

Table of Contents

Department of Public Safety - Transportation

<i>Agency Profile</i>	1
<i>Agency Expenditure Overview (REVISED)</i>	4
<i>Agency Financing by Fund (REVISED)</i>	6
<i>Agency Change Summary (REVISED)</i>	11
<u>Change Item(s)</u>	15
<i>Operating Adjustment</i>	15
<i>Grant Administration Authority</i>	17
<i>State Patrol Metro Headquarters Building</i>	20
<i>State Patrol Recruitment and Hiring Initiatives</i>	23
<i>No-Fee Transaction Reimbursement to Service Providers</i>	28
<i>DVS Rulemaking Authority For Ignition Interlock Device Program</i>	31
<i>Planning and Administration Match - Office of Traffic Safety</i>	33
<i>Excessive Speed Penalty Modified</i>	36
<i>Online Driver's License Renewal</i>	38
<i>Commercial Learner's Permit Length Extension</i>	41
<i>Seatbelt Requirement for Class II ATVs</i>	43
<i>Replace License Plates at Time of Vehicle Transfer</i>	45
<i>Dealer Plate Changes</i>	48
<i>Background Check Expansion for Auto Dealers</i>	51
<i>Impact on DVS of DNR Support State Parks and Recreation Areas Change Item</i>	53
<i>Reduce Advisory Council on Traffic Safety Appropriation (NEW)</i>	54
<i>Reduce Agency Strategy and Analytics (NEW)</i>	56
<i>Reduce Office of Traffic Safety Drug Program Funding (NEW)</i>	58
<u>Program</u>	60
Admin and Related Services	60
<u>Activity</u>	60
Office of Communications	60
<i>Activity Narrative</i>	60
<i>Activity Expenditure Overview</i>	63
<i>Activity Financing by Fund</i>	64
Public Safety Support	65
<i>Activity Narrative</i>	65
<i>Activity Expenditure Overview (REVISED)</i>	70
<i>Activity Financing by Fund (REVISED)</i>	71
Technology and Support Services	74
<i>Activity Narrative</i>	74
<i>Activity Expenditure Overview</i>	75
<i>Activity Financing by Fund</i>	76
<u>Program</u>	77
State Patrol	77
<u>Activity</u>	77
Patrolling Highways	77
<i>Activity Narrative</i>	77

Activity Expenditure Overview	79
Activity Financing by Fund	80
Commercial Vehicle Enforcement	84
<i>Activity Narrative</i>	84
Activity Expenditure Overview (REVISED)	86
Activity Financing by Fund (REVISED)	87
Capitol Complex Security	88
<i>Activity Narrative</i>	88
Activity Expenditure Overview	90
Activity Financing by Fund	91
<u>Program</u>	92
Driver and Vehicle Services	92
<u>Activity</u>	92
Vehicle Services	92
<i>Activity Narrative</i>	92
Activity Expenditure Overview (REVISED)	94
Activity Financing by Fund (REVISED)	95
Driver Services	97
<i>Activity Narrative</i>	97
Activity Expenditure Overview (REVISED)	99
Activity Financing by Fund (REVISED)	100
Support Services	101
<i>Activity Narrative</i>	101
Activity Expenditure Overview (REVISED)	103
Activity Financing by Fund (REVISED)	104
<u>Program</u>	106
Office of Traffic Safety	106
<i>Program Narrative</i>	106
Program Expenditure Overview (REVISED)	108
Program Financing by Fund (REVISED)	109
<u>Program</u>	111
Office of Pipeline Safety	111
<i>Program Narrative</i>	111
Program Expenditure Overview (REVISED)	112
Program Financing by Fund (REVISED)	113
<u>Additional Documents</u>	114
<i>Federal Funds Summary (REVISED)</i>	114

