Written Testimony

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Overview of Commercial Vehicle Safety Program

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Table of Contents

Topics	Page
Executive Summary	3
Motor Carrier Safety Assistance Program (MCSAP)	4
New Entrant Safety Assurance Program (NESAP)	7
Intrastate USDOT number requirement	8
Border Enforcement Program	9
Performance Registration Information Systems Management (PRISM)	9
Aerial Crash Mapping	10
Fuel Compliance	10
Civil Weight Enforcement	11
Mobile / Fixed Weight Enforcement	11
Mandatory Annual Inspection Program (MIP)	12
Commercial Vehicle Post Crash Inspection	12
School Bus Safety Program	13
Initial Motor Carrier Contact (IMCC)	14
Passenger Carrier Special Transportation Safety Program (STS)	15
Passenger Carrier Limousine Inspections	15

Executive Summary

The Minnesota State Patrol Commercial Vehicle Section, as lead agency, administers federal Motor Carrier Safety Assistance Program (MCSAP) funds provided to the state by the Federal Motor Carrier Safety Administration (FMCSA). These funds are employed to enhance Commercial Motor Vehicle (CMV) highway safety through a wide range of education and enforcement activities including Driver/Vehicle inspections, Compliance Review Activities, Safety Education Outreach, and CMV Traffic enforcement activities. The Patrol works closely with and shares these federal funds with the Minnesota Department of Transportation Office of Freight and Commercial Vehicle Operations (OFCVO). Although the Patrol does not share direct funding with agencies other than the OFCVO, MCSAP resources are also made available to other divisions in DPS, other state and federal agencies, county and local units of government, and private organizations & individuals in an effort to improve CMV safety throughout Minnesota.

Data provided by FMCSA's Large Truck Crash Causation Study indicate the CMV driver is assigned a critical reason in 46% of CMV crashes. In addition unsafe operations in close proximity to large CMV's by non-CMV drivers plays a large part of our CMV crash picture. This indicates driver issues, rather than vehicle equipment issues, are the key element contributing to CMV crashes and our Commercial Vehicle Safety Plan focuses a large portion of our CMV education/enforcement resources on driver related safety activities. Minnesota will focus its efforts on these driver issues through the following activities; Driver/Vehicle Inspections, Reviews, Safety Education & Outreach, and Traffic Enforcement. This will ensure we reach as many driver focal issues as possible.

Truck Crashes Decrease
There were 4,558 truck-involved traffic crashes in 2006—a 14% decrease from the total number of crashes in the previous year.

Fatalities and Injuries Decrease
Minnesota currently has a CMV fatality rate of 0.12 (100M VMT) and exceeds the National goal of 0.16 by 25%. Minnesota believes that this low rate is a direct result of effective our CMV safety programs including inspection, review, safety education & outreach, and CMV traffic enforcement. Minnesota hopes that by continuing these CMV safety programs we will continue with this downward trend in the CMV fatality numbers.

CMV Fatality Rate per 100M VMT							
Year	2000	2001	2002	2003	2004	2005	2006
MN	0.18	0.13	0.17	0.13	0.14	0.14	0.12
National	0.20	0.19	0.18	0.18	0.19	0.18	?

In 2006, there were 62 fatal truck crashes, killing 65 people. The number of fatalities was a 17% decrease from the previous year. There were 1,544 persons injured in 2006. This was a 12% decrease from the previous year.

The above successes have occurred at a time when our CMV safety staffing levels are decreasing annually with limited replacements. We believe by focusing our existing personnel resources we can continue to maintain our ability to positively impact our CMV crash ratios.

Motor Carrier Safety Assistance Program (MCSAP)

Driver/Vehicle Inspections

The State Patrol has the primary responsibility for CMV inspections in the state. The Patrol's Commercial Vehicle Section has divided the state into 7 separate regions, each managed by a Lieutenant. The state operates 5 fixed scales across the state and performs approximately 25% of all inspections at these fixed locations with the other 75% performed as a result of roadside activities. Six Regional Lieutenants and 3 CVI-IIIs (lead workers) devote approximately 10% of their time to performing inspection monitoring activities and inspection quality control.

