

Minnesota Attorney General: Administrative Rules Proceedings

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Version 3
August 20, 2018

MINNESOTA STATE REGULATIONS

Notice of filing by the Commissioner of Administration

We have received on this date, stamped and filed 2 copies of Rules and Regulations pertaining to the Department of Public Safety
(Agency or Board)

Regulation No. Drv Lic 1 thru 7 (amended)

Subject: Two Wheeled Vehicle Driver's Safety Course

Department of Administration
Publication, Central Services Division
Documents Section
140 Centennial Office Building
St. Paul, Minnesota 55155
Telephone: (612) 296-2874

FILED
RICHARD L. BRUBACHER
Commissioner of Administration

MAR 12 1975 4:15 PM

BY Eda Staudenmaier
AUTH. SIGNATURE EJ

Stamped and filed with the Secretary of State 3-12-75

Rev. 9-72

ADOPTED REGULATIONS

MINNESOTA DEPARTMENT OF PUBLIC SAFETY

MOTOR VEHICLE SERVICES DIVISION

CHAPTER ONE: REQUIREMENTS FOR A TWO-WHEELED VEHICLE DRIVER'S SAFETY COURSE

DrivLic 1 PURPOSE

The purpose of this regulation is to carry out the mandate of the legislature and to effectuate that mandate as set forth in ~~the Laws of~~ Minnesota ~~1971, Chapter 226, reenacting Laws 1969, Chapter 1123,~~ Statutes 1971, Section 169.974, Subd. 2, as amended by Laws 1974, Chapter 133, with respect to regulation of curriculum and training required to satisfactorily complete a two-wheeled motor vehicle driver's safety course.

DrivLic 2 SCOPE

The scope of this regulation is intended to be confined within the framework of and consistent with ~~Laws of Minnesota, 1971, Chapter 226; 1969, Chapter 1123; 1967, Chapter 880~~ Minnesota Statutes 1971, Section 169.974, Subd. 2, as amended by Laws 1974, Chapter 133.

DrivLic 3 DEFINITIONS

(a) Commissioner. Commissioner shall mean the Commissioner of the Department of Public Safety.

(b) School. School shall mean any commercial driver training school as defined in Minnesota Statutes 1971, Section 171.33, Subd. 1 ~~(1969)~~ and licensed as provided in Minnesota Statutes 1971, Section 171.34 ~~(1969)~~ or any public or non public school offering a course of instruction approved by the Commissioner.

DrivLic 4 APPROVAL OF INSTRUCTORS REQUIRED

(a) Commercial driver training school instructors must be licensed as provided in Minnesota Statutes 1971, Section 171.35. ~~(1969)~~

(b) Public and non public school instructors must be certified by the Department of Education.

(c) Instructors, as described in (a) and (b) above, must have a motorcycle endorsement on their standard driver license.

DrivLic 5 DRIVER TRAINING VEHICLE REQUIREMENTS

Each vehicle used for driver training instruction shall comply with Federal and State motor vehicle requirements for the model year of the vehicle.

DrivLic 6 DRIVER TRAINING COURSE OF INSTRUCTION REQUIREMENTS

(a) The motorcycle course of instruction shall consist of a minimum of fourteen hours, exclusive of or in addition to course hours taken for applicant preparation for a standard driver license examination.

Six of the fourteen hours referred to must be instruction while the student is astride and operating the motorcycle. Machines which simulate motorcycle driving may be used but may not be part of the 6 hours of astride the motorcycle training. In no event shall the six hours of instruction while the student is astride the motorcycle be conducted until the student has ~~qualified for~~ a standard driver license. Students wishing to take the motorcycle training course shall enroll for both the classroom and on-the-cycle portions of the course.

(b) The course of instruction shall include but not be limited to the following: history and familiarization with the motorcycle; laws and rules of the road; accident facts and statistics; psychology of motorcycle riding; motorcycle operation; motorcycle maintenance; proper riding habits and protective clothing, skill exercises including starting and stopping on a straight line, low speed right and left turns, travel in a circle at various speeds, figure eight exercises, stopping and starting at crosswalks and intersections, starting and leaving curbs, observance, intersections and corners, and general motorcycle control.

(c) Any school offering motorcycle instruction shall provide classroom and on-the-cycle training. The two portions of the training course may be concurrent or consecutive. Concurrent motorcycle instruction courses may be used only where driving ranges or other off street driving areas are available. The curriculum of instruction must be submitted to and approved by the Commissioner. ~~Such curriculum may include 2 hours of instruction on machines which simulate motorcycle driving conditions.~~

DrivLic 7 CERTIFICATION OF COURSE COMPLETION

Upon satisfactory completion of the classroom phase of the motorcycle safety course and the student is enrolled in the on-the-cycle phase of the course, a certificate of enrollment may be issued by the certifying authority. Upon satisfactory completion of both phases of the training course a certificate of course completion may be issued by the certifying authority. The certificate forms are provided by the Department of Public Safety and must be presented to the Driver License Examiner at the time of application for a motorcycle instruction permit or endorsement. The student may also renew the motorcycle instruction permit, one time only, by presenting the certificate of course completion to the Driver License Examiner.

DrivLic 8-25 RESERVED FOR FUTURE USE

APPROVED AS TO FORM AND LEGALITY
MAR 12 1975
19
WARREN SPANNAUS, ATTORNEY GENERAL
BY Michael B Miller
SPECIAL ASSISTANT ATTORNEY GENERAL

STATE OF MINNESOTA
DEPARTMENT OF STATE
FILED - 4:00 pm
MAR 1 2 1975
Joan Anderson Growe
Secretary of State

FILED
RICHARD [illegible]RUBACHER
Commi[illegible]tion
MAR 12 1975 4:15 pm
BY Eda Staudenmaier
AUTH. SIGNATURE EJ

PROPOSED REGULATIONS

MINNESOTA DEPARTMENT OF PUBLIC SAFETY

MOTOR VEHICLE SERVICES DIVISION

CHAPTER ONE: REQUIREMENTS FOR A TWO-WHEELED VEHICLE DRIVER'S SAFETY COURSE

DrivLic 1 PURPOSE

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DrivLic 2 SCOPE

The scope of this regulation is intended to be confined within the framework of and consistent with ~~Laws of Minnesota, 1971, Chapter 226, 1969, Chapter 1123, 1967, Chapter 880~~ Minnesota Statutes 1971, Section 169.974, Subd. 2, as amended by Laws 1974, Chapter 133.

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(b) Public and non public school instructors must be certified by the Department of Education.

(c) Instructors, as described in (a) and (b) above, must have a motorcycle endorsement on their standard driver license.

DrivLic 5 DRIVER TRAINING VEHICLE REQUIREMENTS

Each vehicle used for driver training instruction shall comply with Federal and State motor vehicle requirements for the model year of the vehicle.

DrivLic 6 DRIVER TRAINING COURSE OF INSTRUCTION REQUIREMENTS

(a) The motorcycle course of instruction shall consist of a minimum of fourteen hours, exclusive of or in addition to course hours taken for applicant preparation for a standard driver license examination.

Six of the fourteen hours referred to must be instruction while the student is astride and operating the motorcycle. The six hours may include two hours of instruction on machines which simulate motorcycle driving conditions. In no event shall the six hours of instruction while the student is astride the motorcycle be conducted until the student has ~~qualified for~~ a standard driver license. Students wishing to take the motorcycle training course shall enroll for both the classroom and on-the-cycle portions of the course.

(b) The course of instruction shall include but not be limited to the following: history of and familiarization with the motorcycle; laws and rules of the road; accident facts and statistics; psychology of motorcycle riding; motorcycle operation; motorcycle maintenance; proper riding habits and protective clothing, skill exercises including starting and stopping on a straight line, low speed right and left turns, travel in a circle at various speeds, figure eight exercises, stopping and starting at crosswalks and intersections, starting and leaving curbs, observance, intersections and corners, and general motorcycle control.

(c) Any school offering motorcycle instruction shall provide classroom and on-the-cycle training. The two portions of the training course may be concurrent or consecutive. The curriculum of instruction must be submitted to and approved by the Commissioner. ~~Such curriculum may include 2 hours of instruction on machines which simulate motorcycle driving conditions.~~

DrivLic 7 CERTIFICATION OF COURSE COMPLETION

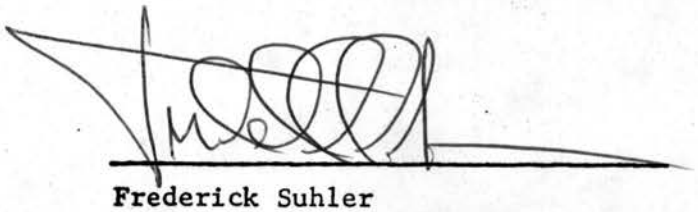
Upon satisfactory completion of either portion of the motorcycle driver safety course, a certificate of enrollment or course completion, provided by the Department of Public Safety and properly completed by the certifying authority, must be presented to the Driver License Examiner at the time of application for a motorcycle permit or endorsement. The student may also renew the motorcycle instruction permit, one time only, by presenting the certificate of course completion to the Driver License Examiner.

DrivLic 8-25 RESERVED FOR FUTURE USE

STATEMENT OF COMPLIANCE WITH

MANUAL OF RULE MAKING PROCEDURES

I, Special Assistant Attorney General Frederick Suhler, do hereby declare that I have examined the proposed rules and all related documents and that, based on them and my personal familiarity with the applicable procedures, the Manual of Rule Making Procedures has been followed.



Frederick Suhler
Special Assistant Attorney General

Dated: 2/21/75.

EXHIBIT A

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE Edward G. Novak

COMMISSIONER OF Public Safety

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

ORDER FOR HEARING

To effectively implement Minnesota Statutes 1971, Section 169.974, subd. 2, as amended by Laws 1974, Chapter 133, the Minnesota Commissioner of Public Safety deems it necessary to consider adoption of the proposed rules captioned above pursuant to the authority vested in me by M.S. 1971, Section 299A.01, subd.6.

NOW, THEREFORE, IT IS ORDERED this 19th day of November, 1974, that a public hearing on the proposed rules captioned above be held in the Veterans Service Building, Conference Room A, 20 W. 12th Street and Columbus Ave., St. Paul, Minnesota, January 10, 1975, commencing at 9:00 A.M., and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard.

