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RECOMMENDATION
OF
THE TRANSPORTATION TASK FORCE
OF
THE STATE OF MINNESOTA
TO
GOVERNOR HAROLD LEVANDER
AND
THE MINNESOTA LEGISLATURE
ON
A STATE DEPARTMENT OF TRANSPORTATION

December 29, 1970

RECOMMENDATION
OF
THE TRANSPORTATION TASK FORCE
OF
THE STATE OF MINNESOTA

The Transportation Task Force of the State of Minnesota, established pursuant to 1969 Minnesota Statutes, Chapter 1129, Article V, has endorsed the concept of a State Department of Transportation, and hereby recommends to the Governor and the Legislature that the following be included in enabling legislation:

I. Principles

A. Declaration of Purpose

The Legislature hereby declares that the general welfare, the economic growth and stability of the State and its economic security require the development of State transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest practicable cost consistent therewith and with other State objectives, including the efficient utilization and conservation of the State's physical and financial resources.

The Legislature therefore finds that the establishment of a Department of Transportation* is necessary and desirable in the public interest to assure the coordinated, effective administration of transportation programs; to facilitate the development and improvement of coordinated transportation service; to encourage cooperation of Federal, State, and local governments, carriers, labor, and other involved parties toward the achievement of State formulated objectives; to stimulate technological advances in transportation; to provide general leadership in the identification and solution of transportation problems; and to develop and recommend to the Governor and the Legislature for approval State transportation policies and programs to accomplish these objectives with full and appropriate consideration of the needs of the public, users, carriers, industry, labor and the national defense.

It is hereby declared to be the State policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.

- B. State Transportation Policy. The Department should be directed to develop and recommend to the Governor and Legislature for approval, a State Transportation Policy that addresses itself to the planning and coordination necessary to a balanced transportation system including highways, motor transport, transit, rail, air, water and pipelines.
- C. Planning and Coordination. The primary reason for this reorganization is to fulfill the need for statewide comprehensive transportation planning and coordination.

II. Suggested Governmental Structure

- A. The title Department of Highways shall be changed to the Department of Transportation*. The title of the position Commissioner of Highways shall be changed to Commissioner of Transportation*.
- B. All duties and authority now vested in the Departments of Highways and Aeronautics shall be vested in the Department of Transportation* together with such other duties and authority as the Legislature shall ordain.
- C. The Department should be flexibly organized in a combination programmatic and functional structure with all modes represented on a programmatic basis, and with Administration and Planning on a functional basis serving the entire department. (This is consistent with the desire to create a focus on all modes and the need for multi-modal planning.)
- D. The planning function should have a separate identity at the top level. (Initially, this might be a planning liaison and coordination function, rather than the actual planning.)
- E. Advisory Group

There shall be an advisory group to the Department which would concentrate on policy and planning efforts. A major concern of this advisory group would be reviewing the development of a State transportation policy. There should be representation from the following:

The Legislature (the method of selection to be determined by the Legislature).

The Public Service Commission (to be selected by the Commission itself).

Regional Councils, Commissions or Authorities (to be selected by each).

Cities of the 1st Class (to be selected by the City Councils).

Each Metropolitan Transit Commission (to be selected by the Commissions).

Such other statutory transportation groups as may exist or be created (to be selected by the groups).

Labor and industry representing each mode mentioned in the Act, (to be appointed by the Governor).

Appropriate transportation user organizations (to be appointed by the Governor).

The Chairman shall be appointed by the Governor.

This group shall meet at least quarterly.

III. Funding

- A. Present funding should continue to support aeronautics and highway activities. Highway trust funds would support some mass transit planning activities (statewide as well as metropolitan) as they do now.
- B. Some mass transit capital investments (but not operations) have been aided by the Urban Mass Transportation Administration of the Federal Department of Transportation. This is expected to continue and grow.
- C. State transportation activities (primarily coordination and liaison) in water, motor carriers, rail, and pipelines would require new state funding from the General Revenue Fund or other sources.
- D. The Department may apply for, receive, and accept federal monies and other monies which may be made available to the state for transportation purposes.

**The title "Department of Highways and Transportation" was initially selected to avoid possible conflict with constitutional language. After researching this concern it appears that such conflict does not exist, hence the less cumbersome "Department of Transportation" would be more desirable. The constitution establishes the road systems and highway funds. The Department of Highways is established by Minnesota Statutes Sec. 15.01 and continued by Sec. 161.02. The office of Commissioner of Highways is established by Sec. 161.03. A final review and resolution of this concern should be made by legislative staff or the Attorney General's office.*