Reviews

Minnesota has an active review program, participates in the Federal Compliance Review program, conducts NESAP audits, performs HM shipper reviews, cargo tank facility reviews, and HM security reviews. In addition, Minnesota has an active Intrastate Review program, including Minnesota Compliance Reviews (MCRs), Minnesota Passenger Reviews (MPRs), and audits of limousine operators and Special Transportation Service Providers. Minnesota intrastate reviews are patterned after the Federal Compliance Review program, and most reviews are uploaded to the Federal database. Minnesota law requires entry safety audits of intrastate for-hire passenger carriers, and requires that these carriers be reviewed at least every four years. Minnesota's Mandatory Passenger Reviews are not MCSAP reimbursable activities per FMCSA guidelines

Federal and State information shows there are 41,904 (16,296 interstate + 25,608 intrastate) carriers based in Minnesota. With limited resources, Minnesota and the FMCSA officers based in the state are not able to examine the operations of all of these carriers. Existing Compliance Review assignment criteria did not always focus activity on those carriers most in need of a review.

Minnesota has worked closely with FMCSA to target those carriers with significant safety issues. Minnesota is focusing its review efforts on FMCSA Category A & B carriers, those carriers with high driver violation values, and carriers referred for review because of crashes or legitimate complaints. Minnesota Intrastate reviews are based on the intrastate SafeStat list from FMCSA. Minnesota performed 309 CRs and 111 MCRs in 2006. Enforcement cases were taken on 99 CRs and 34 MCRs.

Minnesota has been refining its passenger carrier review program since 1998. During the past few years the program has been transformed into a performance based selection process for selecting carriers for a review of their safety management practices. Included in this process was the migration to an electronic process for capturing the data collected during these reviews. These streamlining processes has allowed staff to focus on working with carriers who need to improve upon existing safety management practices and to identify other individuals providing passenger transportation that may not be certified to do so, thus posing a potential threat to passengers.

During this past year Minnesota has partnered with the FMCSA to expand the focus of the performance based passenger program to include carriers, who provide passenger transportation in interstate and/or intrastate commerce.

Safety Education and Outreach

Minnesota has been providing safety education & outreach to carriers, hazmat shippers, and the general public for over 20 years. Minnesota's safety education program includes classroom training, group presentations, and E-learning opportunities. In 2006 Minnesota delivered 98 classes and presentations regarding CMV safety issues and 26 hazmat classes and presentations. Some of these educational programs are focused at specific segments of the transportation industry and may be narrow in focus or very broad-based. We have been partnering with FMCSA & PHMSA to increase public awareness of motor carrier and hazmat safety issues.

The Large Truck Crash Causation Study indicates that both industry and the general motoring public are still in need of safety related information and guidelines when operating vehicles in close proximity to other vehicles. The real challenge seems to be in developing outreach materials and methodologies that are both interesting and informative for their intended audience.

The state has developed safety education classes and materials. The state will continue to provide training to the industry and outreach to the motoring public through formal presentations and web-based information and training sites.

Online Learning

This type of training allows you to learn from the comfort of your home or place of work, you can learn at your own pace, it is available 24 hours a day from your computer, and it saves on time, travel and lodging. There is no cost for training.

CD-Rom Learning

This training also allows you to learn from the comfort of your home or place of work, you can learn at your own pace, it is available 24 hours a day from your computer, and it saves on time, travel and lodging. There is no cost for training. We offer two types of CD Rom Learning.

MCSAP Financial Health

Because the Minnesota commercial vehicle enforcement program received no additional funding from the legislative session recently adjourned, state agencies will be required to operate through the upcoming state fiscal year with the same funding level provided in the previous year. Because of these financial constraints we are uncertain Minnesota will have the ability to meet both the 20% state match as well as the state's Maintenance of Effort, and therefore may not be able to claim the FFY 2008 MCSAP allotment in its entirety.

