

Agency Purpose

The mission of the Department of Public Safety (DPS) is simple – to protect Minnesota with a commitment to excellence by promoting safer communities through:

- ◆ Prevention
- ◆ Preparedness
- ◆ Response
- ◆ Recovery
- ◆ Education
- ◆ Enforcement

We do this by focusing on:

- ◆ Saving Lives
- ◆ Providing Efficient and Effective Services
- ◆ Maintaining Public Trust
- ◆ Developing Strong Partnerships

Core Functions

The DPS provides a variety of core services statewide to support the goal of keeping Minnesotans safe. These core services include:

- ◆ enforcing liquor and gambling laws;
- ◆ conducting criminal investigations and forensic science analysis;
- ◆ administering driver and vehicle services;
- ◆ coordinating emergency planning and response for disasters and acts of terrorism;
- ◆ promoting fire safety;
- ◆ ensuring safety of natural gas and hazardous liquid pipeline systems;
- ◆ enforcing traffic laws on Minnesota highways;
- ◆ promoting safety on roadways and reducing traffic injuries and fatalities;
- ◆ providing financial advocacy and assistance to crime victims;
- ◆ administering justice assistance and crime prevention grant programs; and
- ◆ administering the Statewide 9-1-1 program.

DPS works to ensure that these core functions incorporate innovation, stewardship, collaboration, and communication.

The DPS took on a new role after September 11th as Minnesota's Office of Homeland Security. The department oversees the coordination of preparedness and response plans and resources, and serves as a link from the federal government to local public safety agencies. Under Governor Tim Pawlenty, Commissioner Michael Campion serves as the Director of Homeland Security.

Operations

Service to the citizens of Minnesota is the DPS's number one priority. However, the department's efforts also impact federal, state, and local criminal justice agencies, fire service agencies, emergency management, licensing and inspection agencies, other government agencies, and private and non-profit organizations. Nine separate divisions within the department provide direct services to the public.

Alcohol and Gambling Enforcement enforces liquor licensing and gambling laws through compliance checks, assistance to local agencies with criminal investigations, and efforts to combat underage drinking.

At A Glance

Over 270,000 vehicle registration renewals and payments were processed via self-service online transactions.

4,958 Driving While Impaired (DWI) arrests were made by the State Patrol in 2003.

12,521 cases were examined by the Bureau of Criminal Apprehension.

More than 375 locally-based crime victim programs received funding, and provided services to approximately 190,000 individuals in FY 2004.

Percentage of traffic deaths that are alcohol related declined 38%.

475 fire investigations were conducted by the State Fire Marshal's Office in 2003. Two hundred three of these were determined to be arson.

Bureau of Criminal Apprehension provides complete investigative assistance to local agencies, forensic laboratory services, criminal history information, and training to peace officers.

Driver and Vehicle Services provides vehicle registration, driver's license and driver evaluation services. Driving records and accident reports are also maintained.

Homeland Security and Emergency Management coordinates disaster preparedness, response, recovery, and mitigation for homeland security, natural, and other types of major emergencies and disasters.

State Fire Marshal and Pipeline Safety protects human lives and property by promoting fire prevention and pipeline safety through inspections, investigations, and public education.

State Patrol enforces traffic laws on Minnesota's highways, responds to crashes, inspects commercial vehicles, and assists local law enforcement.

Traffic Safety administers programs and grants that reduce the number and severity of traffic crashes in Minnesota including programs such as alcohol awareness, safety belt promotion, and motorcycle training.

Office of Justice Programs was created by Governor Tim Pawlenty in May 2003, and brings together programs formerly operated through Minnesota Planning and the Office of Crime Victim Ombudsman, and the departments of Public Safety, Education and Economic Security. The office provides leadership and resources to reduce crime, improve the functioning of the criminal justice system, and assist crime victims. This office also provides grant administration, criminal justice information and research, and assistance and advocacy to crime victims.

911 Emergency Services/ARMER oversees the 9-1-1 System standards; provides technical assistance to cities and counties to implement and improve 9-1-1; manages and distributes funds to provide for 9-1-1 service, and distributes funds for the regional public safety trunked radio system.

DPS also has five internal support divisions that provide services relating to communication, fiscal administration, human resource management, internal affairs, and technical support.

Contact

Department of Public Safety
1000 North Central Life Tower
445 Minnesota Street
Saint Paul, Minnesota 55101

World Wide Web Home Page:
<http://www.dps.state.mn.us>

Michael Campion, Commissioner
Phone (651) 296-6642 Fax (651) 297-5728

For information on how this agency measures whether it is meeting its statewide goals, please refer to <http://www.departmentresults.state.mn.us>

Dollars in Thousands

	Current		Forecast Base		Biennium 2006-07
	FY2004	FY2005	FY2006	FY2007	
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	7,006	7,011	7,011	7,011	14,022
Forecast Base	7,006	7,011	7,016	7,021	14,037
Change		0	5	10	15
% Biennial Change from 2004-05					0.1%
Special Revenue					
Current Appropriation	994	994	994	994	1,988
Forecast Base	994	994	994	994	1,988
Change		0	0	0	0
% Biennial Change from 2004-05					0%
Trunk Highway					
Current Appropriation	97,533	97,693	97,693	97,693	195,386
Forecast Base	97,533	97,693	97,762	97,748	195,510
Change		0	69	55	124
% Biennial Change from 2004-05					0.1%
Highway Users Tax Distribution					
Current Appropriation	12,211	12,211	12,211	12,211	24,422
Forecast Base	12,211	12,211	12,219	12,217	24,436
Change		0	8	6	14
% Biennial Change from 2004-05					0.1%
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	5,680	6,988	7,016	7,021	14,037
Special Revenue	817	994	994	994	1,988
Trunk Highway	91,297	97,454	97,762	97,748	195,510
Highway Users Tax Distribution	10,470	11,300	12,219	12,217	24,436
Open Appropriations					
Highway Users Tax Distribution	7,051	8,462	8,462	8,462	16,924
Statutory Appropriations					
General	776	892	878	878	1,756
State Government Spec Revenue	722	979	0	0	0
Special Revenue	10,102	12,824	11,610	11,619	23,229
Trunk Highway	68	177	55	55	110
Federal	31,577	44,104	33,800	27,031	60,831
Reinvest In Minnesota	9	8	8	8	16
Gift	60	52	45	45	90
Total	158,629	184,234	172,849	166,078	338,927
<u>Expenditures by Category</u>					
Total Compensation	95,558	102,706	102,475	101,601	204,076
Other Operating Expenses	42,873	62,590	47,700	45,213	92,913
Payments To Individuals	1,174	1,322	1,298	1,298	2,596
Local Assistance	18,969	17,564	16,875	16,872	33,747
Other Financial Transactions	55	52	45	45	90
Transfers	0	0	4,456	1,049	5,505
Total	158,629	184,234	172,849	166,078	338,927

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<i>Expenditures by Program</i>					
Admin & Related Services	9,324	10,170	11,516	11,526	23,042
State Patrol	83,015	99,535	91,697	85,704	177,401
Driver & Vehicle Services	43,963	53,334	48,799	47,966	96,765
Traffic Safety	20,467	19,098	18,776	18,821	37,597
Pipeline Safety	1,860	2,097	2,061	2,061	4,122
Total	158,629	184,234	172,849	166,078	338,927
<i>Full-Time Equivalent (FTE)</i>	1,485.8	1,514.8	1,451.9	1,395.3	

Program Description

Budget Activities Included:

- ⇒ Office of Communications
- ⇒ Public Safety Support
- ⇒ Technical Support Services

PUBLIC SAFETY DEPT

Program: ADMIN & RELATED SERVICES

Program Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	2,361	2,366	2,366	2,366	4,732
Technical Adjustments					
Current Law Base Change			5	10	15
Forecast Base	2,361	2,366	2,371	2,376	4,747
Trunk Highway					
Current Appropriation	5,938	5,938	5,938	5,938	11,876
Forecast Base	5,938	5,938	5,938	5,938	11,876
Highway Users Tax Distribution					
Current Appropriation	1,385	1,385	1,385	1,385	2,770
Forecast Base	1,385	1,385	1,385	1,385	2,770
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	1,215	1,897	2,371	2,376	4,747
Trunk Highway	5,774	6,102	5,938	5,938	11,876
Highway Users Tax Distribution	59	59	1,385	1,385	2,770
Statutory Appropriations					
Special Revenue	1,320	1,445	1,453	1,453	2,906
Trunk Highway	1	6	0	0	0
Federal	955	661	369	374	743
Total	9,324	10,170	11,516	11,526	23,042
<u>Expenditures by Category</u>					
Total Compensation	5,620	6,121	6,167	6,190	12,357
Other Operating Expenses	3,056	3,024	2,401	2,388	4,789
Payments To Individuals	619	1,025	822	822	1,644
Local Assistance	29	0	0	0	0
Transfers	0	0	2,126	2,126	4,252
Total	9,324	10,170	11,516	11,526	23,042
<u>Expenditures by Activity</u>					
Office Of Communications	1,483	1,165	841	846	1,687
Public Safety Support	5,527	6,326	8,121	8,126	16,247
Technical Support Services	2,314	2,679	2,554	2,554	5,108
Total	9,324	10,170	11,516	11,526	23,042
Full-Time Equivalentents (FTE)	84.3	85.9	82.2	79.1	

Activity Description

The Office of Communications delivers the department's message and responds to media requests on behalf of all divisions within the Department of Public Safety (DPS).