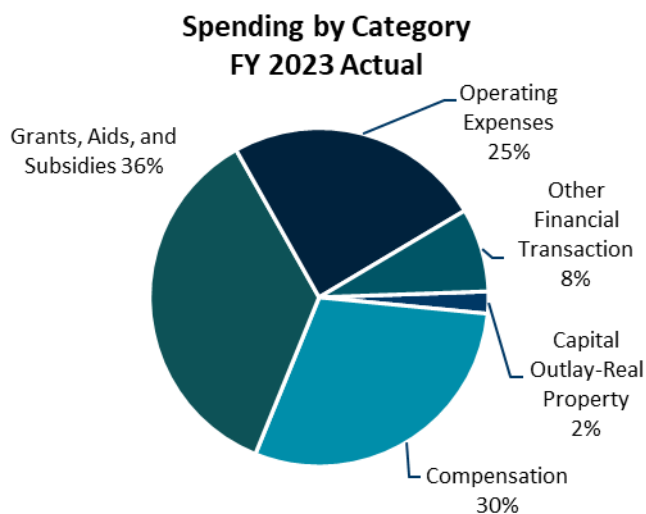
AT A GLANCE

- Workforce: Department of Public Safety (DPS) has approximately 2,200 employees
 - DPS operational divisions include:
 - Alcohol and Gambling Enforcement Division (AGED)
 - Bureau of Criminal Apprehension (BCA)
 - Driver and Vehicle Services (DVS)
 - Emergency Communications Networks (ECN)
 - Homeland Security and Emergency Management (HSEM)
 - Minnesota State Patrol (MSP)
 - Office of Justice Programs (OJP)
 - Office of Pipeline Safety (OPS)
 - Office of Traffic Safety (OTS)
 - State Fire Marshal Division (SFM)
- DPS serves every resident of the state and partners with numerous public safety, governmental, and non-profit organizations

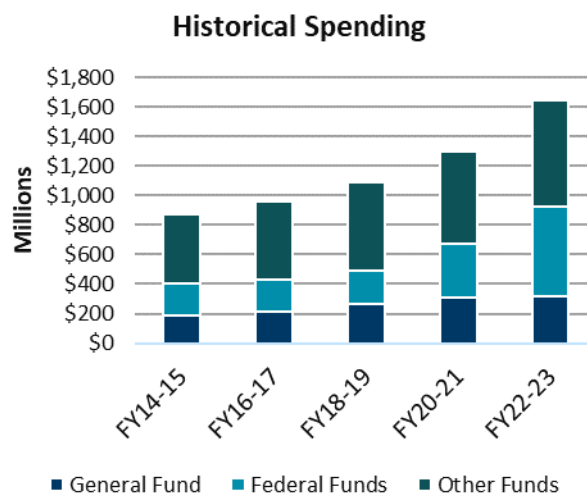
PURPOSE

The Department of Public Safety's (DPS) mission is serving all communities to build a safer Minnesota. DPS works to protect residents through activities that promote and support prevention, intervention, preparedness, response, recovery, education, and enforcement. This is accomplished with a focus on saving lives, providing efficient and effective services, maintaining public trust, and developing strong partnerships.

BUDGET



Source: Budget Planning & Analysis System (BPAS)



Source: Consolidated Fund Statement

DPS is financed through a variety of funds, including the general fund (\$317 million in fiscal year (FY) 2022-23), federal funds (\$583 million in FY 2022-23), and other funds (\$747 million in FY 2022-23). The other funds include the Trunk Highway Fund, Highway User Tax Distribution Fund, 911 Emergency Communications Fund, Driver and

Vehicle Services Operating Account, Fire Safety Account, and other special revenue funds collected through user fees. Funding reflected on the charts above is for both the “Department of Public Safety - Public Safety” and “Department of Public Safety - Transportation” budget entities. Funding reflected on the fiscal pages of this budget book is specific to the budget entity.

STRATEGIES

DPS fulfills its mission of serving all communities to build a safer Minnesota through the following strategies:

Children and Families

- Enhance safety for children and families through programs that focus on school and fire safety, teen driving, and domestic violence prevention.
- Support the Office of Missing and Murdered Indigenous Relatives as it implements solutions to reduce and end violence against Indigenous women and girls, including the Two-Spirit community.
- Support the Office of Missing and Murdered Black Women and Girls as it develops targeted strategies and interventions to support survivors and families impacted by violence against Black women and girls.
- Work to increase awareness of the needs of homeless children and families due to domestic violence.
- Work with community-based organizations on the implementation of Driver’s License for All to increase equitable access to DVS information and resources.
- Support and assist administrators, faculty, and staff to help keep children safe at school through efforts by the Minnesota School Safety Center and the State Fire Marshal.