IT IS FURTHER ORDERED, that notice of said hearing be given to all representatives of associations or other interested groups or persons who have registered their names with the Secretary of State for that purpose and all persons who are presently members of the Minnesota Legislature.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak

COMMISSIONER OF PUBLIC SAFETY

EXHIBIT B

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE Edward G. Novak

COMMISSIONER OF Public Safety

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

STATEMENT OF NEED

The above captioned rules are amendments to existing rules of the Department of Public Safety. The above captioned rules were originally promulgated October 5, 1971.

The need to adopt these rules arises because of the legislative mandate in M.S. 1971, Section 169.974, subd. 2, as amended by Laws 1974, Chapter 133, that no motorcycle endorsement shall be issued on a person's driver license unless the person has been in possession of a motorcycle instruction permit for at least 30 days, has passed a special written and road test, and, for applicants under 18 years of age, presents a certificate of satisfactory completion of a two-wheeled vehicle driver's safety course approved by the commissioner of public safety in accordance with such regulations as he shall promulgate. Minnesota Statutes Section 169.974, subd. 2 also stipulates that the motorcycle instruction permit shall be effective for 90 days and may be renewed under rules to be prescribed by the commissioner of public safety.

The current regulation prescribes the contents of the motorcycle instruction course and the number of hours to be devoted to classroom and on-the-cycle training. The law allows issuance of a two-wheeled vehicle instruction permit after the applicant passes the written examination for such permit. The permit allows him to operate the motorcycle and take on-the-cycle training. The current regulation does not, however, prescribe conditions for renewing the permit, although Department policy has been to allow one renewal. The result of this procedure allows the student to operate a motorcycle for 180 days or during an entire summer upon passage of the written test after only classroom instruction. Then, the next summer, the student again takes the written exam for a motorcycle permit, which again allows him to operate the motorcycle, with one renewal, for another 180 days. In all this time the student motorcycle operator has not necessarily completed the on-the-cycle portion of the motorcycle instruction course which is important for the future safety of the operator and other vehicle drivers.

Proposed amendments to the present regulation will correct this problem by (a) requiring that the student present a certificate of enrollment (in the two-wheeled motor vehicle safety course) in order to initially obtain a motorcycle instruction permit, (b) requiring that students who wish to take the motorcycle training course must enroll, for both the classroom and the on-the-cycle portions of the course (DrivLic 6a), and (c) allowing only one renewal of the permit and only then by presenting a certificate of having completed the classroom and on-the-cycle instruction (DrivLic 7). These requirements will limit motorcycle operators to 90 days of driving without having completed the on-the-cycle training. The student will have to complete the 6 hours of on-the-cycle instruction during

the first 90 days that he is in possession of an instruction permit. He then may take the examination for a motorcycle endorsement or renew his permit upon presenting proof of completion of the entire motorcycle training course. Should he fail to complete the on-the-cycle training in 90 days, the student will not be issued another permit and must repeat the classroom portion of the training before one will be issued.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward Dorek

COMMISSIONER OF PUBLIC SAFETY

11-25-74

DATED

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE Edward G. Novak

COMMISSIONER OF Public Safety

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

NOTICE OF HEARING

Notice is hereby given that a public hearing will be held pursuant to M.S. 1971, Section 15.0412, subd. 4, on the above-entitled matter in the Veterans Service Building, Conference Room A. 20 W. 12th St. and Columbus Ave., St. Paul, Minnesota January 10, 1975, commencing at 9:00 A.M., and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning adoption of the proposed rules captioned above by submitting either oral or written data, statements or arguments. Statements or briefs may be submitted without appearing at the hearing.

A copy of the proposed rules is attached hereto.

Additional copies of the proposed rules are available and may be obtained by writing to the Commissioner of Public Safety, 211 Highway Building, St. Paul, Minnesota 55155.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak

COMMISSIONER OF PUBLIC SAFETY

11-20-74

DATE

EXHIBIT D

STATE OF MINNESOTA

COUNTY OF RAMSEY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

CERTIFICATE

I hereby certify that the enclosed 395 general labels and Public Safety list (consisting sheets) constitute the complete list of persons, associations, and other interested groups who as of 3:00 o'clock P .M., this 5th day of December, 1974, have requested pursuant to M.S. 1971, Section 15.0412, subd. 4, that their names be placed on file with the Secretary of State for the purpose of receiving notice of public hearing on proposed rules on the subject captioned above.

Secretary of State

Arlen I. Erdahl

Arlen I. Erdahl

By Carl Dixon

INTER- OFFICE:

Fred Suhler, 420 Hwy Bldg.
Frank Dunniger, 151 Hwy Bldg
Ken Dirkzwager, 161 Hwy Bldg.
Commissioner Novak
Deputy Commissioner Iverson

Matthias, Dr. Howard, 329 Brown Hall, St. Cloud State College 56301

St. Paul Motorcycle Escort Club, Inc., PO Box 3264, St.Paul 55101

Shields, J.B., Driver Ed.Range, 1000 N. Snelling Ave., St.Paul 55108

Thorson,Mork & Henefield,Attorneys at Law,1st Nat.Bank.Bldg., Blooming Prairie 55917