Population Served

The Office of Communications serves DPS employees, the media, the public, the legislature, other state agencies, and external constituent groups such as law enforcement agencies.

Services Provided

Communications coordinates activities that establish the department as a leader and effective public policy maker on issues that affect public safety by:

- ◆ assisting the Commissioner's Office in developing a unified departmental message; and
- ◆ promoting DPS's three primary functions: service, enforcement, and prevention.

Communications also provides strategic direction, leadership, and professional communications services and support including:

- ◆ development of communication plans and processes;
- ◆ ongoing execution of media relations;
- ◆ development, coordination, and production of a range of communications vehicles and publications, including editorial and graphic content; and
- ◆ planning, coordination and execution of special events and programming; and development and dissemination of public information and educational materials.

Key Measures

- ⇒ **Relationships with the media and the amount of media coverage.** Communications responds to media requests and proactively provides information to the media. The goal is to continue positive working relationships with media outlets and maintain the amount of coverage DPS receives in FY 2006 and FY 2007.
- ⇒ **Distribution of an internal DPS electronic newsletter.** Communications provides employees with departmental news and information so employees are better informed and develop a stronger sense of team spirit. The goal is to electronically deliver the e-newsletter four times per year.

Activity Funding

This activity is a mix of General Fund appropriations, Special Revenue Fund accounts, Trunk Highway Fund appropriations and federal funds. The source of the Special Revenue Funds is driver license motorcycle endorsement fees (Motorcycle Safety Account).

Contact

Kevin Smith
Director
(651) 296-8383
<http://www.dps.state.mn.us/comm/comm.html>

Activity at a Glance

In FY 2004:

- ◆ Sent 250 news advisories and releases
- ◆ Responded to 2,000 media calls
- ◆ Initiated 525 media calls
- ◆ Coordinated 40 news conferences
- ◆ Designed and wrote 35 publications
- ◆ Wrote/edited 50 articles and reports

PUBLIC SAFETY DEPT

Program: ADMIN & RELATED SERVICES

Activity: OFFICE OF COMMUNICATIONS

Budget Activity Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	39	39	39	39	78
Forecast Base	39	39	39	39	78
Trunk Highway					
Current Appropriation	346	346	346	346	692
Forecast Base	346	346	346	346	692
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	39	39	39	39	78
Trunk Highway	314	378	346	346	692
Statutory Appropriations					
Special Revenue	222	210	210	210	420
Federal	908	538	246	251	497
Total	1,483	1,165	841	846	1,687
<u>Expenditures by Category</u>					
Total Compensation	547	597	600	615	1,215
Other Operating Expenses	936	568	241	231	472
Total	1,483	1,165	841	846	1,687
Full-Time Equivalent (FTE)	9.5	9.7	8.9	8.7	

Activity Description

Public Safety Support includes three separate offices: the Commissioner's Office, Fiscal and Administrative Services, and Human Resource Management and Development. The Commissioner's Office provides overall leadership for the entire Department of Public Safety (DPS) as it relates to the three main goals of DPS: service, prevention, and enforcement. Fiscal and Administrative Services provides financial and administrative support to the divisions and staff offices within DPS. Human Resource Management and Development provides professional human resource services to all employees within DPS.

Activity at a Glance

- ◆ The Commissioner's Office oversees 14 separate divisions within DPS with 1,929 employees
- ◆ Human Resources held 120 classes with 1,585 students in FY 2004.
- ◆ Fiscal and Administrative Services processed 37,768 payments to vendors, with 99.5% paid within 30 days in FY 2004.

Population Served

Public Safety Support primarily serves all the employees and divisions within DPS but also serves other state agencies, the legislature, public safety constituent groups such as law enforcement, federal public safety agencies, and the citizens of Minnesota.

Services Provided

The Commissioner's Office provides strategic and operational planning, management of divisions, legislative services, constituent response, and overall leadership of the goals of the agency. This office also serves as the Minnesota Office of Homeland Security providing a link between the federal Office of Homeland Security and local first responders throughout the state.

Fiscal and Administrative Services provides budgeting, general accounting, financial reporting, payroll coordination, accounts payable, purchasing, grant and contract management, and administrative support services.

Human Resource Management and Development provides recruitment and staffing, exam development, classification, compensation, benefits and insurance, workforce planning, labor relations and negotiations, workers compensation and safety, and training and development classes.

Key Measures

- ⇒ **Implementation of DPS strategic plan.** Each division sets goals with targets and results; Public Safety Support works with division directors to assure that strategic plan goals are met annually.
- ⇒ **Efficiency of the grant contract process.** Fiscal and Administrative Services has improved efficiency through guidelines, checklists, training materials, online tools, training sessions and by updating administrative policies.
- ⇒ **Implementation of Resumix for all vacancies filled within the department.** Resumix is the new system used to hire positions within state agencies.

Activity Funding

This activity is funded by a mix of General Fund appropriations, Special Revenue Funds, Trunk Highway Fund appropriations, and Highway User Tax Distribution Fund appropriation. The source of the Special Revenue Funds is the recovery of indirect costs.

Contact

Michael Campion
Commissioner
(651) 296-6642
<http://www.dps.state.mn.us>

PUBLIC SAFETY DEPT
Program: ADMIN & RELATED SERVICES
Activity: PUBLIC SAFETY SUPPORT

Budget Activity Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	2,231	2,236	2,236	2,236	4,472
Technical Adjustments					
Current Law Base Change			5	10	15
Forecast Base	2,231	2,236	2,241	2,246	4,487
Trunk Highway					
Current Appropriation	3,248	3,248	3,248	3,248	6,496
Forecast Base	3,248	3,248	3,248	3,248	6,496
Highway Users Tax Distribution					
Current Appropriation	1,366	1,366	1,366	1,366	2,732
Forecast Base	1,366	1,366	1,366	1,366	2,732
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	1,115	1,752	2,241	2,246	4,487
Trunk Highway	3,226	3,270	3,248	3,248	6,496
Highway Users Tax Distribution	40	40	1,366	1,366	2,732
Statutory Appropriations					
Special Revenue	1,098	1,235	1,243	1,243	2,486
Trunk Highway	1	6	0	0	0
Federal	47	23	23	23	46
Total	5,527	6,326	8,121	8,126	16,247
<u>Expenditures by Category</u>					
Total Compensation	3,217	3,437	3,480	3,488	6,968
Other Operating Expenses	1,662	1,864	1,693	1,690	3,383
Payments To Individuals	619	1,025	822	822	1,644
Local Assistance	29	0	0	0	0
Transfers	0	0	2,126	2,126	4,252
Total	5,527	6,326	8,121	8,126	16,247
Full-Time Equivalent (FTE)	51.1	52.5	49.4	47.7	

Activity Description

The Office of Technical Support Services (OTSS) designs and supports a department wide set of CORE computer services including: the computer network infrastructure, e-mail communication system, web services, and information systems security services. OTSS also develops software applications for division programs and provides desktop support to Department of Public Safety (DPS) staff.

Population Served

OTSS primarily serves employees within DPS. All programs within the DPS including the Bureau of Criminal Apprehension, CriMNet, the Minnesota State Patrol, Driver and Vehicle Services, Emergency Management, State Fire Marshal, and Pipeline Safety are dependent on the CORE services OTSS provides.

Services Provided

OTSS designs, implements, and supports DPS network architecture. This is a complex infrastructure that includes e-mail and file and print services that supports staff in locations throughout the state. The department web master manages the department web server and assists division personnel in developing web pages and interactive applications for the public and business partners. Programming services are provided for all divisions of DPS to develop needed software applications to carry out their program goals. OTSS also provides department-wide information systems planning and represents the department's interests on the State Information Policy Council and the State Technical Architecture Review Board. The information security officer directs computer systems security out of the OTSS, including firewall support, network monitoring, incident response, and intrusion testing. OTSS provides system architecture design services through our network group that also manages all switches and routers and works with InterTech and other providers of our wide area network connectivity.