Safe and Thriving Communities

- DPS offers programs that focus on reducing deaths by firearm and violent crime by supporting the Making Minnesota Safe and Secure campaign, which has distributed nearly 80,000 free gun locks; dedicating investigative resources to support local law enforcement, including in the city of Minneapolis; leading efforts to address street racing and car-jackings; conducting strategic traffic enforcement; and providing the critical air asset of the State Patrol helicopter making roads safer for everyone.
- DPS offers programs supporting traffic safety, such as the Towards Zero Deaths initiative and car seat safety education, and provides access to crime victim services and violence prevention and intervention programs. DPS is continuously improving efficiencies within Driver and Vehicle Services (DVS) to provide a streamlined identification card (ID) and driver’s license (DL) application process, DL exams, and customer services.
- Homeland Security and Emergency Management (HSEM) helps communities prepare for and recover after disasters.
- DPS Community Affairs team engages communities around Minnesota in the following ways:
 - Visited 13 cities in summer 2024 making introductions with public libraries and community-based education programs.
 - Attended regular engagements at the consulates for Ecuador, Mexico, and El Salvador to provide information in Spanish to customers seeking safety and driver’s license information.
 - Attended over 60 community events between January and September 2024.
 - Attended over 360 forums, roundtables, and community-based meetings between January - September 2024.
- State Patrol and Community Affairs collaborated to invite community members of Spanish, African, and Afghan-descent to the State Patrol Trooper Candidate School to participate in training scenarios with cadets in academy training.

Equity and Inclusion

- DPS prioritizes public engagement to inform the way the department delivers services and promotes equity and inclusion.

- Driver's License Manual distribution pilot project – 27 community partners are receiving printed manuals in multiple languages to share with community members participating in traffic safety workshops and classes to help them pass the driver's test.
- Established partnerships with statewide community-based education network reaching individuals from birth to 99 years old including: Society Women Education Leaders; school districts; leaders, principals, assistant principals, intracultural specialists; and community education such as Adult Basic Education and Early Childhood Education.
- DPS prioritizes language accessibility in communications with various communities and is developing public safety campaigns and communications that are visually and contextually inclusive and representative of Minnesota's diversity. DPS is refreshing the website for better readability, organization, accessibility, and plain language.
- DVS is committed to providing services that meet the needs of its customers. They offer in person, mail, phone, online, and kiosk services to customers to allow them to interact in multiple ways. DVS delivers communication in plain language and also allows for translation in multiple languages and engages with the community to understand and address community specific needs.
- DPS utilizes diversity and inclusion staff to provide intercultural support and education internally in order to increase DPS' internal cultural awareness to match the department's increased public engagement efforts.

Fiscal Accountability, Customer Experience, and Measurable Results

- DPS conducts an annual risk assessment to ensure fiscal accountability and measurable results for the department.
- Financial management training is provided to grantees, who are then held to high standards to ensure the proper use of state and federal dollars.
- All agency projects have measurable milestones and detailed budgets.

Minnesota's Environment

- To protect Minnesota's environment, DPS actively participates in statewide sustainability workgroups.
- DPS has taken steps to reduce paper and added electric and fuel-efficient vehicles to the department's fleet while retaining performance needs for law enforcement.
- DPS supports climate resiliency efforts by providing federal funds for projects to protect communities and the environment from the effects of a changing climate.

By leveraging the expertise of the department's diverse workforce, the Department of Public Safety improves the lives of Minnesotans by engaging with community, tribal, and government partners to promote safety, service, and justice.