Motor Carrier Safety Assistance Program (MCSAP)

National Program Emphasis Areas

Increased Driver Focus

Minnesota has recognized the CMV driver is a major contributing factor to CMV crashes and has made the conscious decision to re-focus resources from vehicle equipment to examination of the driver. Minnesota's increased driver focus is referenced in the sections describing state efforts in inspections, reviews, traffic enforcement, and safety education & outreach.

CMV and Non-CMV Traffic Enforcement

The state is continuing its CMV traffic enforcement program and is adding a non-CMV traffic enforcement effort for FFY 2008. These highly visible programs will be focused in high-risk locations with the goal of reducing CMV crashes.

Data Quality

Minnesota continues to meet all of the guideline criteria for data timeliness and accuracy with the exception of Crash Data Accuracy". Minnesota has experienced difficulty with crash data accuracy because there are conflicts within the SafetyNet software that do not allow all of the correct motor carrier information to be input, therefore SafetyNet and MCMIS do not always match the census. In addition, many crash reports are submitted by local governmental agencies, over whom the state has limited control as to the content of the report.

Passenger Carrier Inspections

Minnesota has historically placed a high priority on inspection & review of passenger carriers. In 2006 Minnesota inspected 1,155 bus/motor coaches plus an additional 17,509 inspections on school buses. In addition, the state performs approximately 200 reviews annually on passenger carrier operations.

Compliance Reviews

Minnesota currently requires intrastate freight haulers to obtain a US/DOT number. The state performed 309 CRs in calendar year 2006 and projects a similar total for 2007. Minnesota conducts MN Compliance Reviews (MCRs) and MN Passenger Reviews (MPRs) on intrastate carriers. These reviews are based on the federal CR model and utilize FMCSA SafeStat data to determine assignments. Minnesota has an on-going productivity and cost management study of all review programs, to ensure effective use of staff time and resources.

The state files the required Annual Compatibility Report with its Commercial Vehicle Safety Plan annually. The Patrol and OFCVO work closely with the state legislature to eliminate state incompatibilities with the FMCSRs. Intrastate reviews are uploaded to the federal database however the state currently has no authority to assign intrastate carrier safety ratings.

Hazardous Material Program
The state has adopted the federal Hazardous Materials Regulations by statutory reference. Minnesota participates in the COHMED and on the CVSA Hazmat committee and work closely with the FMCSA Hazmat Specialist.
Minnesota has performed hazmat cargo inspections since 1990 and actively participates in the HM Package Inspection Program. The state performs Shipper Reviews throughout the year and has an ongoing Cargo Tank inspection special initiative.

Seat Belts
The state has not yet adopted a "Primary Seat Belt" law but has adopted the federal regulations for seat belt usage by CMV drivers as contained in 392.16. Minnesota will continue to promote greater safety belt usage among CMV drivers through enforcement, education, and outreach activities.

Electronic Verification of CDL Status
All officers performing inspections and/or reviews throughout the state now have electronic access to the state CDL system. Each officer is instructed to avail him/herself of this information when performing inspections/reviews and, when necessary, take the appropriate enforcement action relating to violations of CDL regulations.

New Entrant Safety Assurance Program (NESAP)

To date, Minnesota has completed approximately 4,330 NESAP audits and re-classified an additional 2900 motor carriers as part of the project. Each NESAP audit requires an average of approximately 6 hours to complete and the re-classification effort requires about 3 hours for completion. When calculated alone, the state spends approximately $790 to complete each NESAP audit but when the re-classification activities are added to the total, the cost of each motor carrier contact drops to approximately $400.

The significant number of New Entrant motor carriers identified in Minnesota throughout the first 36 months of our program were largely attributed to a new state statute *(enclosed for review)* effective August 2002, requiring owners of trucks and truck tractors to report their US DOT numbers at the time of their registering for Minnesota license plates.