ALLEN CLAUDE H
1200 N W BK BLDG
ST PAUL MN
55101

ALTMAN MILT H
707 DEGREE OF HONOR BLD
ST PAUL MN
55101

ANCHOR BLOCK COMPANY
PO BOX 3360
ST PAUL MN
55165

ANDERSON GRAHAM
951 E HENN
MPLS MN
55414

ANDERSON JAMES
7703 NORMANDALE RD
MPLS MN
55435

ANDERSON STANFORD P
14600 MINNETONKA BLVD
MINNETONKA MN
55343

ARROWHEAD REGIONAL DEV COMM
900 ALWORTH BLDG
DULUTH MN
55802

ARVER JOHN A
2467 COHANCY
ST PAUL MN
55113

ASSN OF MINN COUNTIES
55 SHERBURNE AVE #203
ST PAUL MN
55103

ASSN RESIDENCES FOR RETAR
459 RICE SUITE 301
ST PAUL MN
55103

BABCOCK LOCHER NELSON ET AL
118 E MAIN ST
ANOKA MN
55303

BADALICH JOHN P
2025 THOMPSON AVE
SO ST PAUL MN
55075

BARTHOLOW HAROLD E FIRE CHF
2600 109 AVE N W
COON RAPIDS MN
55433

BECKLIN ROBERT C
447 N W 4TH
CAMBRIDGE MN
55008

BENSONI PETER USW OF AM.
609 PROVIDENCE BLDG.
DULUTH MN

BERGERUD ALF
300 ROANOKE BLDG
MPLS MN
55402

BLOMQUIST BARRY L

NORTH BRANCH MN
55056

BREHL JAMES W
332 HAMM BLDG
ST PAUL MN
55102

BROEKER JOHN
2850METRO DR. SUITE 504
BLOOMINGTON MN
55420

BROOKS WILLIAM F JR
854 MIDLAND BK BLDG
MPLS MN
55401

BRUNING C.R.DEPT.CLINIC.EXP.
BURTON HALL
MPLS. MN

BURGER ALBERT
600 DEGREE OF HONOR BLD
ST PAUL MN

ALBERT,AA CALDER CORP
366 JACKSON ST
ST PAUL MN
55101

AM CAMPING ASSN MRS LEACOCK
1235 BRIGHTON SQ
NEW BRIGHTON MN
55112

AM INST PROF GEOLOGISTS
2201 PRINCETON AVE
ST PAUL MN
55105

ANDERSON HERBERT
418 8TH ST. SO.
VIRGINIA MN
55792

ANDERSON HAROLD
BOX 3047
MANKATO MN
56001

ANTHONY R.S. E.L.M.
1222 FOURTH ST. S.E.
MINNEAPOLIS MN
55414

ARMOUR AND COMPANY
UNION STOCK YARDS
SO ST PAUL MN
55075

ASMUSSEN,DENNIS,MPIRG
3036 UNIV AVE SE
MPLS MN
55414

ASSOCIATED INDUST OF MPLS
NATIONAL BLDG
MPLS MN
55402

AUTOMOBILE MFRS ASSN INC
55 SHERBURNE AVE
ST PAUL MN
55103

BARRETT FRED
ST LOUIS CO COURT HOUSE
DULUTH MN

BARKER KENT
8100 34TH AVE SO
MPLS MN
55420

BEECHER EVERETT
10 10 1ST ST SO
HOPKINS MN

BEMIDJI STATE COLLEGE
PLACEMENT BUR.J.C.BRADY
BEMIDJI MN
56601

BEST FLANAGAN ET AL
1ST NATL BANK BLDG
MPLS MN
55402

BEUTEL ROBERT
BOX 1205
ST CLOUD MN
56301

BRIGGS & MORGAN - B F FRIEL
2200 W 1ST NATL BK BLDG
ST PAUL MN
55101

BRIGHAM E M III
RR4
RED WING MN
55066

BROWN D M GOODRIDGE PUB SCH
IND DIST #561
GOODRIDGE MN
56725

BRUBACHER RICHARD COMM ADM
208 ADM BLDG
ST PAUL MN
55101

BUR.ENGR.IND.DIV. MR.KIBIGER
219 N. 2ND ST.
MPLS. MN

BUR NATL AFFAIRS INC
1231 25TH ST NW
WASHINGTON DC
20037

CAIN RUTH
730 E 38TH ST
MPLS MN
55407

CAIRNS JOHN A
1460 NW BK BLDG
MPLS MN
55402

[redacted]
DOW CHEMICAL 47 BLDG
MIDLAND MICH.
48640

CARRISON DALE K
MANKATO STATE COLLEGE
MANKATO MN
56001

CHAMBER OF COMMERCE
30 SO 1ST AVE EAST
ELY MN
55731

CHAMBERLAIN JOHN L
PO BOX 241
MPLS MN
55440

CHRISTIAN SCI COMM ON PUB
1821 UNIV AVE SUITE 271
ST PAUL MN
55104

CITY CLERK
386 CITY HALL
ST PAUL MN
55102

CLAUSEN PHILLIP
2255 PRESCILLA ST
ST PAUL MN
55108

COLEMAN NICHOLAS D
700 LINWOOD AVE
ST PAUL MN
55105

CONCORDIA COLLEGE
DEAN
MOORHEAD MN
56560

CONSUMER SERVICES DEPT COMM
230 STATE OFF BLDG
ST PAUL MN
55101

CROW WING CO PLANNING & ADV
COURT HOUSE
BRAINERD MN
56401

CUSHMAN J S DAYTON HUDSON
700 NICOLLET MALL
MPLS MN
55402

DANFORTH & ALLEN
731 NW BANK BLDG
MPLS MN
55402

DANKERS,KENNETH
1200 WEST FOURTH STREET
RED WING MN
55066

DICKINSON MRS JOANNE
BOX 1065
MARSHALL MN
56258

DIEHL JOHN
26 KENWOOD PKWY
ST PAUL MN
55105

DOUGLASS BELL
525 OSBORN BLDG
ST PAUL MN
55102

DOYTON MAURICE, MET SEWER BD
350 METRO SQ BLDG
ST PAUL MN
55101

BUSCH NOEL
3131 FERNBROOK LANE N
MPLS MN
55441

CARLSON CARL L
7516 80TH ST S
COTTAGE GROVE MN
55016

CARLSON VERNE E
BOX 755 CITY HALL
WILLMAR MN
56201

CENTRAL BUSINESS DATA
BENSON RADIO ARCADE BLD
BENSON MN
56215

CENTRAL MN REGIONAL DEV C
1139 FRANKLIN AVE
SAUK RAPIDS MN
56379

CHAMBERLAIN WARREN D
887 SW 4TH AVE
FARIBAULT MN
55021

CHERCHES CHRIS CITY MGR
5005 MTKA BLVD
ST LOUIS PARK MN
55416

CITIZENS LEAGUE
530 SYNDICATE BLDG
MPLS MN
55402

CLARKSON J.B.
2350 I.D.S. CENTER
MINNEAPOLIS MN
55402

COLLIN LAURENCE
RT 2
ISANTI MN
55040

COMMUNITY DESIGN CENTER
118 E 26TH ST
MPLS MN
55404

COUNTY ATTYS COUNCIL
95 SHERBURNE AVE S203
ST PAUL MN
55103

COX AND KING
600 BUILDERS EXCH
MPLS MN
55402

DAILEY THOS M
385 WABASHA
ST PAUL MN
55102

DANIELSON RODNEY L
418 AUDITORIUM
ST PAUL MN
55102

DAYTON CHAS SIERRA CLUB
400 ROANOKE
MPLS MN
55402

DISPATCH PIONEER PRESS
PRESS RM STATE CAPITOL
ST PAUL MN
55101

DORSEY MARQUART
2400 1ST NATL BANK BLDG
MPLS MN
55402

DUDLEY E H
RT 7 BOX 122
EXCELSIOR MN
55331

DUNN OLIVER PLUMBERS LOC
708 SO 10TH ST
MPLS MN
55404

EBELING EDWARD H.
161 W MAIN
PERH MN
56573

ELDRED R W ARMOUR & CO
UNION STOCK YARDS
SO ST PAUL MN
55075

ELMER EDWIN W
2901 PLEASANT AVE
MPLS MN
55408

ENV SERV-GEN RESOURCE CORP
6340 INDUSTRIAL DR
HOPKINS MN
55343

ERDMAN ROGER TENNANT CO
701 N LILAC DR
MPLS MN
55441

EVANS CHAS.L. PRENTICE-HALL
ENGELWOOD CLIFFS
NEW JERSEY

EVERETT JERRY NW PETRO ASSN
512 NICOLLET MALL RM917
MPLS MN
55402

FAEGRE & BENSON ATTN LIBR
1260 NW BANK BLDG
MPLS MN
55402

FINLEY JAMES F
920 MINN BLDG
ST PAUL MN
55101

FINNEGAN J.R.
55 E. 4TH
ST.PAUL MN
55101

FORBES GORDON MINN RRS ASSN
203 HANOVER 480 CEDAR
ST PAUL MN
55101

FOX W.E. LINDQUIST & VENNUM
4200 IDSCTR 80 S.8TH ST
MINNEAPOLIS MN
55402

FREDRIKSON BYRON ET AL
47TH FLR IDS CENTER M
PLS MN
55402

FROST THOS R
RM 391 STATE OFF BLDG
ST PAUL MN
55155

GALVIN M J JR
W2162 1ST NATL BK BLDG
ST PAUL MN
55101

GEORGE K GRANSE CO
1477 SELBY AVE
ST PAUL MN
55104

GIEL DAVID
RM B-28 STATE CAPITOL
ST PAUL MN
55155

GODIN RALPH J
3824 47TH AVE SO
MPLS MN
55406

GRAHAM THOS H
854 MIDLAND BK BLDG
MPLS MN
55401

EDINA FIRE D JAMES MCNELLIS
4801 W 50TH ST
EDINA MN
55424

ELDER DR JAMES B
11140 WASHBURN AVE SO
BLOOMINGTO MN
55431

EMERICK RICHARD A
1908 IDS CENTER
MPLS MN
55402

EMP HANDICAPPED PERSONS C
527 JACKSON RM 227
ST PAUL MN
55101

ERNEST K LEHMANN & ASSOC.
1409 WILLOW ST.
MPLS MN
55403

ESSE KENNETH
4801 W 50TH ST
EDINA MN
55424

EWALD DOUGLAS MINN HOSP ASSN
2333 UNIV AVE SE
MPLS MN
55414

EWING MRS WM
42 ASTAR RD
BABBITT MN
55706

FARMERS ELEVATOR ASSN
852 GRAIN EXCH BLDG
MPLS MN
55415

FELHABER R S
W 1ST NATL BANK BLDG
ST PAUL MN
55101

FLEMING FREDERICK A
1860 HIGHLAND PARKWAY
ST PAUL MN
55116

FITZGERALD DR BOB
3007 LYNDALE AVE SO
MPLS MN
55408

FRANKLIN ROBERT B MPLS TRIB
426 PORTLAND
MPLS MN
55415

FREDIN CONRAD M
811 FIRST NATL BK BLDG
DULUTH MN
55802

FURLONG DR JOHN
RT 1
BOVEY MN
55709

F W WOOLWORTH CO
3316 W 66TH ST
EDINA MN
55424

GEBERT K L
220 GRAIN EXCH
MPLS MN
55415

GEO A HORMEL & CO LAW DE
PO BOX 800
AUSTIN MN
55912

GLEESON MICHAEL
909 SOC SC BLDG U OF M
MPLS MN
55455

GLEN. HILLS HOSP.R.VAN HA
3901 GOLDEN VALLEY RD.
MPLS. MN
55422

GRANATH MARVIN -HONEYWELL
2701 4TH AVE SO
MPLS MN
55408

GREEN DEL CITY MGR
BLOOMINGTON CITY HALL
BLOOMINGTON MN
55431

GREEN GARY J
41 SHERBURNE AVE
ST PAUL MN
55102

GUSTAFSON DAN-LABOR TEMPLE
312 CENTRAL
MPLS MN
55414

H B FULLER CO
2400 KASOTA AVE
ST PAUL MN
55108

HANFT PHILIP M
1200 ALWORTH BLDG
DULUTH MN
55802

HALLBERG LEE & MCCABE
4927 34TH AVE S
MPLS MN
55417

HAYES, THOMAS W
700 SELLWOOD BLG
DULUTH MN
55812

HARTFELDT WILL
415 HAMM BLDG 6TH ST
ST PAUL MN
55102

HEAD & TRUHN
1007 SOO LINE BLDG
MPLS MN
55402

HICHINGER-MARK PLANNING
421 WABASHA ST
ST PAUL MN
55102

HILL JIM ASSOC.MILK PROD.
7850 METRO PARKWAY
MINNEAPOLIS MN
55420