The Department of Public Safety's legal authority comes from Minnesota Statutes Chapter 299A (<https://www.revisor.mn.gov/statutes/?id=299A>)

Public Safety - Transportation

Agency Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	23,959	34,411	42,680	63,320	40,115	40,115	35,662	35,696
2000 - Restrict Misc Special Revenue	103,578	116,426	113,388	159,767	140,799	139,641	146,090	146,304
2001 - Other Misc Special Revenue	2,390	2,521	21,381	29,910	29,292	29,284	29,292	29,284
2117 - Natural Resource Misc Statutory	10	2	2	3	3	3	3	3
2401 - Reinvest In Minnesota-Gifts	6	6	6	8	8	8	8	8
2403 - Gift	176	152	161	169	152	152	152	152
2700 - Trunk Highway	137,597	150,661	168,137	192,431	173,353	173,353	226,433	228,430
2710 - Highway Users Tax Distribution	1,743	1,192	1,121	1,593	1,378	1,378	1,382	1,395
3000 - Federal	30,819	34,123	43,674	60,243	60,387	59,602	60,387	59,602
3015 - ARP-State Fiscal Recovery	1,160	2,963						
4900 - 911 Emergency	1,136	2,798						
6000 - Miscellaneous Agency	59,026	60,531	61,284	66,691	66,784	66,784	66,784	66,784
Total	361,601	405,786	451,834	574,135	512,271	510,320	566,193	567,658
Biennial Change				258,582		(3,378)		107,882
Biennial % Change				34		(0)		11
Governor's Change from Base								111,260
Governor's % Change from Base								11

Expenditures by Program

Admin and Related Services	18,322	22,527	37,769	55,079	50,197	50,206	50,251	50,338
State Patrol	163,683	185,880	199,164	230,011	206,517	206,516	258,536	260,495
Driver and Vehicle Services	156,538	161,154	170,585	210,214	196,188	196,218	201,479	202,881
Office of Traffic Safety	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
Office of Pipeline Safety	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601
Total	361,601	405,786	451,834	574,135	512,271	510,320	566,193	567,658

Expenditures by Category

Compensation	176,093	179,908	191,254	236,986	240,078	244,195	243,731	250,066
Operating Expenses	102,730	121,508	132,835	178,446	134,491	128,954	139,635	135,296
Grants, Aids and Subsidies	15,956	27,952	45,951	79,149	63,953	63,522	60,565	60,134
Capital Outlay-Real Property	5,514	12,029	16,010	6,123	4,692	4,692	53,205	53,205
Other Financial Transaction	61,309	64,390	65,784	73,431	69,057	68,957	69,057	68,957

Public Safety - Transportation

Agency Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Total	361,601	405,786	451,834	574,135	512,271	510,320	566,193	567,658

Total Agency Expenditures	361,601	405,786	451,834	574,135	512,271	510,320	566,193	567,658
Internal Billing Expenditures	891	884	1,017	1,104	1,125	1,114	1,125	1,114
Expenditures Less Internal Billing	360,710	404,902	450,818	573,031	511,146	509,206	565,068	566,544

<u>Full-Time Equivalents</u>	1,539.38	1,588.54	1,527.99	1,760.66	1,741.95	1,741.20	1,759.68	1,773.21
-------------------------------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

Public Safety - Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In	10,934	18,296	4,161	20,928				
Direct Appropriation	35,762	32,308	161,253	43,759	41,482	41,482	37,029	37,063
Transfers Out			101,367	1,367	1,367	1,367	1,367	1,367
Cancellations	6,223	12,715	441					
Balance Forward Out	16,514	3,478	20,926					
Expenditures	23,959	34,411	42,680	63,320	40,115	40,115	35,662	35,696
Biennial Change in Expenditures				47,630		(25,770)		(34,642)
Biennial % Change in Expenditures				82		(24)		(33)
Governor's Change from Base								(8,872)
Governor's % Change from Base								(11)
Full-Time Equivalents	118.76	118.88	116.58	182.86	182.47	180.16	177.83	175.77