Additionally, OTSS provides personal computer desktop support services for eleven DPS divisions with over 600 staff. This includes hardware and software installations, upgrades and removals, helpdesk support, software license compliance management, and problem resolution (in addition to telephone system support).

Key Measures

⇒ Implementation of computer security system recommendations.

A network security vulnerability assessment and corrective network architecture plan was developed for the department in 1999 by InterSec, a vendor that specializes in security architecture development. The department has implemented most of the recommendations. With the need to focus more directly on security due to homeland security responsibilities that the department now has, there is a need to complete implementation and maintain security into the future.

⇒ The amount of bandwidth needed to provide necessary network operating services.

As more and more DPS services to the public and business partners are delivered over computer networks, including the Internet, the department must keep pace with providing the necessary bandwidth to carry these services. Network efficiency monitoring must reflect an average efficiency of at least 99% each year to be sure those programs can operate adequately.

⇒ Desktop support problem resolution.

Trouble calls are assigned an appropriate priority when received and are completed within the agreed upon timeframe for the priority assigned (four hours for a priority one, eight hours for a priority two etc.). Overtime problem resolution should be at a 90% level or better.

Activity at a Glance

- ◆ Manages department information systems security for all programs and 1,800 DPS computer users.
- ◆ Provides desktop support for over 600 DPS employees housed in five major locations, 17 small sites, and 250 individual remote locations across the state.
- ◆ Provides telephone system support for 600 phones for DPS employees and telephone service request coordination for the entire department.

PUBLIC SAFETY DEPT

Program: ADMIN & RELATED SERVICES

Activity: TECHNICAL SUPPORT SERVICES

Narrative

Activity Funding

This activity is funded by a mix of a General Fund appropriation, and Trunk Highway Fund appropriations.

Contact

Janet M. Cain
Chief Information Officer
(651) 296-9643
<http://www.dps.state.mn.us>

PUBLIC SAFETY DEPT

Program: ADMIN & RELATED SERVICES

Activity: TECHNICAL SUPPORT SERVICES

Budget Activity Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	91	91	91	91	182
Forecast Base	91	91	91	91	182
Trunk Highway					
Current Appropriation	2,344	2,344	2,344	2,344	4,688
Forecast Base	2,344	2,344	2,344	2,344	4,688
Highway Users Tax Distribution					
Current Appropriation	19	19	19	19	38
Forecast Base	19	19	19	19	38
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	61	106	91	91	182
Trunk Highway	2,234	2,454	2,344	2,344	4,688
Highway Users Tax Distribution	19	19	19	19	38
Statutory Appropriations					
Federal	0	100	100	100	200
Total	2,314	2,679	2,554	2,554	5,108
<u>Expenditures by Category</u>					
Total Compensation	1,856	2,087	2,087	2,087	4,174
Other Operating Expenses	458	592	467	467	934
Total	2,314	2,679	2,554	2,554	5,108
Full-Time Equivalent (FTE)	23.7	23.7	23.9	22.7	

Budget Activities Included:

- ⇒ Patrolling Highways
- ⇒ Commercial Vehicle Enforcement
- ⇒ Capitol Complex Security

PUBLIC SAFETY DEPT
 Program: STATE PATROL

Program Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	2,871	2,871	2,871	2,871	5,742
Forecast Base	2,871	2,871	2,871	2,871	5,742
Trunk Highway					
Current Appropriation	66,869	67,069	67,069	67,069	134,138
Technical Adjustments					
Current Law Base Change			15	6	21
Forecast Base	66,869	67,069	67,084	67,075	134,159
Highway Users Tax Distribution					
Current Appropriation	92	92	92	92	184
Forecast Base	92	92	92	92	184
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	2,715	3,227	2,871	2,871	5,742
Trunk Highway	61,426	66,037	67,084	67,075	134,159
Highway Users Tax Distribution	33	151	92	92	184
Statutory Appropriations					
General	776	887	873	873	1,746
State Government Spec Revenue	722	979	0	0	0
Special Revenue	7,567	9,115	6,987	6,996	13,983
Trunk Highway	67	171	55	55	110
Federal	9,709	18,968	13,735	7,742	21,477
Total	83,015	99,535	91,697	85,704	177,401
<u>Expenditures by Category</u>					
Total Compensation	61,434	67,176	67,493	66,661	134,154
Other Operating Expenses	19,178	29,861	19,602	17,851	37,453
Payments To Individuals	555	297	476	476	952
Local Assistance	1,848	2,201	1,796	1,793	3,589
Transfers	0	0	2,330	-1,077	1,253
Total	83,015	99,535	91,697	85,704	177,401
<u>Expenditures by Activity</u>					
Patrolling Highways	70,912	81,382	75,603	69,808	145,411
Commercial Vehicle Enforcement	8,718	13,735	12,387	12,189	24,576
Capitol Complex Security	3,385	4,418	3,707	3,707	7,414
Total	83,015	99,535	91,697	85,704	177,401
Full-Time Equivalent (FTE)	858.1	892.5	861.6	828.5	

Activity Description

It is the responsibility of the State Patrol to enforce traffic and criminal laws on Minnesota’s public highways and on state property. These law enforcement services provide for the safe and efficient movement of traffic and the protection of Minnesota’s citizens through enforcement, education, and assistance.

Population Served

The State Patrol serves the 5.1 million Minnesota citizens, and 3.75 million licensed drivers operating 4.49 million registered motor vehicles regularly using the roadways in Minnesota.

Services Provided

This division’s primary role is the enforcement of laws regulating the use of the state’s highways with special emphasis on removing impaired drivers, encouraging seat belt use, and reducing the incidence of speed and aggressive driving violations.

In addition to enforcement, the State Patrol provides a variety of services. Troopers respond to motor vehicle crashes and provide assistance to stranded motorists. As first responders, troopers regularly render life-saving assistance to the victims of serious crashes. After tending to the injured, troopers investigate and reconstruct motor vehicle collisions to determine the causal factors. Determining the cause of collisions establishes accountability and helps prevent future crashes. Disabled vehicles can be a serious hazard for the driver as well as for other vehicles on the roadway. Helping motorists with vehicle problems to either move their vehicles to safety off the road, or to repair a minor problem, makes travel safer for everyone and reduces congestion causing obstructions. Over the course of the year, troopers make arrangements for numerous tow trucks, change countless tires, put out small car fires, and assist with medical emergencies.

The State Patrol also promotes a safer highway environment by encouraging voluntary compliance with motor vehicle traffic laws through public education activities. State Patrol troopers regularly visit schools, conduct child safety seat inspections, participate in safe driving seminars, and produce public service announcements. Traffic safety programs designed specifically for school age audiences, such as pedestrian, bicycle, school bus, and teen driving, have allowed troopers to reach nearly every Minnesota child between the ages of five-18. The State Patrol has successfully blended community and corporate partnerships with innovative traffic safety initiatives at the local level.

Historical Perspective

Since 1980, the effects of removing impaired drivers, encouraging seat belt use, and reducing the incidence of speed and aggressive driving violations have caused some positive changes to occur. With sustained emphasis on arresting and removing impaired drivers from the highways, the incidence of impaired or intoxicated driving has decreased. Prior to 1980, over 50% of all fatal car crashes involved an impaired driver. For the calendar year 2003, 37% of fatal crashes were attributed to an impaired driver.

Special emphasis on seat belt enforcement has contributed to the increasing percentage of motorists using seat belts. Coincidental to the increased seat belt enforcement, the number of severe injuries resulting from motor vehicle crashes has steadily decreased. Prior to 1980, the percentage of persons wearing seat belts was 30% and the number of persons severely injured in crashes was over 5,000 annually. In 2003, seat belt use was at 79% and the number severely injured was under 2,300. This decrease has occurred even as the number of licensed drivers, registered vehicles, and miles traveled has increased, and the average number of total crashes has stayed the same.

Activity at a Glance

During calendar year 2003:

- ◆ 593,363 enforcement contacts
- ◆ 25,009 crashes investigated
- ◆ 4,958 Driving While Impaired (DWI) arrests
- ◆ 12,854,976 total miles traveled by troopers

PUBLIC SAFETY DEPT

Program: STATE PATROL

Activity: PATROLLING HIGHWAYS

Narrative

Last year, while patrolling the state's 12,000 miles of highway, the State Patrol Troopers issued 593,363 citations and warnings, arrested 4,958 impaired drivers, investigated 25,009 crashes, and assisted 130,055 motorists.