HOPKINS WM.B. DIR.MISCCA
3915 GOLDEN VALLEY ROAD
GOLDEN VALLEY MN
55422

HOULE MELVIN
881 W HWY 96
SHOREVIEW MN
55112

HULSTRAND ANDERSON & LARSON
PO BOX 130
WILLMAR MN
56201

HULTMAN WARREN R
C/O BARBAROSSA R3
OSSEO MN
55369

HUNT JAMES P JR
11470 GALTIER DR
BURNSVILLE MN
55378

HUTCHISON R.M. ANOKA CO.COMP
COURT HOUSE
ANOKA MN
55303

INGVALSON VERN MN.FARM BUR.
3110 WOODDALE DR PO 337
OST PAUL MN
55165

INS FED OF MINN
902 SOO LINE BLDG
MPLS MN
55402

IZAAK WALTON LEAGUE MN DIV
106 TIMES BLDG 57 S 4TH
MPLS MN
55401

JENSEN CARL A
127 E MAIN ST
SLEEPY EYE MN
56085

JOHNSON & SANDERSON
ST MARYS HOSPITAL
ROCHESTER MN
55901

GUSTAFSON WALLACE
BOX 567
WILLMAR MN
56201

HANSON ETHEL
2813 85TH AVE N
MPLS MN
55444

HARVEY MICHAEL
1390 W M HAHA PKWY
MPLS MN
55409

HEALTH MANPOWER C LARSON
717 DELAWARE ST SE
MPLS MN
55440

HESS DONALD MIDWEST PLANN
2101 HENN BLDG
MPLS MN
55405

HEINTZ MARY ELLEN
PO BOX 599
CINCINNATI OH
45201

HEISENFELT WM
BOX 516
BEMIDJI MN
56601

HINRICHSEN PATRICK
MANKATO FREE PRESS
MANKATO MN
56001

HOLDAHL SCOTT
380 N BLDG GRAIN EXCH
MPLS MN
55415

HOUSE APPROPRIATIONS COMM
RM 109 STATE CAPITOL
ST PAUL MN
55101

HOUSE ED STANDING SUB COM
RM 109 STATE CAPITOL
ST PAUL MN
55101

HUMAN RIGHTS DEPT
60 STATE OFF BLDG
ST PAUL MN
55101

HUNT MRS CHAS L MECCA
26 E EXCH CENTRAL MANOR
ST PAUL MN
55101

INGEBRIGTSEN DR K H
23 SE 4TH ST
MPLS MN
55414

IUOE LOC 49 CHAS SWENSON
2580 UNIV AVE
ST PAUL MN
55101

IVERSON DR JOS DEPT ED
ST OLAF COLLEGE
NORTHFIELD MN
55057

JACKMAN DONALD G
4023 E LAKE ST
MPLS MN
55406

JENOS INC
525 LAKE AVE SO
DULUTH MN
55801

JOHNSON M.D. FRUNDT & FRUNDT

BLUE EARTH MN
56013

JOHNSON LANCE J
265 S LAFAYETTE RD
ST PAUL MN
55107

KABLE RICHARD W

BET[redacted] MN
55006

KING,TIMOTHY
3333 OAKLAND AVE S
MPLS MN
55407

KLUZ STEVEN J
1910 1ST NATL BK BLDG
MPLS MN
55402

KNUTSON R N GRANNIS ETAL
F J SCHULT BLDG
ST ST PAUL MN
55075

KOLLER MR & MRS ERWIN A
1568 DULUTH ST
ST PAUL MN
55108

KRAMER ERNEST W
717 DELAWARE ST SE
MPLS MN
55440

LANGVIN DAVID
7500 80TH ST S
COTTAGE GROVE MN
55016

LANSING & OAKES
400 SIBLEY ST
ST PAUL MN
55101

LARSON HANS P DIV HOSP SERV
717 DELAWARE ST SE
MPLS MN
55440

LAUNDERERS&DRY CLEANERS ASSN
W 1ST NATL BK BLDG
ST PAUL MN
55101

LINDALL & JONATHAN DEVELOP.
VILLAGE ONE CENTER
CHASKA MN
55318

LOCKNER GARY
R R 1 BOX 23
BAUDETTE MN
56623

LYNCH DONALD SIBLEY CO
184 E 6TH ST
ST PAUL MN
55102

MCKIBBON MRS SHIRLEY
11 EVERGREEN LN
BABBITT MN
55706

MCLELLAN LARKIN
215 ADM BLDG ST CAPITOL
ST PAUL MN
55101

MANKATO STAT STUDENT SENATE
CENTENNIAL STUDENT UN
MANKATO MN
56001

MANKATO STATE STUDENT ASSN
BOX 58 MANKATO COLLEGE
MANKATO MN
56001

MAUL WARREN E
320 S 4TH ST
MPLS MN
55415

MAYO FOUNDATION G ORWOLL
200 FIRST AVE NW
ROCHESTER MN
55901

KEENAN RICHARD J
4444 IDS BLDG
MPLS MN
55402

KIMBALL ROBERT
647 CAPITOL SQ BLDG
ST PAUL MN
55101

KNOWLES, LARRY D
8025 33RD AVE N
CRYSTAL MN
55427

KNUTSON DR KEITH,BIOLOGY
ST CLOUD STATE
ST CLOUD MN
56301

KOPP MRS VERNON
2050 65TH ST E
INVER GR HGHT MN
55075

KORTZ MRS LOUISE
1064 FOREST HILLS DR SW
ROCHESTER MN
55901

LAKE SUPERIOR INDUSTRIAL BUR
828 FIRST AM. BK. BLDG.
DULUTH MN
55802

LANAHAN E F - SIBLEY CO
184 E 6TH ST
ST PAUL MN
55101

LAPP LAZAR LAURIE ET AL
1200 BUILDERS EXCHANGE
MINNEAPOLIS MN
55402

LARSON C L
3800 MINNEHAHA AVE SO
MPLS MN
55406

LEAGUE MN MUNIC
300 HANOVER 480 CEDAR
ST PAUL MN
55101

LEAGUE WOMEN VOTERS OF MI
555 WABASHA
ST PAUL MN
55102

LOOS CALVIN J
6809 LYNDALE AVE SO
MPLS MN
55423

LOWE DOUG
2701 N LEXINGTON AVE
ROSEVILLE MN
55113

MCDONALD PHILIP M
2077 SELBY AVE
ST PAUL MN
55104

MCFADDEN G H DISPATCH-PR
55 E 4TH ST
ST PAUL MN
55101

MALONE E I COMM LABOR & I
444 LAFAYETTE RD 5TH FL
ST PAUL MN
55101

MANTHEY T J PICKANDS MATHER
1100 SUPERIOR AVE
CLEVELAND OH
44114

MASTOR & MATTSON LTD
315 PEAVEY BLDG
MPLS MN
55402

MECCA R.F. NELSON
26 E EXCHANGE ST
ST PAUL MN
55101

MEIEROTTO, JOAN
1794 SO LEXINGTON
ST PAUL MN
55118

1935 W CO RD 32
ROSEVILLE MN
55113

MILLER TOM
2311 PILLSBURY AVE S
MPLS MN
55404

MPLS TRIBUNE CITY DESK
425 PORTLAND AVE
MPLS MN
55415

MINN ASPHALT PAVEMENT ASSN
555 WABASHA RM 209
ST PAUL MN
55102

MINN AUTOMOBILE DEALERS ASSN
GRIGGS MIDWAY BLDG
ST PAUL MN
55104

MINN DENTAL HYGIENISTS
5041 YVONNE TERRACE
MPLS MN
55436

MINN FARMERS UNION PRES OFF
1275 UNIV AVE
ST PAUL MN
55104

MINN HWYS MANAGEMENT SERVICE
410 HWY BLDG
ST PAUL MN
55101

MINNE MINE CREDIT UNION
3000 HUDSON PK S 100
ST PAUL MN
55119

MINN PUB INT RES DAYTON
2418 UNIV AVE SE
MPLS MN
55414

MINN RETAIL HARDWARE ASSN
3033 EXCELSIOR BLVD 313
MPLS MN
55416

1821 UNIV AVE
ST PAUL MN
55104

MPLS CHAMBER COMM TRANSP DPT
15 S 5TH ST
MPLS MN
55402

MINN APT ASSN
GRIGGS-MIDWAY BLDG
ST PAUL MN
55104

MINN ASSN COOPERATIVES
55 SHERBURNE AVE
ST PAUL MN
55103

MINN COMMUNITY DEVELOP SERV
512 ROSSMOR BLDG
ST PAUL MN
55101

MINN ELECTRICAL ASSN INC
525 SO 7TH
MPLS MN
55415

MINN FOOD RETAILERS ASSN
555 WABASHA
ST PAUL MN
55101

MINN HOUSING INST N T CARTER
7801 METRO PKWY
MPLS MN
55420

MINN.MTR.TRANSP. .J.N.DENN
1821 UNIV.
ST.PAUL MN
55104

MN REP STATE CENTRAL COMM
555 WABASHA AVE
ST PAUL MN
55102

MINN SCH BUS OPERATORS ASSN

FARIBAULT MN
55021

300 METRO SQUARE
ST PAUL MN
55155

1020 PLYMOUTH BLDG
MPLS MN
55402

MPLS CITY ATTORNEY
325M CITY HALL
MPLS MN
55415

MPLS STAR PRESS ROOM
STATE CAPITOL
ST PAUL MN
55101

MN. ASN.C&IND H.D.PETERSON
480 CEDAR ST.
ST.PAUL MN
55101

MINN AFL-CIO, L O LA SHO
414 AUDITORIUM ST
ST PAUL MN
55102

MINN ASSN ELEC COOPERATIVES
4901 W 77TH ST
MPLS MN
55435

MINN. ASSN. PET RETAILERS
1115 2ND AVE. SO.
MINNEAPOLIS MN
55403

MINN COUNCIL STATE EMP NO 6
475 RICE ST
ST PAUL MN
55103

MINN DEPT HEALTH J C MCKA
717 DELAWARE S E
MPLS MN
55440

MINN ENV CONTROL CITIZEN ASN
CENTRAL MANOR 26 E EXCH
ST PAUL MN
55101

MINN ENV LAW INST INC
PO BOX 15076 COMM STA
MPLS MN
55415

MINN HEREFORD-LJ SCHAFER

BUFFALO LAKE MN
55314

MINN. HOTEL & MTR. ASSN
2001 UNIVERSITY AVE
ST PAUL MN

MINN LAND USE COMMITTEE
4344 IDS CENTER
MPLS MN
55402

MINN LP GAS ASSN
7515 WAYZATA BLVD 106
MPLS MN
55426

MINN PETROLEUM COUNCIL
1020 NORTHERN FED BLDG
ST PAUL MN
55102

MINN POULTRY & HATCHERY A
BOX 158
MADELIA MN
56062

MINN RESTAURANT ASSN
2001 UNIVERSITY AVE.
ST PAUL MN 55
104

MINN RETAIL FEDERATION
7600 PARKLAWN STE 457
MPLS MN
55435

MINN SOCIETY ARCHITECTS AIA
NW NATL BK BLDG
ST PAUL MN
55101

MINN SOC CERTIFIED PUB AC
1102 WESLEY TEMPLE BLDG
MPLS MN
55403

MINN STATE BAR ASSN
100 MINN FED BLDG
MPLS MN
55402

MINN ST BD PHAR P G GRUSSING
1965 FORD PKWY
ST PAUL MN
55116

MINN STATE RETIREMENT SYSTEM
529 JACKSON ST
ST PAUL MN
55101

MINN TEAMSTERS CREDIT UNION
2021 HENN AVE E
MPLS MN
55413

MINN VETERANS MED ASSN
246 S 6TH ST
MPLS MN
55402

MINN ASSN WATERSHED DIST'S

ADA MN
56510

MOFFITT R.C. DIR.ENV.CONTROL
MPLS.CITY HALL RM 301M
MPLS MN
55415

MOOD R BLOOMINGTON HLTH DEPT
10200 PENN SO
BLOOMINGTON MN
55431

MUELLER SHIRLEY A
787 W COTTAGE AVE
ST PAUL MN
55117

NATL COUNCIL JEWISH WOMEN
4330 CEDAR LK RD
MPLS MN
55416

NATL FAMILY INS CO
2147 UNIV AVE
ST PAUL MN
55114

NELSON DONALD E NSP CO
414 NICOLLET AVE
MPLS MN
55401

NEDELL HAROLD - MEINEKE
6300 W LOOP S SUITE 200
BELLAIRE TX
77401

NIELSEN STOCK & BLACKBURN
415 730 BLDG
MPLS MN

NO SUB MONTESSORI-S SADDLER
2487 HELEN COURT
NO ST PAUL MN
55109

NURSING HOME ADMRS BD EXAMRS