2000 - Restrict Misc Special Revenue

Balance Forward In	42,155	66,261	48,703	61,700	38,196	31,486	38,196	31,793
Direct Appropriation	83,460	68,816	73,794	78,308	77,302	77,302	80,898	80,576
Open Appropriation	3,925	16,080	17,206	21,500	21,500	21,500	23,195	24,889
Receipts	46,598	46,881	48,785	46,749	46,771	46,778	47,078	47,391
Internal Billing Receipts	1,638	1,775	1,829	1,559	1,559	1,566	1,559	1,566
Transfers In	769	801	906	1,095	895	895	895	895
Transfers Out	11,764	11,723	14,306	12,589	12,379	12,379	12,379	12,379
Cancellations	199	24,133						
Balance Forward Out	61,365	46,558	61,700	38,196	31,486	25,941	31,793	26,861
Expenditures	103,578	116,426	113,388	159,767	140,799	139,641	146,090	146,304
Biennial Change in Expenditures				53,151		7,285		19,239
Biennial % Change in Expenditures				24		3		7
Governor's Change from Base								11,954
Governor's % Change from Base								4
Full-Time Equivalents	549.10	526.32	498.72	607.58	611.62	611.60	612.62	612.60

2001 - Other Misc Special Revenue

Balance Forward In	3,152	3,731	7,423	93,859	72,244	51,309	72,244	51,309
Receipts	3,011	3,464	6,688	6,993	7,055	7,069	7,055	7,069
Internal Billing Receipts	46	72	91	70	70	70	70	70

Public Safety - Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Transfers In		1,989	101,367	1,367	1,367	1,367	1,367	1,367
Transfers Out	112	125	239	65	65	65	65	65
Balance Forward Out	3,661	6,537	93,859	72,244	51,309	30,396	51,309	30,396
Expenditures	2,390	2,521	21,381	29,910	29,292	29,284	29,292	29,284
Biennial Change in Expenditures				46,379		7,285		7,285
Biennial % Change in Expenditures				944		14		14
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	14.09	17.70	26.44	28.49	28.44	28.44	28.44	28.44

2117 - Natural Resource Misc Statutory

Balance Forward In	13	9	9					
Receipts	1,818	2,273	2,611	2,598	2,598	2,598	3,023	3,023
Transfers Out	1,812	2,271	2,618	2,595	2,595	2,595	3,020	3,020
Balance Forward Out	9	9						
Expenditures	10	2	2	3	3	3	3	3
Biennial Change in Expenditures				(7)		1		1
Biennial % Change in Expenditures				(55)		13		13
Governor's Change from Base								0
Governor's % Change from Base								0

2401 - Reinvest In Minnesota-Gifts

Balance Forward In	44		0					
Receipts	6,237	6,701	6,764	6,502	6,502	6,502	6,502	6,502
Transfers Out	6,274	6,695	6,758	6,494	6,494	6,494	6,494	6,494
Balance Forward Out		0						
Expenditures	6	6	6	8	8	8	8	8
Biennial Change in Expenditures				2		2		2
Biennial % Change in Expenditures				21		12		12
Governor's Change from Base								0
Governor's % Change from Base								0

2403 - Gift

Public Safety - Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Balance Forward In	76	31	30	77	70	81	70	81
Receipts	160	181	242	187	188	189	188	189
Transfers Out	28	30	35	25	25	25	25	25
Balance Forward Out	31	30	77	70	81	93	81	93
Expenditures	176	152	161	169	152	152	152	152
Biennial Change in Expenditures				2		(26)		(26)
Biennial % Change in Expenditures				1		(8)		(8)
Governor's Change from Base								0
Governor's % Change from Base								0

2700 - Trunk Highway

Balance Forward In	7,475	18,729	1,980	19,178	73	93	73	93
Direct Appropriation	147,378	148,974	185,863	173,306	173,353	173,353	226,433	228,430
Receipts	6	4	6	20	20	20	20	20
Cancellations	140	15,066	535					
Balance Forward Out	17,121	1,980	19,177	73	93	113	93	113
Expenditures	137,597	150,661	168,137	192,431	173,353	173,353	226,433	228,430
Biennial Change in Expenditures				72,310		(13,862)		94,295
Biennial % Change in Expenditures				25		(4)		26
Governor's Change from Base								108,157
Governor's % Change from Base								31
Full-Time Equivalents	761.76	823.50	783.86	864.70	835.67	837.32	857.02	872.63