This new statute cannot be cited alone for the continuing influx of requests by Minnesota-based motor carriers for new USDOT numbers however. It appears the message is being spread by word-of-mouth from many of those carriers already visited by NESAP auditors to others within the same industries. We feel this may be due, in large part, to the positive impression made on those carriers visited by our NESAP auditors. By taking the time to explain the rules/regulations and how they apply to each individual carriers' operation, the industry as a whole, is left with the feeling that the comment "I'm from the government and I'm here to help" is really a true statement.

The overall objective of the program is to ensure new motor carriers have a knowledge base adequate to allow them to operate safely within the existing regulatory framework. This can be accomplished by personally visiting each new motor carrier applicant and reviewing managerial practices to ensure he/she understands the meaning and applicability of the regulations. Additionally, during our visit educational and technical

assistance materials are provided including a current copy of the Minnesota New Entrant CD ROM, a copy of the FMCSRs, several educational brochures and a number of contact phone numbers and website addresses whereby regulatory information may be obtained. The CD ROM provided the applicant during the visit contains a myriad of information in addition to sample forms that may be customized to meet individual preferences or utilized as is to meet many regulatory requirements.

The re-classification process includes correcting the applicants' form MCS 150 to accurately reflect the motor carriers' true classification. Corrections such as interstate vs. intrastate operation, applicants leased to another motor carrier, and deactivation/removal due to improper registration, are all issues that will affect the carriers' requirement for a New Entrant Safety Audit.

Minnesota's Intrastate USDOT number requirement

On August 1st, 2002, this registration requirement went into effect in an overall effort to identify motor carriers operating strictly within the borders of Minnesota. This provision identified and enhanced the delivery of commercial motor vehicle safety information to the industry.

Minnesota Statute 168.185 USDOT numbers.

(a) An owner of a truck or truck-tractor having a gross vehicle weight of more than 10,000 pounds, as defined in section 169.01, subdivision 46, other than a farm truck, shall report to the registrar at the time of registration its USDOT carrier number. A person subject to this paragraph who does not have a USDOT number shall apply for the number at the time of registration by completing a form MCS-150 Motor Carrier Identification Report, issued by the Federal Motor Carrier Safety Administration, or comparable document as determined by the registrar.

(b) Assigned USDOT numbers need not be displayed on the outside of the vehicle, but must be made available upon request of an authorized agent of the registrar, peace officer, other employees of the state patrol authorized in chapter 299D, or employees of the Minnesota department of transportation. The vehicle owner shall notify the registrar if there is a change to the owner's USDOT number.

(c) If an owner fails to report or apply for a USDOT number, the registrar shall suspend the owner's registration.

(d) Until October 1, 2003, paragraphs (a) to (c) do not apply to an agricultural fertilizer or agricultural chemical retailer while exclusively engaged in delivering fertilizer or agricultural chemicals to a farmer for on-farm use.

Border Enforcement Program

We have a significant number of CMVs entering the state directly from the provinces of Manitoba and Ontario through eight crossings. Due to the remote nature and relatively small population of the border area it is relatively easy for CMV drivers to avoid examination by enforcement officers when operating in the border region. Many CMV drivers have little knowledge of the characteristics of the cargo they are transporting across our border. There is also an added potential for fatigued and/or unqualified drivers to enter Minnesota along with improperly transported dangerous goods, contraband, and unsafe vehicles. Only 22% of Minnesota's CMV enforcement officers have the authority to make "probable cause" traffic stops of CMVs. This tends to skew our inter/intrastate crash ratio because we do not have a proactive multi-faceted traffic enforcement program. The remote location of the border area also limits real-time exchange of inspection data. All of these concerns are directly related to both highway safety and homeland security.

The primary objectives of this proposal are:

1. Performing additional CMV safety inspections focusing on those items known to be primary crash-causation issues;
2. Inspecting freight on board CMVs to ensure proper load securement and to ensure the trans-border shipments are what they say they are and contain no contraband, the inspectors will also enter the cargo area of the vehicles to match the cargo with the shipping documents;
3. Fostering an improving relationship between enforcement agencies interested in CMV traffic safety;
4. Increasing our enforcement visibility in the border area;
5. Continue to explore an improved data uplink system in the remote border region.