277 W UNIV AVE
ST PAUL MN
55103

NUTTER JULIA
743 W MONTANA
ST PAUL MN
55117

O'BRIEN J.DENNIS
1100 1ST NATL.BANK BLDG
MINNEAPOLIS MN
55402

OCONNOR GREEN THOMAS ET AL
845 NW BANK BLDG
MPLS MN
55402

OSTRUM DONALD E
10213 PIERCE ST NE
BLAINE MN
55434

OTTER TAIL POWER CO.
215 S. CASCADE ST.
FERGUS FALLS MN
56537

MINN STATE CAPITOL EMP UNION
PO BOX 3215
ST PAUL MN
55165

MINN STATE MED ASSN
375 JACKSON ST
ST PAUL MN
55101

MINN TBR PRODUCERS ASSN
200 CHRISTIE BLDG
DULUTH MN
55802

MINN.TURKEY GROWERS ASSN
2383 UNIV AVE
ST PAUL MN
55114

MINN WATER RESOURCES BD
RM 206 555 WABASHA ST
ST PAUL MN
55102

MINN-WISC BOUNDARY AREA C
600 2ND ST
HUDSON WI
54016

MOONEY, MICHAEL A.
BOX 903, ST.JOHN'S UNIV
COLLEGEVILLE MN
56321

MPIRG
BOX 45 ST MARYS COLLEGE
WINONA MN
55987

NASS GEO V HENN CO GEN HOSP
5TH AND PORTLAND AVE
MPLS MN
55415

NATL CAR RENTAL ATT D MIT
5501 GREEN VALLEY DR
MPLS MN
55437

NAT'L SOLID WASTES-R. GRASSO
1730 RHODE ISLAND AV.NW
WASHINGTON DC
20036

NCEC INC C/O DR DAHLBERG
CONCORDIA COLLEGE
MOORHEAD MN
56560

NESBITT JOHN
7851 METRO PKWY S 118
MPLS MN
55420

NEUMAN RALPH W
RT 2 BOX 125
EMBARRASS MN
55732

NORTH CENTRAL ELEC ASSN
PO BOX 202
BATTLE LAKE MN
56515

NW COUNTRY ELEVATOR ASSN
802 GRAIN EXCH BLDG
MPLS MN
55415

NW BELL TEL CO LEGAL DEPT
224 S 5TH ST RM 2000
MPLS MN
55402

NYQUIST DEAN A
3707 53RD PL N
BROOKLYN CTR MN
55429

OFFICE OF THE GOVERNOR
130 STATE CAPITOL
ST PAUL MN
55101

OLD COLONY GAS & OIL COMP
17TH AVE N AT 2ND ST
MPLS MN
55411

PATTISON ORVIS
BOX 645
WILLMAR MN
56201

PAYNE COL ALVIN
DEGRAFF MN
56233

PAYNE WM B
2400 FIRST NATL BK BLDG
MPLS MN
55402

PHAR MFGRS ASSN WM D PATTON
1155 15TH ST NW
WASHINGTON DC DC
20005

PHILLIPS LEGISLATIVE SERVICE
459 RICE ST
ST PAUL MN
55103

PORT AUTH CITY OF ST PAUL
330 MINNESOTA BLDG
ST PAUL MN
55101

POSS DONALD G
6301 SHINGLE CREEK PKWY
BROOKLYN CTR MN
55430

PULSCHER RBT SPRINGSTED INC
813 OSBORN BLDG
ST PAUL MN
55102

RADMAN RICHARD-LABOR TEMPLE
418 AUDITORIUM
ST PAUL MN
55102

RANALLO CLARENCE
800 CENTRAL AVE N E
MPLS MN
55413

REID DAVID H
5633 WASHBURN AVE S
MPLS MN
55410

RICHARDSON THOS
7851 METRO PKWY S 103
MPLS MN
55420

RICHARDS MONTGOMERY ET AL
1430 RAND TOWER
MPLS MN
55402

ROBERTS DAVID E
1260 NW NATL BK BLDG
ST PAUL MN
55101

ROSS ALFRED
6356 WARE RD
LINO LAKES MN
55014

SAN SIMEON DEVELOP CORP
OLD 1ST STATE BK BLDG
PAYNESVILLE MN

SANFORD SID
7000 PORTLAND AVE
RICHFIELD MN
55423

ST PAUL ASSN PLBG HTG MECH
614 AM NATL BK
ST PAUL MN

ST PAUL BUR HLTH DR P COX
555 CEDAR ST
ST PAUL MN
55101

SCHAPS NICHOLAS
100 DAIN TOWER
MPLS MN
55402

SCHLICHT REV ROBT
611 W MAIN ST
BELLE PLAINE MN
56011

PETERSON GARY
854 MIDLAND BK BLDG
MPLS MN
55401

PETERSEN JOHN W
525 OSBORN BLDG
ST PAUL MN
55102

POPOVICH PETER S
314 MINN BLDG
ST PAUL MN
55101

PORTER LYLE O

TRACY MN
56175

POYZER ROBT
BOX 675
FERGUS FALLS MN
56357

PRAUSE JOS.C.
2220 105TH AVE.N.W.
COON RAPIDS MN
55433

QUIRIN E W
336 STATE OFF BLDG
ST PAUL MN
55155

RAUENHORST CORP-C ANDERSON
7900 XERXES S. S-2200
MPLS MN
55431

RED OWL STORES INC
215 E EXCELSIOR AVE
HOPKINS MN
55343

RENNER R.H. ST PAUL AREA CC
300 OSBORN BLDG.
ST PAUL MN
55102

RAMSEY CO MEDICAL SOCIETY
1500 LOWRY MEDICAL BLDG
ST PAUL MN
55102

ROE DAVID
175 AURORA
ST PAUL MN
55103

ROBBIE JOSEPH
904 CARGILL BLDG NO CTR
MPLS MN
55402

RUDY FLOYD
118 AVE C
CLOQUET MN
55720

SATHRE, HARVEY
375 MARION STREET
ST PAUL MN
55103

SAX DOVE & STENSON
310 ENDICOTT BLDG
ST PAUL MN
55101

ST PAUL FOOD RETAILERS ASSN
1220 ARCADE
ST PAUL MN
55106

SCARBOROUGH WILLIAM
DIV.ED. U.M.
MORRIS MN
56267

SCHMIDT D R MN ASSN REALTORS
6101 WAYZATA BLVD
MPLS MN
55416

SCHMIDT H W TCHRS RETIREM
302 CAPITOL SQ BLDG
ST PAUL MN
55101

SCHMIDT LARRY WCCO-TV NEWS
50 S 9TH ST
MPLS MN
55402

SCHNEIDER MAHLON
GREEN GIANT
LES[illegible]UR MN
56058

SCHWERMAN EARL JR
1535 8TH AVE SE
ROCHESTER MN
55901

SCHWINN ROBT.P.
1400 SOO LINE BLDG.
MPLS. MN
55402

SEARS ROEBUCK & CO
2929 ELLIOT AVE D 703MW
MPLS MN
55401

SENATE COUN OFF J ST MARIE
STATE CAPITOL
ST PAUL MN
55101

SHABATURA EUGENE H
2833 LAKE AVE SO
DULUTH MN
55811

SHARP BOB
4125 HIGHWOOD RD
ST LOUIS PK MN
55416

SITE ENGINEERS INC
900 REDWELL LANE
APPLE VALLEY MN
55124

SKELLY OIL CO R R WELLINGTON
PO BOX 436
KANSAS CITY MO

SNYDER ROBERT W
248 CO B U OF M
ST PAUL MN
55101

SODERMAN ANTHONY
152 S PLAZA BLDG
MPLS MN
55416

STATE BD VETERINARY EXAMINER
C/O DR A C SPANNAUS DVM
WACONIA MN

STD AM LIFE & ANNUITY CO
3801 W 50TH ST
MPLS MN
55410

STROBEL LOUIS
RM 1180 176 E 5TH ST
ST PAUL MN
55101

STOLPESTAD BROWN & SMITH
1550 NW BK BLDG
ST PAUL MN
55101

SUMMIT NATL BANK D L MORRILL
205 AURORA AVE
ST PAUL MN
55103

SUSSEL CO.ATTN:TED SCHWENKER
1850 COMO AVE.
ST PAUL MN
55108

SWEITZER R L HONEYWELL INC
2701 4TH AVE S
MPLS MN
55408

THOMPSON HESSIAN ET AL
1500 MIDWEST PLAZA BLDG
MPLS MN
55402

TIMESAVERS INC ATT R S VOLD
5270 HANSON COURT
MPLS MN
55422

RM 328 CAPITOL BLDG
ST PAUL MN
55155

201 W CENTER ST
ROCHESTER MN
55901

SCHNEIDER & NEESER
706 1ST ST SO PO BX 876
WILLMAR MN
56201

SCHROEDER ALFRED H
2172 CARROLL AVE
ST PAUL MN
55104

SENATE FINANCE COMMITTEE
113 STATE CAPITOL
ST PAUL MN
55101

SENATE GOV OP COMM
RM 303 STATE CAPITOL
ST PAUL MN
55155

SHAW ROBERT M
616 MOBIL OIL BLDG
MPLS MN
55402

SHELL OIL CO. W.A. ROQUET
ONE SHELL PLAZA BX 2463
HOUSTON TX
77001

SLOCUM CHARLES A
1203 IDS TOWER
MPLS MN
55402

SMERIKA WN.
BOISE CASCADE PAPERS
INTL FALLS MN
56649

STANSFIELD ARLENE LAND OLKS
PO BOX 116
MPLS MN
55440

STATE BD.BARBER EXAMINERS
555 WABASHA
ST PAUL MN
55102

STEELWORKERS CREDIT UNION
BOX 250
BABBITT MN
55706

STENSLAND M.E. PRES. MVMA
203 NW 22ND ST.
AUSTIN MN
55912

STUPKA & MOREM
MIDTOWN BLDG
AUSTIN MN
55912

SULLIVAN J KIRK
PO BOX 200
BOISE ID
83701

SWANSON BURT E
W-2162 1ST NATL BK BLDG
ST PAUL MN
55101

SWANSON GERALD H
212 CITY HALL
ROCHESTER MN
55901

TATE VERN 3M CO
3M CENTER 220/6W
ST PAUL MN
55101

THOMPSON CONRAD
1107 23RD ST NW
ROCHESTER MN
55901

TOUCHE ROSS & CO K H STOCKE
780 NORTHSTAR CNTR
MPLS MN
55402

TWIN CITY RETAIL DRUGGIST
2388 UNIV AVE
ST PAUL MN
55104

UNION STOCK YARDS
ATTN PRES
SO ST PAUL MN
55075

VAN DRAKE STEPHEN R
BOX 353
PELICAN RAPID MN
56572

VAN EVERA MUNDT ET AL
700 TORREY BLDG
DULUTH MN
55802

VOLDNESS PERRY
IDS 8TH & MARQUETTE
MPLS MN
55402

VOSS REV GORDON O
11120 NE 7TH ST
BLAINE MN
55434

WALIGORA ROBERT
3228 SO 17TH AVE
MPLS MN
55407

WALTERS THOS H
4510 W 77TH ST STE 235
MPLS MN
55435

WHITLOCK A G
ECON LAB OSBORN BLDG
ST PAUL MN
55102

WM.MITCHEL COLLEGE LAW LIB.
2100 SUMMIT AVE.
ST.PAUL MN
55105

WOLKERSTORTER THEODORE
676 17TH AVE NW
NEW BRIGHTON MN
55112

WOZNIAK D D
401 FIRST FED BLDG
ST PAUL MN
55101

VAN CLEVE JOHN H
2101 HENN AVE
MPLS MN
55405

VERRILL JOHN E
DEPT SECONDARY ED UOF M
DULUTH MN
55812

VILLAGE OF WOODBURY-F.STR
561 TOWER DRIVE
NEWPORT MN
55055

VOS LEROY
2137 BURNS AVE
ST PAUL MN
55119

WELK G V NORTHERN STATES
414 NICOLLET MALL
MPLS MN
55401

WEST MIDWAY-SO.ST ANTH.PK
898 RAYMOND AVE.
ST PAUL MN
55114

WILSON R GARY PDQ INDUSTRIES
1GATEWAY CENTER
PITTSBURGH PA
15222

WIS FEEDER PIG MARKET CO-

FRANCIS CREEK WI

WYANT CLINTON W ATTY

ATKIN MN
56431

EXHIBIT E

STATE OF MINNESOTA

COUNTY OF RAMSEY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

AFFIDAVIT OF MAILING

Carolyn Bruyn, being first duly sworn, deposes and says:

That on the 6 day of December, 1971, at the City of St. Paul, County of Ramsey, State of Minnesota, she served the attached Notice of Hearing by depositing in the United States mail at said City of St. Paul, a true and correct copy thereof, properly enveloped, with postage prepaid, to all persons and associations at the addresses listed on the attached Certificate of the Secretary of State as well as to all persons presently being members of the Minnesota Legislature.

Carolyn Bruyn

Subscribed and sworn to before me
this 6th day of December, 1971.

Notary Public
My Commission Expires Jan. 21, 1973

STATE OF MINNESOTA

BEFORE Edward G. Novak

COUNTY OF RAMSEY

COMMISSIONER OF PUBLIC SAFETY

In the matter of the proposed adoption of rules of the State Department of Public Safety governing requirements for a two-wheeled vehicle driver's safety course.

FINDINGS OF FACT

The above entitled matter came on for hearing before the commissioner of Public Safety of the State of Minnesota on the 10th day of January, 1975, at 9:00 A.M. in Conference Room A in the Veterans Service Building, St. Paul, Minnesota, after proper notice required by M.S.1971, Section 15.0412 was served upon all persons, associations and other interested groups registered with the Secretary of State for that purpose.

After affording interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files, and proceedings herein, I find the following:

1.) The Commissioner of Public Safety is specifically authorized, pursuant to M.S.1971, Section 169.974, Subd. 2, as amended by laws 1974, Chapter 133, to approve the curriculum and training required to satisfactorily complete a two-wheeled motor vehicle driver's safety course.

2.) The current regulation prescribes the contents of the motorcycle instruction course and the number of hours to be devoted to classroom and on the cycle training. The law allows issuance of a two-wheeled vehicle instruction permit after the applicant passes the written examination for such permit. The current regulation does not provide conditions for renewal of the instruction permit.

3.) The purpose and need for changes in the regulation, is due to the fact that after completion of the classroom portion of the safety course and obtaining an instruction permit, the student has been able to renew his 90 day permit once the first year, reapply and take the written examination the following year and again renew the 90 day permit. In this manner, the student may operate a two-wheeled vehicle for 2 summers or until he is 18 years of age without ever completing the astride the cycle portion of the safety course. The safety course is designed to instruct the student in such a manner that he may safely operate the cycle on the streets and highways and avoid accidents.

4.) At the Public Hearing on this matter comments were addressed to the following sections of the proposed rule.

Under DrivLic 4(b) there was some discussion regarding approved instructors instead of certified. The opinion of the Supervisor of Traffic and Safety Education Unit of the Department of Education was to retain the current terminology.

Under DrivLic 4(c) instructors in the motorcycle safety courses will now be required to be licensed to legally operate a motorcycle in Minnesota.

5.) Under DrivLic 6 (a) students will have to initially enroll in both portions of the motorcycle safety course.

Under DrivLic 6 (a) also the use of machines that simulate motorcycle driving, although considered not too practical or effective, could be used in addition to the minimum of the 14 hour safety course.

Under DrivLic 6 (c) the methods of conducting the safety course were clarified and the requirements that schools approved to conduct a safety course must provide for the entire course.

6.) Under DrivLic 7, the issuance of certificates of enrollment and completion were more clearly defined than in the current regulations. Also the conditions of renewing the permit or applying for an endorsement were clearly outlined and will eliminate the conditions listed in 3.) above.

7.) In subsequent correspondence addressed to this matter (within the post hearing 20 day period) several comments were made regarding the proposed rules and regulations.

(a) The objections to the current and proposed regulations pertained mostly to the sections mentioned above and the consensus of the participants at the hearing resulted in the above wording of the regulations which is agreeable to the Departments of Public Safety and Education and acceptable to both the Public and Private Schools and to the Commercial Driver Training Schools.

(b) A representative of the Highway Patrol stated that since the safety course is required by law, that it should become mandatory that all public school districts in the State be required to provide the course to their students.

(c) In Exhibit 1, attached, from St. Cloud State College, on page 2, proposals numbered 5, 6 and 7, are matter of law and can only be changed by legislation.

8.) All comments and subsequent correspondence were given careful consideration.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G Novak

COMMISSIONER OF PUBLIC SAFETY

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DATE

STATE OF MINNESOTA

BEFO[redacted] Edward G. Novak

COUNTY OF RAMSEY

COMMISSIONER OF PUBLIC SAFETY

In the matter of the Proposed Adoption of Rules of the State Department of Public Safety Governing requirements for a two-wheeled vehicle driver's safety course.

ORDER ADOPTING RULES

The above-entitled matter came on for hearing before the Commissioner of Public Safety of the State of Minnesota on the 10th day of January, 1975, at 9:00 in the Conference Room A of the Veterans Service Building, St. Paul, Minnesota, after proper notice required by M.S. 1971, Section 15.0412 was served upon all persons, associations and other interested groups registered with the Secretary of State for that purpose.

After affording interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files and proceedings herein, and applicable statutory standards or criteria, and having confirmed the need for the above captioned rules;

NOW, THEREFORE, IT IS ORDERED that these rules identified as Minnesota Department of Public Safety, Driver License Division, Chapter One: Requirements for a Two-Wheeled Vehicle Driver's Safety Course, DrivLic 1-25.

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

Edward G. Novak

COMMISSIONER OF PUBLIC SAFETY

ORIGINAL

STATE OF MINNESOTA

DEPARTMENT OF PUBLIC SAFETY

MOTOR VEHICLE SERVICES DIVISION

In re: Proposed Adoption of Rules of the State Department of Public Safety Governing the Requirements for a Two-Wheel Vehicle Driver's Safety Course.

- -

Friday, January 10th, 1975

9:00 a.m.

Conference Room A

Veterans Service Building

St. Paul, Minnesota

Transcript of proceedings had at the Hearing of the Minnesota Department of Public Safety, Motor Vehicle Services Division, on Friday, January 10, 1975, commencing at approximately 9:00 o'clock A.M., in the Veterans Service Building, Conference Room A, St. Paul, Minnesota.

APPEARANCES:

PHILLIP A. IVERSON, Deputy Commissioner, Minnesota Department of Public Safety.

FRED SUHLER, Special Assistant Attorney General, State of Minnesota.

JOSEPH MEYERRING, Assistant Supervisor, Traffic Safety Education, State Department of Education.

FRANK DUNNIGAN, Supervisory Officer, of Drivers Training, Department of Public Safety.

* * *

MR. IVERSON: My name is Phillip A. Iverson, Deputy Commissioner of the State Department of Public Safety, State of Minnesota, and I will be presiding over this Hearing. The other members that are with me today on this panel at the desk are Mr. Frank Dunnigan, to my left, who is with the Public Safety Department, Mr. Joe Meyerring to my far right, Department of Education, and Mr. Fred Suhler, from the Attorney General's Office. Have all of you signed in at this time? Did we get that around to everyone? If not, please do so.

Hemlock ERASABLE RAG CONTENT

This Hearing is being held this 10th day of January, 1975, in Conference Room A of the Veterans Service Building and we have commenced the meeting at 9:00 o'clock A.M. and will continue until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning the proposed adoption of rules of the State Department of Public Safety governing the requirements for a two wheel vehicle driver's safety course. The need to adopt these rules arises because of the legislative mandate in Minnesota Statutes 1971, Section 169.974, subdivision 2, as amended bylaws 1974, chapter 133, that no motor vehicle endorsement shall be issued on a person's drivers license until the person has been in possession of a motorcycle instruction permit for at least 30 days, has passed a special written and road test and for applicants under 18 years of age presents a certificate of satisfactory completion of a two wheel vehicle driver's safety course approved by the Commissioner of Public Safety in accordance with such regulations as he shall promulgate. Minnesota Statutes Section 169.974, subdivision 2, also stipulates that the motorcycle instruction permit shall be effective for 90 days and may be renewed under rules to be prescribed by the Commissioner of Public Safety. The current regulation prescribes the contents of the motorcycle instruction course and the number of hours to be devoted to classroom and on the cycle training. The law allows issuance of a two wheel vehicle instruction

permit after the applicant passes the written examination for such permit. The permit allows him to operate the motorcycle and take on the cycle training. The current regulation does not, however, prescribe conditions for renewing the permit and although department policy has been to allow one renewal, the results of this procedure allows the student to operate a motorcycle for 180 days or during an entire summer upon passage of the written test after only classroom instruction. Then the next summer the student again takes the written exam for a motorcycle permit which again allows him to operate the motorcycle with one renewal and for another 180 days. In all this time the student motorcycle operator has not necessarily completed the on the cycle portion of the motorcycle instruction course which is important for the future safety of the operator and other vehicle drivers. Proposed amendment to the present regulation will correct this problem by A. requiring that the student present a certificate of enrollment in the two wheel motor vehicle safety course in order to initially obtain a motorcycle instruction permit. B. requires that students who wish to take the motorcycle training course must enroll for both the classroom and the on the cycle portions of the course. That is drivers license 6-A. And C. allowing only one renewal of the permit and only then by presenting a certificate of having completed the classroom and on the cycle instruction. That's drivers license No. 7. These requirements will limit

motorcycle operators to 90 days of driving without having completed the on the cycle training. The student will have to complete the six hours of on the cycle instruction during the first 90 days that he is in possession of an instruction permit. He then may take an examination for a motorcycle endorsement or renew his permit upon presenting proof of completion of the entire motorcycle training course. Should he fail to complete the on the cycle training in 90 days the student will not be issued another permit and must repeat the classroom portion of the training before one will be issued. This is signed Minnesota Department of Public Safety, Edward G. Novak, Commissioner. It is dated 11-25-74.