Key Measures

⇒ The number of motor vehicle occupants using seat belts.

The use of seat belts has proven to be directly related to a reduced incidence of injuries and deaths resulting from motor vehicle crashes. Active education and enforcement of seat belt laws has a direct impact on the percentage of vehicle occupants wearing seat belts. The goal is to reduce the number of serious injury and fatal motor vehicle crashes.

Performance indicator: The percentage of motor vehicle occupants that used seat belts from 1994 – 2005.

<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005(PROJ)</u>
57%	65%	64%	65%	64%	72%	73%	74%	76%	77%	79%	80%

Activity Funding

This activity is funded by a mix of appropriations: Trunk Highway Fund, Special Revenue Funds, Emergency 911 Funds, and federal funds. The sources of the Special Revenue Funds are the motor vehicle title transfer surcharge revenues (funds State Patrol vehicle purchases), disposition of drug forfeitures, portion of the seat belt violation fine money (funds traffic safety educational programs), service fees charged for air patrol services, State Patrol escort service fees and Enhanced 911 service fees.

Contact

Colonel Anne Beers
Chief of Minnesota State Patrol
(651) 296-5936
<http://www.dps.state.mn.us/patrol/>

PUBLIC SAFETY DEPT
Program: STATE PATROL
Activity: PATROLLING HIGHWAYS

Budget Activity Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	37	37	37	37	74
Forecast Base	37	37	37	37	74
Trunk Highway					
Current Appropriation	60,395	60,595	60,595	60,595	121,190
Technical Adjustments					
Current Law Base Change			15	6	21
Forecast Base	60,395	60,595	60,610	60,601	121,211
Highway Users Tax Distribution					
Current Appropriation	92	92	92	92	184
Forecast Base	92	92	92	92	184
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	106	79	37	37	74
Trunk Highway	55,554	58,961	60,610	60,601	121,211
Highway Users Tax Distribution	33	151	92	92	184
Statutory Appropriations					
State Government Spec Revenue	722	979	0	0	0
Special Revenue	7,567	9,115	6,987	6,996	13,983
Trunk Highway	67	171	55	55	110
Federal	6,863	11,926	7,822	2,027	9,849
Total	70,912	81,382	75,603	69,808	145,411
<u>Expenditures by Category</u>					
Total Compensation	51,694	55,335	55,963	55,181	111,144
Other Operating Expenses	17,491	25,486	16,719	15,116	31,835
Payments To Individuals	555	297	476	476	952
Local Assistance	1,172	264	115	112	227
Transfers	0	0	2,330	(1,077)	1,253
Total	70,912	81,382	75,603	69,808	145,411
Full-Time Equivalentents (FTE)	699.8	728.3	702.2	674.4	

Activity Description

Commercial Vehicle Enforcement exists to enforce laws specifically regulating the operation and movement of commercial motor vehicles, with the expressed goal of reducing the number of collisions involving commercial vehicles and reducing the damage to roadways caused by overweight vehicles.

Population Served

The Commercial Vehicle Enforcement division serves the 5.1 million Minnesota citizens, and 3.75 million licensed drivers operating 4.49 million registered motor vehicles regularly using the roadways in Minnesota. More specifically, daily activities center on the commercial vehicle operators and companies involved in transporting goods and providing transportation services within Minnesota.

Services Provided

The Commercial Vehicle Enforcement division enforces state and federal laws regulating the size, weight, load, and operation of commercial motor vehicles on all Minnesota roadways, and primarily, on the state and federal trunk highway systems.

This includes 11 fixed weigh scale locations and 22 mobile enforcement teams. Fixed scales are located in Erskine, Saginaw, Moorhead, St. Croix, and Worthington. These facilities are operated on a regular basis with permanent staff. The remaining scale locations are operated on an irregular basis with no permanent staff assigned. Mobile enforcement teams weigh vehicles at roadside and perform random roadside inspections of commercial vehicles. Specialized school bus inspectors perform annual and random inspections of school buses for compliance with safety equipment, vehicle mechanical condition, and driver documentation. In 2003, 35,138 commercial vehicle and/or driver inspections were completed.

While weather is a contributing factor, the major cause of roadway deterioration is the effect of overweight trucks. Deterioration of roadways comes at a tremendous cost in dollars and lost safety for taxpayers and users of the roadways. The Minnesota relevant evidence law provides for the civil enforcement of vehicle weight by requiring law enforcement access to certain shipping documents and bills of lading at elevators and shipping locations. State Patrol civil weight inspectors review hundreds of thousands of shipping documents annually identifying overweight violations that would otherwise go undiscovered.

Commercial Vehicle Enforcement provides annual and requested training to local law enforcement agencies on commercial vehicle regulation, inspection, and crash investigation. Training is also provided in compliance with the requirements of the state mandatory commercial vehicle inspection program.

The State Patrol is also designated as the lead agency for the state of Minnesota's participation in the federal Motor Carrier Safety Assistance Program (MCSAP). The purpose of MCSAP is to improve the performance of commercial vehicle drivers and mechanical condition of commercial vehicles. The State Patrol Commercial Vehicle Enforcement activity, as part of the MCSAP, devotes a significant portion of resources toward CMV-driver safety education. This generally takes the form of formal classes conducted by the Commercial Vehicle Enforcement staff, question and answer sessions between staff and CMV industry representatives and drivers, and roadside enforcement activities focusing on unsafe driver practices.

Key Measures

⇒ The number of commercial motor vehicle inspections.

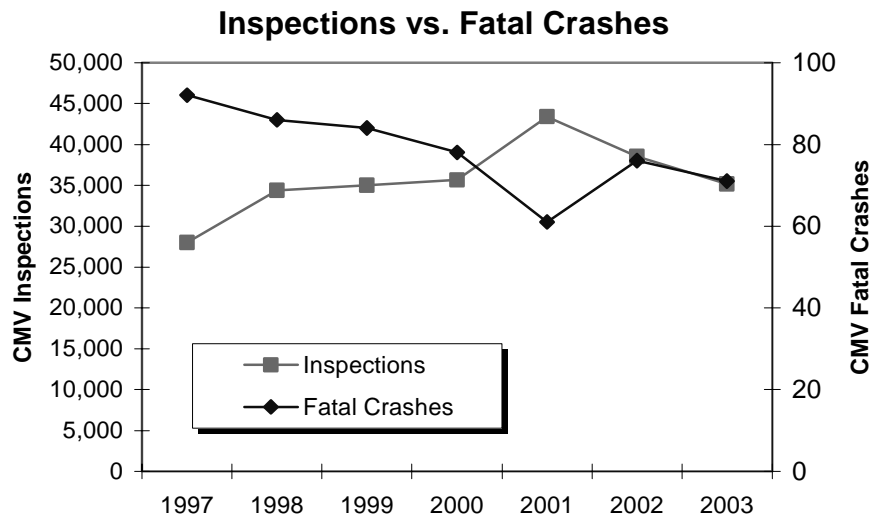
The effect of fatigue on the driver of a motor vehicle has been shown to be similar to the impairment caused by alcohol and/or drugs. The effect of fatigue on a commercial vehicle driver can have devastating implications due to the size and weight differential of a CMV. Of those fatal crashes that are found to be the

Activity at a Glance

Commercial motor vehicle (CMV) enforcement activity for calendar year 2003:

- ◆ 35,138 driver/CMV safety inspections
- ◆ 5,114 CMV collisions
- ◆ 2,432 CMV drivers placed out of service
- ◆ 7,019 CMVs placed out of service

fault of the CMV, only about 5% can be blamed on faulty vehicular equipment and about 95% are the responsibility of the CMV driver. Statistics seem to indicate that there is a direct relationship between an increased emphasis on CMV driver inspections and a decrease in fatal crashes involving CMVs. Ninety-four percent of all inspections involve the inspection of the driver. As the number of CMV inspections increases, the number of fatal crashes has declined.



Activity Funding

This activity is funded by a mix of Trunk Highway Fund appropriations and federal funds.