Performance Registration Information Systems Management (PRISM)

The Performance and Registration Information Systems Management Program (PRISM) originated as a pilot project mandated by Congress under section 4003 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The goal of the project was to explore the potential benefits of using State commercial vehicle registration sanctions as an incentive to improve motor carrier safety.

The PRISM pilot demonstration project was developed through a cooperative agreement between the Federal Motor Carrier Safety Administration (Former FHWA, OMC) and the Iowa Department of Transportation (DOT). In addition to Iowa, four other States--Colorado, Indiana, **Minnesota** and Oregon, participated in the PRISM pilot demonstration project.

The pilot officially ended on September 30, 1997. A final report assessing the feasibility, costs, and benefits of the PRISM program was submitted to Congress in 1998. The report proved conclusively that the possibility of State commercial vehicle registration sanctions could, indeed, serve as a powerful enforcement tool in Federal and State motor carrier safety improvement efforts.

In 1998 Congress authorized additional funding through the Transportation Equity Act for the 21st Century (TEA-21) to implement the PRISM program nationwide

Minnesota is fully compliant with the elements of the PRISM Program

(1) Signing of PRISM agreement: **September 19, 2002**
(2) MCS-150 update requirement for carriers: **January 1, 2004**
(3) Updating SAFER with IRP vehicle data: **February 15, 2006**
(4) IRP system performs automated safety status checks (DOT Number & VIN): **July 1, 2005**
(5) Invoking of registration sanctions when carrier is under an OOS order: **August 1, 2004**

Aerial Crash Mapping

The focus of this program is to develop an expedient & comprehensive Commercial Motor Vehicle crash investigation process involving aerial photographic reconnaissance and photo storage capabilities, reducing on-scene investigation time. This will minimize the time spent in harms' way by our officers while gathering crash information and will make the highway safer for the motoring public by reducing the traffic delay and mitigating residual crashes in the back-up. By expediting the on scene investigative process, this will minimize the amount of commercial motor vehicle traffic attempting to bypass crash scenes by utilizing secondary routes not primarily designed for truck traffic.

Our Accident Reconstructionists will utilize the photos taken to render scale drawings of the crash scene including benchmark and final rest locations of the vehicles involved. The software used by the Accident Reconstructionists allows them to depict the crash in an animated format utilizing the aerial photographs of the scene. Of particular interest is the speed in which this process can be brought to fruition on an individual case. As an example, it is estimated a fatal crash involving a Commercial Motor Vehicle can now be mapped, reconstructed, and put into an animation within two days by utilizing the aerial images taken of the scene. This is a process that will take several weeks or longer without these digital images.

Fuel Compliance

The Red-Dyed Fuel Enforcement Project is for the detection and enforcement of off road fuel tax evasion violations by commercial vehicle operators using public roadways. The MN Department of Revenue estimates this type of tax evasion costs the Minnesota Highway User Trust Fund in excess of $1,500,000.00 annually.

This proposed project continuation will allow approximately 30 trained officers the time to look for and identify those violators while on Minnesota highways. These officers will work closely with and act as a conduit to both the Minnesota Department of Revenue and the Internal Revenue Service, who will each bring a tax collection action against those individuals and businesses identified as using fuel for on-road operations without paying the appropriate road taxes required by state and federal law. (100% of all road use taxes recovered by the MN/DOR are deposited directly into the Minnesota Highway User Trust Fund.)

As part of this project, the State Patrol has worked cooperatively with the MN DOR and devoted approximately 2200 man-hours in each of the past three years to help identify and detect red-dyed fuel users. As you know, over the past few years, this project has made this type of interdiction a priority in Minnesota and the state enjoys one of the most aggressive Red-Dyed Fuel detection projects in the nation.