Now, all interested persons will be given an opportunity to give testimony limited to the subject of this Hearing. It is permissible to present written material which should be marked as an exhibit and introduced for the record. Statements or briefs typed on 8½ by 11 inch paper may be submitted after the Hearing to the Commissioner of Public Safety, State Highway Building, St. Paul, Minnesota 55155. Such statements must be postmarked no later than Midnight, January 30, 1975. Those who have indicated your attendance on the attendance sheet and desire to speak will be called on first. Therefore any others thereafter - - any others will be given an opportunity to speak. Please speak clearly so that our court reporter does not miss anything and before making your statement introduce yourself,

spell your name and give the name and address of the association you are representing. Before we begin taking testimony Mr. Fred Suhler, the Assistant Attorney General who is on the panel will explain the procedural rules and introduce as exhibits the filing documents of the State Department of Public Safety.

MR. SUHLER: The procedural rules are very simple. I think Mr. Iverson's statement pretty well takes care of it. We have here basically an opportunity for members of the general public to be heard. Obviously in the administrative process as you probably can gather the input so far into these rules has been pretty much in the House. In other words, the Department has consulted with its own people, with people for example from the Department of Education. Perhaps we have used some information we have received in the past either from the formal letters or from publications we have received. Some of this stuff has been checked through the Attorney General's Office for legality with respect to the scope of these rules and at this point we are now ready to find out whether or not anybody from the general public has anything to say which will help us to formulate these rules. I might say that the fact that we have proposed these changes is not necessarily indicative of the fact that any changes will be made at the present time. One of the options available to the Commissioner of Public Safety after all of the testimony is received today and after the Commissioner has had a chance to review it and to review any of

the statements that are put in after this Hearing has been adjourned, is not to adopt any changes at all. So the fact we even are proposing changes and we had this Hearing does not necessarily mean we are going to have any changes at all in the present setup. And I think you should consider these proposed rules in the light of the fact these are merely proposed and they are not concrete or anything. They are subject to change. They are subject to change if somebody here points out something about these rules that we weren't aware of or make us aware of some facet of this that isn't going to be very practical so I just want to explain that this is not a formal proceeding. I have been involved in proceedings like this where we decided after hearing evidence not to do anything at all or to change the rules dramatically. I might also add if there is a decision made to make a drastic change in what is proposed here the law would require us to reconvene these proceedings and take additional testimony on any major changes of substance in the proposed rules at this point and, Phil, if you have the documents I will introduce them for the record. Mr. Iverson, I have in my hand here several typewritten documents which have already been marked. They are marked as Exhibits A through E. Exhibit A is an order for Hearing dated November of 1974 providing under the Administrative Procedures Act this matter be heard at this time, at this place this morning. Exhibit B is a statement of need by Edward G. Novak, Commissioner of Public Safety, dated

the 25th of November, 1974, describing the basic changes that are proposed and the basic reason or rationale for this particular proceeding. Exhibit C is Notice of Hearing dated the 20th of November, 1974. That was sent to all interested parties. Exhibit D is a certificate of the Secretary of State basically stating that he gave to a department representative a list of almost 400 individuals who wish to be informed of any changes to be made in rules and regulations generally promulgated by the State and with respect to this area in particular and that was a list that was complete as of 3:00 P.M. on the 5th day of December, 1974. Exhibit E, Affidavit of Mailing, stating that on the 6th day of December, 1974, that an employee of the Department of Public Safety mailed the Notice of Hearing to the individuals who were so noted on the list supplied with respect to Exhibit D and at this time Mr. Hearing Officer I would offer these particular documents in evidence in these proceedings.

MR. IVERSON: It shall be entered. At this time I am going to call on those of you who have asked to give testimony so we'll begin with Mr. Dick Morelan from Paynesville.

MR. DICK MORELAN: First of all, I was the first one here and I signed up first. I would like to hear the other individuals first from the motorcycle industry and also from the Drivers License Department. I have some other figures and I would like to make my presentation a little later on, if

possible.

MR. IVERSON: Very good.

MR. SUHLER: Incidentally I forgot to mention when I made my speel about the procedure here that any witness who does make a statement or gives testimony can give a statement under oath although in this type of procedure I don't know whether that would be completely necessary but if there appears to be some area in which we are not certain about the importance of the testimony I think that either Mr. Iverson or myself might be in a position to ask this individual questions so if any individual who does give testimony is asked questions by the Chair or myself, it's not that we disagree or anything like that, it's just a matter of getting clarification perhaps on something that you have said and I wouldn't feel insulted if one of you were questioned on your testimony. But to keep this thing in order I think that the questions should be asked by either the Chair or myself for this particular proceeding.

MR. IVERSON: At this time then I will call on Mr. Robert Illingworth of the American - - is that the Minnesota Motorcycle Dealers Association?

MR. ROBERT ILLINGWORTH: That is right. Mr. Iverson, Gentlemen, my name is Robert Illingworth and I represent the Minnesota Motorcycle Dealers Association and the National Motorcycle Dealers Association. Gentlemen, we are very happy that the Department of Public Safety has taken the time to dig into

these regulations and basically we are pretty happy with them in the industry. Specifically we have two objections and one is item 6 starting on line 2 of the backside of the page. This concerns the two hours of simulation. It's the industry's viewpoint that drivers education is one of the things that we need more than anything. We can look at the statistics throughout the country and see that the majority of the motorcycle accidents are - - the majority of the motorcycle accidents concern the new rider, the guy that is not orientated to the motorcycle. We feel that four hours on the machine is not enough. We would like to see that changed where you require six hours of training on the machine and they can simulate for 100 hours after that as far as the industry is concerned but we feel six hours is necessary on the machine. Secondly item 7 starting on page 26, specifically, "either portion". We think this is a bad rule. No. 1, because it allows the new rider again to go out and take one part of the course, the written part, and get on the motorcycle and ride it off somewhere and we just don't see that we are accomplishing anything here. Most of the accidents statistically throughout the country are in the first three months of operation by the new rider and right away we are allowing him to take the written test and go out and get on that same machine and after the accident maybe to come back and take the test but we are concerned what happens before he takes the test. Other than that we are pretty happy with it and

I would like to apologize for having to leave the meeting earlier than I had intended to but I have another appointment.

MR. IVERSON: Thank you very much, Mr. Illingworth. At this time I would call on Mr. Schwank.

MR. ROBERT SCHWANK: Robert Schwank, teacher from Hutchinson, Minnesota, working in motorcycle education. I would like to concur with the previous speaker on the requirement of six hours on the machine because simulation with the facilities we have now, two hours is quite a bit for what it can accomplish. Also I am in complete agreement on lines 7 and 8 thinking quite good on the second page saying that it shall enroll in the course for both classroom and on the cycle portions. Also in section 7, line 26 again in agreement on satisfactory completion of both portions instead of either portion. Thank you.

MR. IVERSON: Thank you, sir. I will call Mr. Steve Lash.

MR. STEVE LASH: I am Steve Lash. L-A-S-H is the spelling of my last name. I am a motorcycle safety instructor and I teach motorcycle for the Brainard Public Schools. That is the organization I am representing today. I would then in section 6 concur with the idea that simulation - - with the previous speakers that simulation should be, at least be restricted to something less than two hours, maybe half an hour or that maybe we have six hours of actual riding instruction and as much

simulation as the instructor would desire to give. I would concur with the last portion of that paragraph, students wishing to take the course I believe should enroll at the same time for both classroom and on the machine instruction. Paragraph C I feel that the two portions of the course should be concurrent. I don't feel that they should be consecutive. It should be an integrated program and instructions should be offered on a concurrent basis. In the last section, section 7, I feel that both portions of the course should be completed before a certificate of completion is given to the student. That is, I don't think a certificate of enrollment will be necessary because of the limited number of hours involved in the program, 14 hours. I don't see any reason why students shouldn't complete the entire course and then be given a certificate of completion. I would also concur with the thought that the student should be, only be able to renew the certificate once and I don't know how relevant the next statement is to this particular Hearing but I think renewal time should be cut down to something in the area of 30 to 45 days. That's all I have to say.

MR. IVERSON: Thank you very much, Mr. Lash. At this time I will call Mr. Bud Sell.

MR. BUD SELL: Bud Sell, Park High School, and I am a teacher of drivers education and motorcycle. Also I am president elect of the Minnesota Drivers Education Traffic Safety Association. A couple of points I would like to concur

with, 6-A, which I think they definitely need the six hours on the bike. Also I would like to sort of congratulate you. I think on 6 also where you require both classroom and on the cycle I think that's a good point. Also I think you are starting to close the loopholes as far as item 7 and onetime renewal. I want to congratulate you.

MR. IVERSON: Thank you very much. Now I would call on Marty Rossini.

MR. MARTY ROSSINI: I am the executive secretary of the Minnesota Driver Traffic Safety Education Group. I also teach at Stillwater High School and am the driver education director and at the present time am involved in motorcycle education and traffic safety on all levels. I would like to start with commending the Department of Public Safety for coming through with changes that look for the betterment of the area of motorcycle education. I would, however, support the remarks of Mr. Lash and Mr. Schwank on some of the problems of the area starting in No. C here, the instructor must have a motorcycle endorsement of their standard drivers license. It is pretty difficult in many cases for a person who has not been exposed to motorcycle education or motorcycle operation to be able to speak fluently on the area of how to operate a motorcycle or handle it in different situations without having had any experience and I do think that the person who does have an endorsement and who has had some riding experience can certainly

do a little better job in fact a much better job of teaching than one who has read it all from a book and is trying to get that across. I think some practical experience is a must and I think that's a good point. Going over to 6-A, the idea here of the student wishing to take the motorcycle training course shall enroll for both the classroom and the on the cycle portion of the course is an excellent point as well. Any school offering motorcycle instruction shall provide the classroom and the on the cycle training. I think it is very important that programs have both phases. A lot of times you might have the student in the classroom and not offer the behind the bar operation or operation of the cycle and as a result the kids don't really have anyplace to go other than to some other facility if there is one available and in a lot of communities in this state that isn't the case so by requiring both I think we are maybe taking care of the problem of people riding with a permit as was pointed out by Mr. Iverson before. I think the last point is an excellent one on regulating renewal of an instructional permit by one time only and only by presenting the certificate. I would thereby commend the Department of Public Safety in an effort to, with the cooperation of the Department of Education, to change these standards to meet the needs. Thank you.