2710 - Highway Users Tax Distribution

Balance Forward In	59	130	101	215				
Direct Appropriation	1,815	1,192	1,336	1,378	1,378	1,378	1,382	1,395
Cancellations	6	29	101					
Balance Forward Out	125	101	215					
Expenditures	1,743	1,192	1,121	1,593	1,378	1,378	1,382	1,395
Biennial Change in Expenditures				(222)		42		63
Biennial % Change in Expenditures				(8)		2		2
Governor's Change from Base								21
Governor's % Change from Base								1

Public Safety - Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Full-Time Equivalents	6.09	6.16	6.07	6.00	5.98	5.91	6.00	6.00

3000 - Federal

Balance Forward In	2,163	1,575	3,657	2,554	1,528	1,529	1,528	1,529
Receipts	29,290	34,467	42,573	59,217	60,388	59,603	60,388	59,603
Balance Forward Out	634	1,918	2,556	1,528	1,529	1,530	1,529	1,530
Expenditures	30,819	34,123	43,674	60,243	60,387	59,602	60,387	59,602
Biennial Change in Expenditures				38,974		16,072		16,072
Biennial % Change in Expenditures				60		15		15
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	82.92	87.77	95.94	70.78	77.52	77.52	77.52	77.52

3015 - ARP-State Fiscal Recovery

Balance Forward In		913						
Direct Appropriation	2,073	2,132						
Cancellations		82						
Balance Forward Out	913							
Expenditures	1,160	2,963						
Biennial Change in Expenditures				(4,124)		0		0
Biennial % Change in Expenditures				(100)				
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	0.14	1.79	0.07					

4900 - 911 Emergency

Balance Forward In	1,377	2,583						
Receipts	2,097	2,204						
Transfers Out		1,989						
Balance Forward Out	2,338							
Expenditures	1,136	2,798						
Biennial Change in Expenditures				(3,934)		0		0
Biennial % Change in Expenditures				(100)				

Public Safety - Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	6.02	6.03	0.13					

6000 - Miscellaneous Agency

Balance Forward In	1	1	1					
Receipts	59,026	60,530	61,284	66,691	66,784	66,784	66,784	66,784
Balance Forward Out	1							
Expenditures	59,026	60,531	61,284	66,691	66,784	66,784	66,784	66,784
Biennial Change in Expenditures				8,418		5,593		5,593
Biennial % Change in Expenditures				7		4		4
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.50	0.39	0.18	0.25	0.25	0.25	0.25	0.25

Public Safety - Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Direct				
Fund: 1000 - General				
FY2025 Appropriations	43,770	43,770	43,770	87,540
Base Adjustments				
All Other One-Time Appropriations		(2,250)	(2,250)	(4,500)
Current Law Base Change		(50)	(50)	(100)
Allocated Reduction	(11)	(11)	(11)	(22)
Minnesota Paid Leave Allocation		23	23	46
Forecast Base	43,759	41,482	41,482	82,964
Change Items				
Operating Adjustment		107	141	248
Reduce Advisory Council on Traffic Safety Appropriation		(1,000)	(1,000)	(2,000)
Reduce Agency Strategy and Analytics		(560)	(560)	(1,120)
Reduce Office of Traffic Safety Drug Program Funding		(3,000)	(3,000)	(6,000)
Total Governor's Recommendations	43,759	37,029	37,063	74,092
Fund: 2000 - Restrict Misc Special Revenue				
FY2025 Appropriations	78,308	78,308	78,308	156,616
Base Adjustments				
All Other One-Time Appropriations		(484)	(484)	(968)
Current Law Base Change		(522)	(522)	(1,044)
Forecast Base	78,308	77,302	77,302	154,604
Change Items				
Operating Adjustment		950	952	1,902
No-Fee Transaction Reimbursement to Service Providers		2,189	2,189	4,378
DVS Rulemaking Authority For Ignition Interlock Device Program		457	133	590
Total Governor's Recommendations	78,308	80,898	80,576	161,474
Fund: 2700 - Trunk Highway				
FY2025 Appropriations	173,306	173,306	173,306	346,612
Base Adjustments				
Current Law Base Change		47	47	94
Forecast Base	173,306	173,353	173,353	346,706
Change Items				
Operating Adjustment		3,037	5,034	8,071
State Patrol Metro Headquarters Building		48,513	48,513	97,026
State Patrol Recruitment and Hiring Initiatives		1,045	1,045	2,090
Planning and Administration Match - Office of Traffic Safety		485	485	970
Total Governor's Recommendations	173,306	226,433	228,430	454,863