Contact

Colonel Anne Beers
Chief of Minnesota State Patrol
(651) 296-5936
<http://www.dps.state.mn.us/patrol/>

PUBLIC SAFETY DEPT

Program: STATE PATROL

Activity: COMMERCIAL VEHICLE ENFORCEMENT

Budget Activity Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
Trunk Highway					
Current Appropriation	6,474	6,474	6,474	6,474	12,948
Forecast Base	6,474	6,474	6,474	6,474	12,948
<u>Expenditures by Fund</u>					
Direct Appropriations					
Trunk Highway	5,872	7,076	6,474	6,474	12,948
Statutory Appropriations					
Federal	2,846	6,659	5,913	5,715	11,628
Total	8,718	13,735	12,387	12,189	24,576
<u>Expenditures by Category</u>					
Total Compensation	6,696	8,392	8,202	8,152	16,354
Other Operating Expenses	1,346	3,406	2,504	2,356	4,860
Local Assistance	676	1,937	1,681	1,681	3,362
Total	8,718	13,735	12,387	12,189	24,576
Full-Time Equivalents (FTE)	103.8	109.3	104.7	100.3	

Activity Description

Capitol Complex Security/Executive Protection is a division of the Minnesota State Patrol, whose primary function is to provide for the safety and security of judicial and legislative officials, state employees, and members of the public working at or visiting the Capitol Complex. The executive protection unit is comprised of state troopers, who are responsible for providing personal protection and security for the governor, lieutenant governor, the governor's immediate family and the state's executive residence in St. Paul.

Activity at a Glance

- ◆ Capitol Security monitors over 20,000 environmental, fire, and security points including fire alarms, panic alarms, hold-up alarms, and security alarms.
- ◆ 6,000 employees work within the Capitol Complex and nearly one million citizens visit the Capitol Complex on an annual basis.

Population Served

Capitol Complex security officers are responsible for safety and security of more than 6,000 state employees working within 34 individual state buildings located throughout the entire Capitol Complex. Capitol Security officers also provide security, employee safety escorts, and parking enforcement within the 31 Capitol Complex parking facilities. There are also over one million visitors to the Capitol annually.

Services Provided

The Capitol Security Operations Center is the central hub for the operation of the state buildings and responds to all emergencies that occur within its jurisdiction. Currently there are over 20,000 environmental and security points regulated by the Operations Center staff. These include: security alarms, panic alarms, fire alarms, hold-up alarms, environmental heating, air conditioning and ventilation controls, and lighting.

The Operations Center monitors more than 200 cameras. These cameras are located throughout the Capitol Complex in high-security and public areas. The parking lots, parks, tunnels, and main entrances also have intercoms, which can be used in an emergency or to request assistance from a security officer. There are over 100 intercom sites located throughout the Capitol Complex.

During the legislative session, the State Patrol assigns troopers to the legislature to protect members of the house of representatives and senate. These troopers follow up on threats, which members may receive verbally, in writing or via the telephone. When the legislature is not in session, threats are followed up by a security supervisor and then turned over to Capitol Security's investigator, who is a state trooper.

There are over 240 rallies, protests and events held on the Capitol Complex each year. A permit is required for each event and additional security is often needed at these events.

Capitol Security officers are the primary responders to all emergencies occurring on the Capitol Complex and at buildings within Capitol Security's jurisdiction. These emergencies include: suspicious activities, disruptive individuals, fires, and medical emergencies. Officers are trained in first aid, CPR, and the use of automatic external defibrillators. Capitol Security works closely with Minneapolis and St. Paul paramedics, fire departments and police to make sure that all emergencies are safely and efficiently managed.

Key Measures

⇒ The response time of Capitol Security officers to requests for assistance.

Calls for Service (CFS) are defined as a request for security services, which require an immediate response or follow-up by security personnel. CFS received at the Capitol Complex Security Communications Center are categorized as emergency and non-emergency. Data indicate that quick response to emergency situations (medicals, fire/police assists, alarms) saves lives, minimizes damage, and solves crimes. Emergency CFS are given priority for response. CFS response time is the elapsed time from the time a CFS is received by the Communications Center and the time that security personnel arrive at the CFS location. Prompt handling, proper prioritization, and staffing levels have an impact on response time.

PUBLIC SAFETY DEPT

Program: STATE PATROL

Activity: CAPITOL COMPLEX SECURITY

Narrative

The goal of Capitol Security is to ensure the safety of employees and visitors within the Capitol Complex by responding to CFS in a timely manner. The goal for Capitol Security is to maintain the average response time to CFS established in 2002-2003, although staff reductions have taken place since then.

Average CFS Response Time (minutes):

	<u>2002-2003</u>	<u>2004-2005 (goal)</u>
Emergency	3.41	3.41
Non-emergency	4.25	4.25

Activity Funding

This activity is funded from the General Fund. Revenues are generated from security contracts with agencies located in buildings outside of the Capitol Complex and for additional security needed by some state agencies.

Contact

Colonel Anne Beers
Chief of Minnesota State Patrol
(651) 296-5936

<http://www.dps.state.mn.us/patrol/>

PUBLIC SAFETY DEPT
 Program: STATE PATROL
 Activity: CAPITOL COMPLEX SECURITY

Budget Activity Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	2,834	2,834	2,834	2,834	5,668
Forecast Base	2,834	2,834	2,834	2,834	5,668
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	2,609	3,148	2,834	2,834	5,668
Statutory Appropriations					
General	776	887	873	873	1,746
Federal	0	383	0	0	0
Total	3,385	4,418	3,707	3,707	7,414
<u>Expenditures by Category</u>					
Total Compensation	3,044	3,449	3,328	3,328	6,656
Other Operating Expenses	341	969	379	379	758
Total	3,385	4,418	3,707	3,707	7,414
Full-Time Equivalents (FTE)	54.5	54.9	54.7	53.8	

Budget Activities Included:

- ⇒ Vehicle Services
- ⇒ Driver Services

PUBLIC SAFETY DEPT

Program: DRIVER & VEHICLE SERVICES

Program Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	1,774	1,774	1,774	1,774	3,548
Forecast Base	1,774	1,774	1,774	1,774	3,548
Trunk Highway					
Current Appropriation	24,402	24,362	24,362	24,362	48,724
Technical Adjustments					
Current Law Base Change			54	49	103
Forecast Base	24,402	24,362	24,416	24,411	48,827
Highway Users Tax Distribution					
Current Appropriation	10,734	10,734	10,734	10,734	21,468
Technical Adjustments					
Current Law Base Change			8	6	14
Forecast Base	10,734	10,734	10,742	10,740	21,482
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	1,750	1,864	1,774	1,774	3,548
Trunk Highway	23,800	24,964	24,416	24,411	48,827
Highway Users Tax Distribution	10,378	11,090	10,742	10,740	21,482
Open Appropriations					
Highway Users Tax Distribution	7,051	8,462	8,462	8,462	16,924
Statutory Appropriations					
General	0	5	5	5	10
Special Revenue	404	1,585	2,521	2,521	5,042
Federal	517	5,304	826	0	826
Reinvest In Minnesota	9	8	8	8	16
Gift	54	52	45	45	90
Total	43,963	53,334	48,799	47,966	96,765
<u>Expenditures by Category</u>					
Total Compensation	25,889	26,585	25,915	25,795	51,710
Other Operating Expenses	18,001	26,697	22,839	22,126	44,965
Local Assistance	18	0	0	0	0
Other Financial Transactions	55	52	45	45	90
Total	43,963	53,334	48,799	47,966	96,765
<u>Expenditures by Activity</u>					
Vehicle Services	19,438	22,150	21,331	21,253	42,584
Driver Services	24,525	31,184	27,468	26,713	54,181
Total	43,963	53,334	48,799	47,966	96,765
Full-Time Equivalents (FTE)	506.1	498.6	470.2	450.2	

Activity Description

Vehicle Services is responsible for issues relating to motor vehicles in Minnesota including: issuance of vehicle registration and titles, maintenance of records, collection of revenue, regulation of motor vehicle dealers, issuance of disability permits and plates, and inspection of salvaged and reconstructed vehicles.

Population Served

This division serves the general population of Minnesota, vehicle owners and lessees, deputy registrars, auto dealers, motor carriers, law enforcement agencies, lending institutions, insurance companies, and the court system.

Services Provided

- ⇒ Maintains over six million motor vehicle ownership and registration records.
- ⇒ Verifies ownership documents and issues certificates of title to owners and lien notification cards to lenders.
- ⇒ Issues license plates and registration stickers.
- ⇒ Issues temporary and permanent disability license plates and parking certificates to qualified applicants.
- ⇒ Collects registration and fuel taxes from interstate motor carriers through the administration of two international registration and fuel tax agreements, offering online fuel tax reporting to carriers.
- ⇒ Partners with appointed public and private deputy registrars to provide motor vehicle services to citizens at over 171 locations throughout the state.
- ⇒ Provides training and support to appointed deputy registrars and licensed motor vehicle dealers and insures statutory and rules compliance of these agents and licensees.
- ⇒ Prepares and distributes procedural manuals and bulletin updates related to motor vehicle title and registration issues.
- ⇒ Provides information services related to vehicle registration and titling to citizens, deputy registrars, auto dealers, courts, and law enforcement agencies, by phone, letter, Internet, and e-mail. Deputy registrars and auto dealers also have access to the eSupport website designed to bring information and online services to Vehicle Services business partners.
- ⇒ Provides self service options for vehicle registration renewal, report of vehicle sale, and purchase of critical habitat license plates. Registration stickers and license plates are delivered to customers in 10 days or less.
- ⇒ Offers mail-in option for registration renewals. Registration materials are mailed to customer in four business days or less.
- ⇒ Staffs an office in St. Paul, where citizens may file a traffic crash report, perform online services at a kiosk and access division records.
- ⇒ Issues a variety of special license plates, including personalized, critical habitat, veteran, collector, and special use plates.