Civil Weight Enforcement

Relevant Evidence (Civil Weight)

Minnesota State Statutes, Sections 169.851; 169.871; and 169.872 identify the concept of "relevant evidence." These statutes provide that bills of lading, weight tickets, volume documents and other records may be used as relevant evidence in establishing that a weight violation has taken place. MSS 169.851(4) reads: "A document evidencing the receipt of goods issued by the person consigning the goods for shipment or a person engaged in the business of shipping or forwarding goods, which states a gross weight of the vehicle and load or the weight of the load when combined with the empty weight of the vehicle that is in excess of the prescribed maximum weight limitation permitted by this chapter is relevant evidence that the weight of the vehicle and load is unlawful." A violation is established in a civil action.

Mobile / Fixed Weight Enforcement

Permanent Scales

- 7 Permanent scales statewide
  - 3 Interstate locations
  - Two facilities utilize WIM technology for screening purposes.

Portable Scales

The Minnesota State Patrol currently has 250 Haenni wheelload weighers. Minnesota has 15 teams devoted specifically to weight enforcement. The teams are comprised of at least one Trooper and 1-3 CVIs with at least 4 portable scales each. Teams are able to work together in one specified location or because they each have scales, they may split up to saturate a larger geographical area.

Mandatory Inspection Program

In 1989 Minnesota made application to FMCSA to create a mandatory inspection program. In 1990 it was approved and made into law under Minnesota State Statute 169.781. The Minnesota Mandatory Inspection Program (MIP) requires that all commercial vehicles (over 26,000#) registered in Minnesota, must past the inspection and display a current decal in order to be operated in Minnesota. The standards adopted by Minnesota for commercial vehicle inspections are the same standards prescribed in Code of Federal Regulations, title 49, section 396.17, and in chapter III, sub chapter b, appendix G.

Minnesota Statute 169.781 Annual commercial vehicle inspection; inspectors, fee, penalty.

Subd. 2. **Inspection required.** It is unlawful for a person to operate or permit the operation of:

(1) a commercial motor vehicle registered in Minnesota; or

(2) special mobile equipment as defined in section 168.011, subdivision 22, and which is self-propelled, if it is mounted on a commercial motor vehicle chassis, unless the vehicle displays a valid safety inspection decal issued by an inspector certified by the commissioner, or the vehicle carries (1) proof that the vehicle complies with federal motor vehicle inspection requirements for vehicles in interstate commerce, and (2) a certificate of compliance with federal requirements issued by the commissioner under subdivision 9.

Commercial Vehicle Post Crash Requirements

Every commercial motor vehicle involved in a crash which meet the statutory requirements must either be inspected or have a waiver issued by the State Patrol.

Minnesota Statue 169.783 Commercial vehicle accident; reinspection.

Subd. 1. **Postcrash inspection.** A peace officer responding to an accident involving a commercial motor vehicle must immediately notify the State Patrol if the accident results in death, personal injury, or property damage to an apparent extent of more than $4,400. It is a misdemeanor for a person to drive or cause to be driven a commercial motor vehicle after such an accident unless the vehicle.

Subd. 2. **Waiver.** A state trooper or other authorized person called to the scene of an accident by a responding peace officer under subdivision 1 may waive the inspection requirement of that subdivision if the person determines that a post crash inspection is not needed or cannot be accomplished without unreasonable delay. A person who grants a waiver must provide to the driver of the commercial motor vehicle for which the waiver is granted a written statement that the inspection has been waived. The written statement must include the incident report number assigned to the accident by the State Patrol.

School bus

The Minnesota State Patrol personnel inspect every vehicle defined as a school bus used to transport children to and from school and school related activities.

Minnesota Statute 169.451 Inspecting school and Head Start buses; rules;

Subd. 1. **Annual requirement.** The Minnesota State Patrol shall inspect every school bus and every Head Start bus annually to ascertain whether its construction, design, equipment, and color comply with all provisions of law.

The Commander of the Commercial Vehicle Section of the Minnesota State Patrol serves as the "Pupil Transportation Safety Director" on behalf of the Commissioner of Public Safety.

Minnesota Statute 169.435 State school bus safety administration.

Subd. 1. **Responsibility; Department of Public Safety.**

The Department of Public Safety has the primary responsibility for school transportation safety. The commissioner or the commissioner's designee shall serve as state director of pupil transportation according to subdivision 3.

