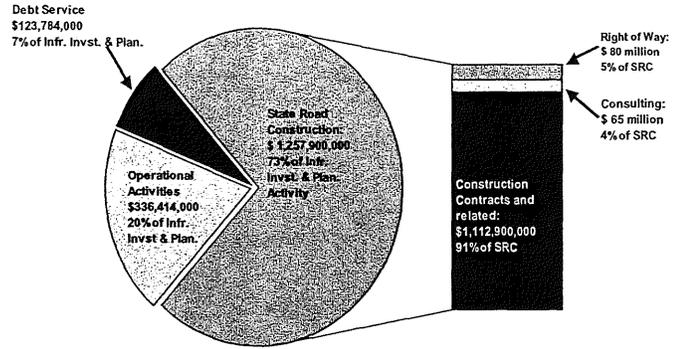








Mn/DOT Direct Appropriations
 FY 2006-2007 Governor's Recommendation
 State Road Construction Portion of
 Infrastructure Investment and Planning Activity



Mn/DOT Highway Planning and Project Programming Process

Steps

Project Example

Mn/DOT Strategic Plan	Strategic Direction # 2 Make the transportation network operate better	
Statewide Transportation Plan	Policy 7: Increase the Safety & Security of Transportation Systems & Their Users Performance Measures & Targets Crash rate on state trunk highways Target: Reduce crash rate to 0.73 crashes per million vehicle miles by 2023	TH 95 East of St. Cloud Identified as a High Crash Segment This corridor had a significantly higher number of crashes than other corridors. Crash Rate was 1.3
District Local Road Plans (2004-2030)	Guidance to Districts Analyze high crash intersections and highway segments to identify locations where cost effective engineering improvements can be expected to mitigate potential fatal and Type A crashes.	Many crashes were run-off-the road Identified potential improvement: widen narrow roadway shoulders B/C analysis: Benefit greater than 1.0.
10 Year Program	10 Year Program	Project: Widen Roadway to Add Shoulders Programmed in 1999-2001 STIP Project Design Began
Construction	Construction	Project Constructed in 2001

Result: Crash rate of 0.4

A 60% reduction in the crash rate and a 75% reduction in the severity rate