Activity at a Glance

During Fiscal Year 2004 the division has:

- ◆ Increased the number of self-service registrations by 25%

In 2003 the division:

- ◆ Processed over five million vehicle transactions
- ◆ Issued 1.5 million vehicle ownership certificates of title
- ◆ Licensed 4,000 motor vehicle dealers; over 40% renewed with self-service online licensing
- ◆ Collected over \$1.5 billion in revenue
- ◆ Processed over 270,000 vehicle registration renewals and payments by Internet (see above)
- ◆ Agents were able to process over 3.9 million motor vehicle transactions in real-time online

Historical Perspective

Driver and Vehicle Services (DVS) continues to expand the access that our business partners have to electronic transactions. In addition to deputy registrars to renew registration online in real-time, we have begun a project that will allow for them to report their work to us in a standardized form online. These changes are part of an ongoing technical improvement plan to provide citizens and business partners with more options to receive fair, accurate, secure, and timely (FAST) service from Driver and Vehicle Services.

PUBLIC SAFETY DEPT**Program: DRIVER & VEHICLE SERVICES****Activity: VEHICLE SERVICES**

Narrative

Key Measures

- ⇒ Wait times for delivery of service.
- ⇒ Access to service and information.

Vehicle Services Performance Targets:

Performance Targets FY 2003:	Processing Time* for Issuance of Vehicle Title	Processing Time* for Vehicle Registrations	Self Service Transactions
Quarter 1 - Actual	30 days	12 Days	<1%
Quarter 2 - Target - Actual	21 Days 40 Days**	5 Days 6 Days	1% 3.6%
Quarter 3 - Target - Actual	12 Days 6 Days	4 Days 3 Days	1% 10.8%
Quarter 4 - Target - Actual	16 Days 14 Days	4 Days 3 Days	3% 8.75%
Fiscal Year 2003 Targets	10 Days	3 Days	10%

* Processing time is when request is received until the title or registration is sent out in the mail.

** State of Minnesota was affected by work stoppage in this quarter.

Activity Funding

This activity is funded by a mix of General Fund appropriations and Highway User Tax Distribution Fund appropriations. One percent of this activity funding is made up of a Special Revenue Fund account (Bicycle Registration), Reinvest in Minnesota (Critical Habitat Matching Account), and the Gift Fund (Collegiate Scholarship Account).

Contact

Patricia McCormack
 Director
 (651) 296-2097
<http://www.mndriveinfo.org>

PUBLIC SAFETY DEPT
Program: DRIVER & VEHICLE SERVICES
Activity: VEHICLE SERVICES

Budget Activity Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	1,718	1,718	1,718	1,718	3,436
Forecast Base	1,718	1,718	1,718	1,718	3,436
Highway Users Tax Distribution					
Current Appropriation	10,734	10,734	10,734	10,734	21,468
Technical Adjustments					
Current Law Base Change			8	6	14
Forecast Base	10,734	10,734	10,742	10,740	21,482
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	1,676	1,805	1,718	1,718	3,436
Highway Users Tax Distribution	10,378	11,090	10,742	10,740	21,482
Open Appropriations					
Highway Users Tax Distribution	7,051	8,462	8,462	8,462	16,924
Statutory Appropriations					
General	0	5	5	5	10
Special Revenue	241	383	275	275	550
Federal	29	345	76	0	76
Reinvest In Minnesota	9	8	8	8	16
Gift	54	52	45	45	90
Total	19,438	22,150	21,331	21,253	42,584
<u>Expenditures by Category</u>					
Total Compensation	9,350	9,397	9,227	9,207	18,434
Other Operating Expenses	10,033	12,701	12,059	12,001	24,060
Other Financial Transactions	55	52	45	45	90
Total	19,438	22,150	21,331	21,253	42,584
Full-Time Equivalent (FTE)	179.5	169.1	161.5	156.0	

Activity Description

Driver Services is responsible for any issue relating to licensed drivers in Minnesota including: identification, examination, licensing, and evaluation of drivers, issuance of driver's licenses and identification cards, maintenance of driver history and traffic crash data, licensing of driver training instructors and schools, and collection of revenue.

Population Served

The division serves the general population of Minnesota, licensed drivers, driver education instructors and schools, driver license agents, the court system, and law enforcement agencies.

Services Provided

- ⇒ Maintains 3.6 million driver history records.
- ⇒ Administers driver's license examinations. Driver Services staff administer knowledge (written) and skill (road) exams at 94 locations throughout the state. In 2003, 689,502 total tests were conducted, including general (Class D), commercial vehicle licensing, motorcycle, and school bus. Of those, 530,639 were knowledge tests and 158,863 were skill tests. The knowledge test is made available in seven languages at 24 testing facilities.
- ⇒ Offers 136 sites throughout the state to renew or apply for a Minnesota driver's license, identification card, or permit (in partnership with 122 appointed driver's license agents).
- ⇒ Develops and publishes driver manuals to assist individuals in preparing for the driver's license tests. Manuals are also available electronically on the division's website. The general manual (Class D) is available electronically in Spanish.
- ⇒ Issues driver's licenses, identification cards, and permits. An online application process delivers a duplicate or renewed license, permit, or ID card to the customer in less than seven days as opposed to 10 days with the existing manual process.
- ⇒ Provides driver compliance evaluations for problem drivers throughout the state. Evaluators met with 29,232 drivers in 2003.
- ⇒ Provides information services to the public by phone, letter, and e-mail.
- ⇒ Licenses over 93 commercial driver education schools and over 528 driver education instructors.
- ⇒ Approves public school driver education programs, motorized bicycle courses, accident prevention courses for drivers 55 or older, and Driving While Impaired (DWI) clinics.
- ⇒ Maintains all traffic crash records that occur in Minnesota online.
- ⇒ Provides service to law enforcement and court services.

Historical Perspective

In the past year, Driver Services expanded its mission of providing fair, accurate, secure and timely (FAST) service to the public and its business partners (law enforcement, court systems, driver's license agents, driver instructors and schools, and third party examiners) to include Internet services. The creation of eSupport, a website designed for the division's business partners, gives these partners access to simple-to-read driving records, regional online scheduling of driver's tests, and an online driver's license application process. eSupport has simplified the process for the end user and streamlined the process for the division, enabling the division to meet many of its target goals.

Activity at a Glance

During FY 2004 the division has:

- ◆ Reduced processing time for driver's licenses from 26 days to 10 days
- ◆ Reduced customer wait time for driver's license road test appointments from 25 days to 17 days

In 2003 the division:

- ◆ Issued 1.56 million cards – including driver's licenses, ID cards, and permits
- ◆ Conducted over 400,000 general (Class D) knowledge and skill examinations
- ◆ Reinstated the driving privileges of 170,000 drivers
- ◆ Suspended, canceled, revoked, or disqualified the driving privileges of 200,000 drivers

PUBLIC SAFETY DEPT

Program: DRIVER & VEHICLE SERVICES

Activity: DRIVER SERVICES

Narrative

Key Measures

- ⇒ Wait times for delivery of service.
- ⇒ Access to service and information.

Driver Services Performance Targets:

Performance Targets FY 2004:	Wait for Skill (Road) Test Appointments*	Processing Time** for Issuance of Driver's License
Quarter 1 - Actual	25 Days	26 Days
Quarter 2 - Target - Actual	15 Days 15 Days	22 Days 20 Days
Quarter 3 - Target - Actual	15 Days 14 Days	17 Days 10 Days
Quarter 4 - Target - Actual	20 Days 17 Days	9 Days 10 Days
Fiscal Year 2004 Targets	12 Days	5 Days

* Number of days per quarter is based on the average number of days for that quarter.

** Processing time is when request is received until the license is sent out in the mail.

Activity Funding

This activity is funded by a mix of Special Revenue Fund accounts, Trunk Highway Fund appropriations, and federal funds. The 1% funding of this activity from Special Revenue Funds are in the Motorcycle Safety Account (driver license motorcycle endorsement fee), DWI Reinstatement Account (driver license reinstatement fee) and Driver License Advertising Account (driver license manual advertising revenues).