Subd. 3. **Pupil transportation safety director.**

(a) The commissioner of public safety or the commissioner's designee shall serve as pupil transportation safety director. (b) The duties of the pupil transportation safety director shall include:

(1) overseeing all department activities related to school bus safety;

(2) assisting in the development, interpretation, and implementation of laws and policies relating to school bus safety;

(3) supervising preparation of the School Bus Inspection Manual; and

(4) in conjunction with the Department of Education, assisting school districts in developing and implementing comprehensive transportation policies.

Initial Motor Carrier Contact (IMCC)

One of the requirements to obtain Minnesota For-hire Operating Authority is to attend an Initial Motor Carrier Contact (IMCC) training class. This online training course fulfills the compliance standards as required by Minnesota Statutes 221.124. You must take this course within 90 days of being issued a certificate or your authority will be cancelled. The IMCC training course includes a general overview of the safety regulations, operating authority, and registration requirements.

Minnesota Statute 221.124 Initial motor carrier contact program.

Subd. 1. **Initial motor carrier contact.** The initial motor carrier contact program consists of an initial contact, for educational purposes, between a motor carrier required to participate and representatives of the Department of Transportation. The initial contact may be through an educational seminar or, at the discretion of the department, through a personal contact with a representative of the department. The initial contact must consist of a discussion of the statutes, rules, and regulations that apply to motor carriers. Topics discussed must include: insurance requirements; accident reporting; accident countermeasures; identification of vehicles; driver qualifications; maximum hours of service of drivers; the safe operation of vehicles; equipment, parts, and accessories; and inspection, repair, and maintenance. The department shall provide written documentation of proof of compliance with the requirements of subdivision 2 and shall give a copy of the document to the motor carrier.

Subd. 2. **Participation required.** A motor carrier that first registers with or receives a permit from the commissioner after January 1, 2000, shall participate in the initial motor carrier contact program. A motor carrier required to participate in the program must have in attendance at least one motor carrier official having a substantial interest or control, directly or indirectly, in or over the operations conducted or to be conducted under the carrier's registration or permit.

Subd. 3. **Time for compliance.** A motor carrier required by subdivision 2 to participate in the program must do so within 90 days of the service date of the order granting the permit or within 90 days of registering, unless the commissioner extends the time for compliance. Failure to comply with the requirement of subdivision 2 makes the order granting the permit or the carrier's registration void upon expiration of the time for compliance.

Passenger Carrier / Special Transportation Safety Program (STS)

Motor Carriers of Passengers

Motor Carriers of Passengers are persons engaged in the for-hire transportation of passengers in vehicles designed to transport 8 or more passengers, including the driver.

Minnesota Statute 221.0252 Passenger carrier; registration, exemptions.

Note: "Small vehicle passenger service" is a service provided by a person engaged in the for-hire transportation of passengers in a vehicle designed to transport 7 or fewer persons including the driver. The cities in which they operate and the Metropolitan Commission regulate small vehicle passenger service.

Special Transportation Service Operators (STS)

A person who receives state or federal funding to assist in providing transportation that is designed primarily or exclusively to serve the elderly or disabled.

Minnesota Statute 174.30 Operating standards for special transportation service.

Minnesota Rule 8840.5100 Definitions and 8840.6300 Variance

Subd. 1. **Applicability.** (a) The operating standards for special transportation service adopted under this section do not apply to special transportation provided by:

(1) a common carrier operating on fixed routes and schedules;

(2) a volunteer driver using a private automobile;

(3) a school bus as defined in section 169.01, subdivision 6; or

(4) an emergency ambulance regulated under Chapter 144

Passenger Carrier Limousine Inspections

Limousine Operators

Limousine transportation is provided in a luxury passenger automobile that does not have a meter, where the service in prearranged, the seating capacity is not more that 12 passengers, and which charges more than a taxicab for a comparable trip

Minnesota Statute 221.84 Limousine

Minnesota Rule Part 8880 in its entirety