MR. IVERSON: Thank you very much. At this time I would call on Mr. Gene Bealka.

MR. GENE BEALKA: Commissioner, Gene Bealka from the

Department of Education. I just noticed when I received this that this might be of some concern on line 26 under section 4, public and nonpublic school instructors must be certified by the Department of Education. We are all aware as of yet the best that the Department of Education can do for the cooperation of the colleges offering traffic safety courses has been a one to one and a half day workshop and no program has been approved by the colleges or by the department which would certify instructors. At best we can say they are approved to instruct motorcycle safety education but to say certify would be rather loose terminology there, hanging in the air.

MR. SUHLER: I believe that's the present form of the rule that we have had since - - I can't recall when that was adopted. I think I was around then, probably about two and a half, three years but basically you are telling us that is something we overlooked at that time?

MR. GENE BEALKA: I am saying when you look at the certification department for motorcycles, two wheel regulations there is none, none exists or certification department.

MR. SUHLER: Is that only in a specific area like you are trying - - is that the higher education area or is that all levels?

MR. GENE BEALKA: All levels.

MR. SUHLER: It is not just restricted to, say, colleges or - - okay. And what is the term you would rather have

used in that particular line?

MR. GENE BEALKA: In my opinion?

MR. SUHLER: Yes.

MR. GENE BEALKA: Approved.

MR. SUHLER: Do you issue any kind of document after these people have gone through your course?

MR. GENE BEALKA: No.

MR. SUHLER: Do you keep a list of them anywhere?

MR. GENE BEALKA: Yes, because this is how we can see or determine if they are endorsed.

MR. IVERSON: Thank you very much, Mr. Bealka. At this time I would like to call on State Representative, Bob McBachern.

MR. BOB McBACHERN: I am Bob McBachern. I am a representative of District 18-B and I am also a drivers education instructor for the Archdiocese of St. Paul, Minneapolis, and St. Michael's School. I want to commend the Department on your efforts. I don't think you went far enough but what you did was fine. I have some objections and I guess my objections are about the same as what has been stated. 6-A, I think the two hours of simulation should be thrown out and I agree with what Bob said and the speaker before me that we need six hours behind the wheel and they can give all the simulation they want but after the six hours. I think you kind of contradicted yourself in 7 on certificate of course completion it says,

"Upon satisfactory completion of either portion of", and up on 6-A your last statement, "Students wishing to take the motorcycle training course shall enroll for both the classroom and on the cycle portions of the course". That seems to be a contradictory statement there. I think in one place you say they must enroll in both and in another place, upon completion of either. I feel that as the speaker before, they should complete both before they get the certificate to ride the bike; and your renewal system, I think 90 days is too long and I would go with 30 days and no renewal. I just can't see a kid out riding a bike as long as they have been riding at the present time without having taken the course behind the wheel and I would like to see a change there with no renewal and with a 30 day permit. Thank you.

MR. IVERSON: Thank you very much, sir. I am very happy you could be with us today. At this time I have gone through the list of people that have asked to give testimony and I would like to call on Mr. Dick Morelan again at this time.

MR. DICK MORELAN: I am one of the eleven safety education officers, State of Minnesota, an avid bike enthusiast. I concur with everything I have heard here, the last gentleman, 30 days, great, six hours of riding time, excellent. I would like to draw your attention to 6-C right straight across from No. 19, "Any school offering motorcycle instruction", I

don't like the wording any school. I would like to see that every school that has driver education programs within the school offer, also offer motorcycle training at this particular school. I am from the central part of the state, the area out there, the thirteen counties that I travel into, some of these students have to go 50 miles one way, 50 miles back and for mom and dad to take them there, they say, "Dick, we will take our chances on being apprehended". A little more research comes up with one hundred and nineteen registered - - motorcycles registered in 1973 in the State and it also shows that only fifty-five thousand of them had a motorcycle endorsement. Somewhere along the line there is seventy some thousand. In the past year the national figures show motorcycles have increased 19.6 so '74 figures I am sure will change. Now, I think that we should try and get something in there. These people, if we are going to offer them something or make it mandatory that they do something we should be able to offer them the service. It's something like rehabilitating an alcoholic, fine and dandy, if he wants the help but if he can't get it where do you go? I am rambling on here a little bit but this is the point that I would like to bring up here and suggest that all schools in the State of Minnesota, if they have a drivers education class, it should be mandatory that they also offer motorcycle training. Thank you, Commissioner. I would like to commend you as the people before me

on a great start.

MR. IVERSON: Thank you very much. Okay, I would like to ask if there is any one else that would like to say something at this time. We have gone through our list of those of you who wanted to give testimony. Are there any rebuttals? Comments that you would like to make in regard to what has been said this morning? Yes, sir.

MR. LEE WHITED: My name is Lee Whited and I represent the North Star Driving School in St. Paul, Minnesota. I didn't prepare any formal comment. The reason for this is because as far as our school is concerned and most of the commercial schools in the State we were quite pleased with the proposals that were put out. However, there has been some comment about the concurrent or consecutive portions here. As far as what people are saying, is the permit should not be given. They should be given all the training and thereby going directly into licensing whereas we feel the purpose of the permit is the same as the automobile, it's to practice riding the motorcycle or practice driving an automobile, whatever. So the permit we feel should be issued after the classroom portion. At this point they can continue their training on the street, on the street training can be given during, the in the saddle portion and at this point they can continue to practice until they are prepared to take the test for the full endorsement. In order to eliminate the problems that have been

occurring here, rather than attack it from that angle maybe attack it from the angle of reducing the length of time a permit is valid, 30 days or 45 has been suggested. Thank you.

MR. IVERSON: Thank you very much. Is there any one else who would like to make a comment? We hope we can air this thing thoroughly today because we have talked about it a lot in the past and I have discussed it with many of you personally because I am an enthusiast myself and I know you have been interested. At times our Department has been condemned a bit because of the kind of test and procedure and so forth that we have to go through and we would like to air this portion of our procedures at this time as much as possible so again I say is there any one who has a comment? We would like to hear from you. Yes, sir.

MR. DUANE MARSHMAN: My name is Duane Marshman representing the Minnesota Driving School. In regards to the completion of both portions, classroom and in the saddle training prior to the issuance of a permit, this would restrict all of the in the saddle training to private facilities and not allowing students any time on the street at all and I feel this would be about as beneficial as restricting the six hours of behind the wheel training in the regular drivers training course to a driving range and I feel that you should be allowed to have a student ride at least under supervision on the actual city streets if desired.

MR. IVERSON: Thank you very much. Any one else have a comment for us that we can add to our discussion this morning? If I hear no more from any one I am assuming that this is a completion of all of the testimony so I will repeat that in 20 days, 20 days will be allowed for post-hearing submission of evidence, statements or briefs. Such statements must be typed on 8½ by 11 inch paper and must be mailed to the Commissioner of Public Safety, State Highway Building, St. Paul, Minnesota 55155, postmarked no later than Midnight, January 30, 1975.

Before we adjourn today I see Mr. Joe Shields has arrived and, Joe, we have completed our testimony. We had asked for other comments and I think because you have been so involved I would like to just know if you had any comment to make at this time regarding the proposed rules and regulations that we - -

MR. JOE SHIELDS: I can submit them in writing, Phil. I think these other people have said some of the things I wanted to say anyway. I discussed it with others here.

MR. IVERSON: I just want to make sure everyone is heard.

MR. JOE SHIELDS: I will drop you a line. What is the deadline on written - -

MR. IVERSON: Twenty days would be allowed. Any one else have any comment? If not, this - - Mr. Dunnigan?

MR. DUNNIGAN: The length of the permit is governed by law and it is now 90 days in the law and we have submitted a change to reduce it to 45 days and also these regulations are made to accommodate both commercial and public schools and the commercial schools do not have driving ranges. That's all I wanted to say, just to clarify it.

MR. IVERSON: Does any one want to comment on that?

UNIDENTIFIED SPEAKER: You say you submitted that for 45 days?

MR. DUNNIGAN: We have submitted it.

UNIDENTIFIED SPEAKER: Renewable once?

MR. DUNNIGAN: The renewing part is controlled by regulation.

MR. SUHLER: The only comment I would make, Phil, there has been some - - I think Dick Morelan suggested that we consider or at least made a strong pitch for the concept of if schools offer drivers education programs they have to both offer motorcycle and other motor vehicle programs. I can assure any one in the room in case any one is concerned about this thing that I don't consider that at least something that the Commissioner of Public Safety has the authority to do under scope of these particular regulations and there won't be any such rule change or modification of these proposed rules in that area. I believe that power if it exists, exists within the Department of Education's regulatory authority and of course

if there were any change in that procedure it would be subject to a separate hearing although I do appreciate Officer Morelan's comment on that point.

MR. IVERSON: Joe, would you like to make any comment?

MR. MEYERRING: No.

MR. IVERSON: Hearing no other comments, this meeting is adjourned.

REPORTER'S CERTIFICATE

I, Joyce Hemingson, do hereby certify that I recorded in stenotype the hearing of the Minnesota Department of Public Safety, Motor Vehicle Services Division, on January 10, 1975, at St. Paul, Minnesota;

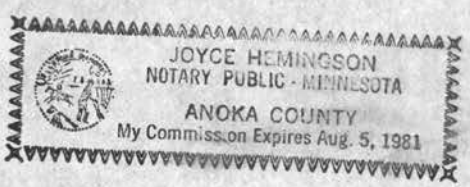
I further certify and state that thereafter I caused to be transcribed into typewriting the foregoing transcript of said recorded hearing, which transcript consists of the preceding 22 pages;

I further certify and state that the said transcript of said recorded hearing is true and correct to the best of my ability.

Joyce Hemingson

JOYCE HEMINGSON
COURT REPORTER

Dated this 23rd day
of January, 1975.



Hemlock
ERASABLE