Contact

Patricia McCormack
Director
(651) 296-2097
<http://www.Mndriveinfo.org>

PUBLIC SAFETY DEPT
Program: DRIVER & VEHICLE SERVICES
Activity: DRIVER SERVICES

Budget Activity Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
General					
Current Appropriation	56	56	56	56	112
Forecast Base	56	56	56	56	112
Trunk Highway					
Current Appropriation	24,402	24,362	24,362	24,362	48,724
Technical Adjustments					
Current Law Base Change			54	49	103
Forecast Base	24,402	24,362	24,416	24,411	48,827
<u>Expenditures by Fund</u>					
Direct Appropriations					
General	74	59	56	56	112
Trunk Highway	23,800	24,964	24,416	24,411	48,827
Statutory Appropriations					
Special Revenue	163	1,202	2,246	2,246	4,492
Federal	488	4,959	750	0	750
Total	24,525	31,184	27,468	26,713	54,181
<u>Expenditures by Category</u>					
Total Compensation	16,539	17,188	16,688	16,588	33,276
Other Operating Expenses	7,968	13,996	10,780	10,125	20,905
Local Assistance	18	0	0	0	0
Total	24,525	31,184	27,468	26,713	54,181
Full-Time Equivalents (FTE)	326.6	329.5	308.7	294.2	

Program Description

The Office of Traffic Safety (OTS) was created to reduce traffic crashes through enforcement efforts and public awareness events. Traffic crashes are the leading cause of death and serious injury for Minnesotans from the age of one through 34 years of age.

Population Served

The office works most often with the public health, enforcement, research, and media communities and other traffic safety organizations, to improve the behavior of drivers, passengers, pedestrians, and motorcyclists on Minnesota roadways.

Services Provided

OTS collaborates with other divisions in the Department of Public Safety (DPS), other state agencies, county and city governments, school districts, and private organizations and individuals to conduct traffic safety programs throughout Minnesota. The federal funds allow us to support traffic safety action programs and innovative technological solutions to a variety of traffic safety problems – from overtime patrols for law enforcement, to the development of new database links, to computer solutions for Driver and Vehicle Services and beyond. Finally, we see ourselves as sound stewards of public funds, seeking to invest in programs that will reduce not only the economic cost of crashes in Minnesota, but also the emotional toll on families of crash victims.

OTS serves as the Governor's Representative for Highway Safety and coordinates Minnesota's participation in the National Highway Traffic Safety Administration's (NHTSA) State and Community Highway Safety grant program. In addition to the NHTSA federal grant programs, OTS coordinates and manages several state-funded programs (including the motorcycle safety program and the child seats for needy families program) and other federal grant programs (the block grant and discretionary grants made available through the Office of Juvenile Justice and Delinquency Prevention to combat underage drinking). In addition, OTS also produces Minnesota Motor Vehicle Crash Facts to satisfy the requirements of M.S. 169.10.

State program administrators (roughly half of the OTS staff of 20) serve as grant coordinators and designers who interact with grant recipients and funding agencies. Coordinators also act as program experts who testify before the legislature, answer questions from the media and the general public, and advise policy makers and legislative staff on issues related to the program areas they coordinate. OTS has three research analysts who analyze traffic crash data from Minnesota, produce the legislatively-mandated Minnesota Motor Vehicle Crash Facts booklet, identify traffic safety problem areas for the coordinators, answer questions from the general public, and evaluate the effectiveness of various traffic safety programs. Other office activities include participation in the Fatal Analysis Reporting System, a national database on fatal motor vehicle crashes which is internationally known and respected.

OTS employs a variety of methods to gather input from other people involved in traffic safety issues. The key advisory boards and networks used during the past year include the Traffic Safety Partners group, Traffic Records Coordinating Committee, Network of Employers for Traffic Safety Advisory Board, *Safe and Sober* Law Enforcement Liaisons, Motorcycle Safety Advisory Board, and Child Passenger Safety Advisory Board.

Historical Perspective

While a great deal of progress has been made since OTS began compiling and publishing crash statistics, traffic crashes are still a critical public health problem of epidemic proportions. If we compare 1971 Minnesota data with 2002 data we find:

⇒ Licensed drivers have increased 77%, registered vehicles have increased 93%, and vehicle miles traveled have increased over 132%. During the same time, the state's population increased 29%. More of us drive,

Program at a Glance

- ◆ 184 grants to local units of government in 61 counties. 34 statewide grants to other state agencies, other divisions of Public Safety, and nonprofits.
- ◆ More than \$25 million in grants received, requiring OTS applications for 18 different federal programs.
- ◆ To better serve our partners, grant applications are now available on our web site at www.dps.state.mn.us/ots/ and some reports can be submitted online.

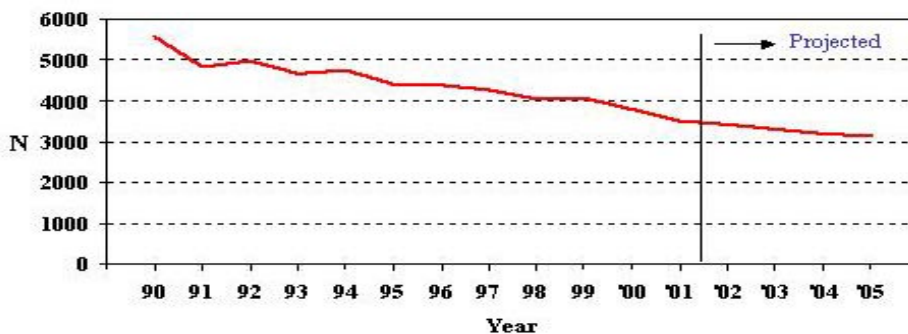
and we drive more often than we used to. Our exposure to the risk of a traffic crash has increased as a result of these factors.

- ⇒ From 1971 to 2002, the number of traffic-related deaths fell 36% and severe injuries fell over 81%, while the number of vehicles in crashes fell 18%. A crash today is more likely to result in a moderate or possible injury – increases of 55% and 69% respectively. Today's vehicles are better designed to protect the people inside when a crash happens and more of our travel is done on four-lane divided highways with limited access – the safest type of roadway. The change most responsible for the declining severity of crashes is the 16-fold increase in occupant protection use seen over the past 30 years – from less than 5% in 1971 (when many cars on the road weren't even equipped with belts) to 79% in 2002.
- ⇒ The number of Driving While Impaired (DWI) arrests have increased 280%, males accounted for 91% of alcohol related traffic deaths in 1971 and accounted for 72% in 2002. Although the legal drinking age has not changed since 1971 (21), the age of drinking drivers involved in fatal crashes has. In 1971, 42% of fatal crashes involved drinking drivers between the ages of 16-24. In 2001, that age group represented 22% of fatal crashes involving drinking drivers.
- ⇒ Crash costs include emergency medical services, hospitalization, hospital staff, rehabilitation, administrative, and liability. In Minnesota, crash costs have increased about 15-fold since 1971. In 2002, Minnesota taxpayers and insurance policy holders footed the bill for costs in excess of \$1.7 billion dollars.

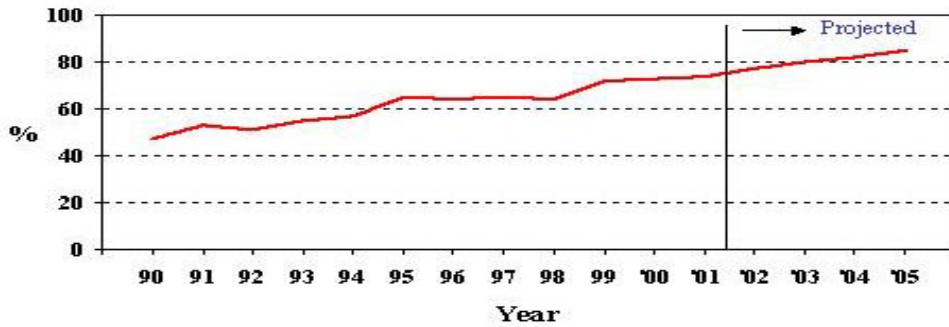
Key Measures

- ◆ Reduce the number of traffic deaths and serious injuries in Minnesota
- ◆ Increase seat belt use in Minnesota
- ◆ Decrease impaired driving in Minnesota

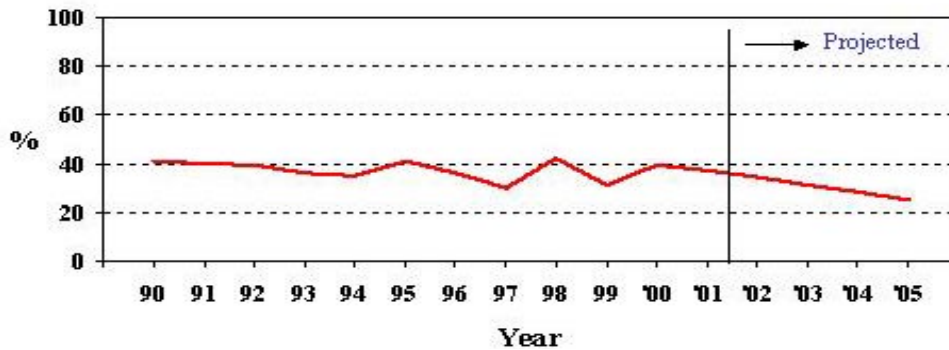
Minnesota Traffic Fatalities and Serious Injuries
Actual, 1990 - 2001
Projected, 2002 - 2005



Minnesota Observed Seat Belt Use
Actual, 1990 - 2001
Projected 2002 - 2005



Percentage of Minnesota Traffic Fatalities
that were Alcohol-Related
Actual, 1990 - 2001
Projected 2002 - 2005



Program Funding

The work of the OTS is funded by a mix of Special Revenue Accounts, Trunk Highway Fund appropriations, and federal funds. The sources of the Special Revenue Funds are motorcycle endorsement fees on drivers' licenses (the Motorcycle Safety Account) and child restraint car seat violations (the Minnesota Child Passenger Restraint and Education Account). The Trunk Highway Fund appropriation is a required match for receiving the federal funding.

Contact

Kathy Swanson
 Executive Director
 Phone: (651) 296-9507
 E-mail: <http://www.dps.state.mn.us/ots/>

PUBLIC SAFETY DEPT
 Program: TRAFFIC SAFETY

Program Summary

<i>Dollars in Thousands</i>					
	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
Trunk Highway					
Current Appropriation	324	324	324	324	648
Forecast Base	324	324	324	324	648
<u>Expenditures by Fund</u>					
Direct Appropriations					
Trunk Highway	297	351	324	324	648
Statutory Appropriations					
Special Revenue	748	599	569	569	1,138
Federal	19,416	18,148	17,883	17,928	35,811
Gift	6	0	0	0	0
Total	20,467	19,098	18,776	18,821	37,597
<u>Expenditures by Category</u>					
Total Compensation	1,251	1,338	1,417	1,472	2,889
Other Operating Expenses	2,142	2,397	2,280	2,270	4,550
Local Assistance	17,074	15,363	15,079	15,079	30,158
Total	20,467	19,098	18,776	18,821	37,597
<u>Expenditures by Activity</u>					
Traffic Safety & Research	20,467	19,098	18,776	18,821	37,597
Total	20,467	19,098	18,776	18,821	37,597
Full-Time Equivalents (FTE)	18.3	19.0	19.1	19.1	

Program Description

The Office of Pipeline Safety (MNOPS) protects Minnesota’s lives, property, and environment through the implementation of a program of gas and hazardous liquid pipeline inspections, enforcement, accident/incident investigations, and education. MNOPS conducts safety inspections of all pipeline facilities as authorized by state law and the United States Department of Transportation (U.S. DOT/OPS).

Population Served

The Office of Pipeline Safety protects the public safety of all Minnesotans by inspecting over 30 municipal gas systems, 10 private gas systems, over 100 total pipeline facility operators (which operate over 65,000 miles of pipelines in the state) and over 1.4 million customer meter settings.

Services Provided

Pipeline Inspections:

- ⇒ Twelve pipeline inspectors are responsible for statewide inspection of the natural gas and hazardous liquid industry. As agents for the U.S. DOT, Minnesota staff inspects over 9,000 miles of interstate pipelines in addition to over 56,000 miles of intrastate pipelines.
- ⇒ Staff responds to pipeline accidents and incidents, working cooperatively with the National Transportation Safety Board, U.S. DOT/OPS, and the Minnesota Pollution Control Agency.
- ⇒ The Office has field personnel located in Mankato, Grand Rapids, and Detroit Lakes as well as St. Paul.

Damage Prevention:

The office promotes damage prevention, enforces the Gopher State One-Call law (requires excavators to call before they dig and utility operators to mark their facilities), supports an emergency notification center, and maintains data and maps on pipelines. MNOPS conducts “dig safely” education seminars at several utility coordinating committees, Gopher State One Call, public speaking opportunities, the Minnesota State Fair exhibit, pipeline operator training, and damage prevention seminars. Three staff actively participate in the national industry/government education effort of the Common Ground Alliance, to promote utility best practices.

Historical Perspective

The Office of Pipeline Safety was created in 1987 following a major pipeline release that ignited in Mounds View. In 1991, the office became fully qualified to inspect all interstate pipelines under authority of U. S. Department of Transportation, Research and Special Programs Administration. As a condition of its federal pipeline grant funding, the office must continue to train its inspectors, meet federal standards, and pass an annual program audit.

Federal program changes have placed increased federal inspection requirements in risk and integrity management, operator qualifications, and expanded community liaison between emergency officials and pipeline operators. In addition, since 9-11-01, additional emphasis has been placed on security planning and emergency response.

Minnesota has initiated new efforts with industry to inform local communities and emergency responders about responding to pipeline incidents. The Minnesota Pipeline Community Awareness and Emergency Response program (C.A.E.R.) has conducted over 25 local meetings throughout the state.

The inspection program has issued over 5,400 violations of state and federal safety codes since 1994. In 2003, staff responded to 184 accidents/incidents. MNOPS inspectors issued 122 compliance actions with 36 proposed civil penalties amounting to \$61,500 in 2003.

Program at a Glance

- ◆ Minnesota’s 12 inspectors have over 65,000 miles of pipelines to inspect; over 9,000 miles are interstate pipelines.
- ◆ There are 30 municipal gas systems, 10 private gas distribution systems, and 100 pipeline facility operators in Minnesota.
- ◆ Minnesota’s Damage Prevention Program conducted 90 presentations to 7,200 people in 2003.
- ◆ The Office of Pipeline Safety is funded up to 50% by a U.S. Department of Transportation/OPS grant and 50% from a special revenue account.

In 2003, damage prevention education and enforcement increased substantially with staff conducting over 90 presentations to over 7,200 excavators, operators, and homeowners. In addition, the office issued over 373 violations totaling over \$93,250 in proposed penalties for Gopher State One Call violations. Approximately 186 of the 373 were warnings of violations that did not include a penalty.

Nationally, the MNOPS continues as a leader in its inspection program, and its damage prevention education and enforcement efforts.

Key Measures

- ⇒ **The number of pipeline leak repairs.** The goal is to reduce pipeline leak repairs through inspection and enforcement 5% by June 2005.
- ⇒ **The number of calls to the Gopher State One-Call Center.** The goal is to increase the number of calls 8% by June 2005.

The number of educational presentations to excavators, emergency responders, local officials, operators, and homeowners. **The goal is to conduct 90 educational presentations by June 2005**

Program Funding

This program is funded by a mix of Special Revenue funds and Federal Grant Funds. The source of the Special Revenue Funds is pipeline safety inspection fees (Pipeline Safety Account).

Contact

Charles Kenow
Administrator
(651) 296-9638
<http://www.dps.state.mn.us/pipeline>

PUBLIC SAFETY DEPT
 Program: PIPELINE SAFETY

Program Summary

Dollars in Thousands

	Current		Forecast Base		Biennium
	FY2004	FY2005	FY2006	FY2007	2006-07
<u>Direct Appropriations by Fund</u>					
Special Revenue					
Current Appropriation	994	994	994	994	1,988
Forecast Base	994	994	994	994	1,988
<u>Expenditures by Fund</u>					
Direct Appropriations					
Special Revenue	817	994	994	994	1,988
Statutory Appropriations					
Special Revenue	63	80	80	80	160
Federal	980	1,023	987	987	1,974
Total	1,860	2,097	2,061	2,061	4,122
<u>Expenditures by Category</u>					
Total Compensation	1,364	1,486	1,483	1,483	2,966
Other Operating Expenses	496	611	578	578	1,156
Total	1,860	2,097	2,061	2,061	4,122
<u>Expenditures by Activity</u>					
Pipeline Safety	1,860	2,097	2,061	2,061	4,122
Total	1,860	2,097	2,061	2,061	4,122
Full-Time Equivalent (FTE)	19.0	18.8	18.8	18.4	