Public Safety - Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Fund: 2710 - Highway Users Tax Distribution				
FY2025 Appropriations	1,378	1,378	1,378	2,756
Forecast Base	1,378	1,378	1,378	2,756
Change Items				
Operating Adjustment		4	17	21
Total Governor's Recommendations	1,378	1,382	1,395	2,777
Open				
Fund: 2000 - Restrict Misc Special Revenue				
FY2025 Appropriations	18,075	18,075	18,075	36,150
Base Adjustments				
February Forecast Adjustment	3,425	3,425	3,425	6,850
Forecast Base	21,500	21,500	21,500	43,000
Change Items				
Replace License Plates at Time of Vehicle Transfer		1,695	3,389	5,084
Total Governor's Recommendations	21,500	23,195	24,889	48,084
Dedicated				
Fund: 2000 - Restrict Misc Special Revenue				
Planned Spending	46,334	41,997	40,839	82,836
Forecast Base	46,334	41,997	40,839	82,836
Total Governor's Recommendations	46,334	41,997	40,839	82,836
Fund: 2001 - Other Misc Special Revenue				
Planned Spending	29,910	29,292	29,284	58,576
Forecast Base	29,910	29,292	29,284	58,576
Total Governor's Recommendations	29,910	29,292	29,284	58,576
Fund: 2117 - Natural Resource Misc Statutory				
Planned Spending	3	3	3	6
Forecast Base	3	3	3	6
Total Governor's Recommendations	3	3	3	6
Fund: 2401 - Reinvest In Minnesota-Gifts				
Planned Spending	8	8	8	16
Forecast Base	8	8	8	16
Total Governor's Recommendations	8	8	8	16
Fund: 2403 - Gift				

Public Safety - Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Planned Spending	169	152	152	304
Forecast Base	169	152	152	304
Total Governor's Recommendations	169	152	152	304
Fund: 3000 - Federal				
Planned Spending	60,243	60,387	59,602	119,989
Forecast Base	60,243	60,387	59,602	119,989
Total Governor's Recommendations	60,243	60,387	59,602	119,989
Fund: 6000 - Miscellaneous Agency				
Planned Spending	66,691	66,784	66,784	133,568
Forecast Base	66,691	66,784	66,784	133,568
Total Governor's Recommendations	66,691	66,784	66,784	133,568
Revenue Change Summary				
Dedicated				
Fund: 2000 - Restrict Misc Special Revenue				
Forecast Revenues	46,749	46,771	46,778	93,549
Change Items				
Replace License Plates at Time of Vehicle Transfer		307	613	920
Total Governor's Recommendations	46,749	47,078	47,391	94,469
Fund: 2001 - Other Misc Special Revenue				
Forecast Revenues	6,993	7,055	7,069	14,124
Total Governor's Recommendations	6,993	7,055	7,069	14,124
Fund: 2117 - Natural Resource Misc Statutory				
Forecast Revenues	2,598	2,598	2,598	5,196
Change Items				
Impact on DVS of DNR Support State Parks and Recreation Areas Change Item		425	425	850
Total Governor's Recommendations	2,598	3,023	3,023	6,046
Fund: 2401 - Reinvest In Minnesota-Gifts				
Forecast Revenues	6,502	6,502	6,502	13,004
Total Governor's Recommendations	6,502	6,502	6,502	13,004
Fund: 2403 - Gift				
Forecast Revenues	187	188	189	377
Total Governor's Recommendations	187	188	189	377

Public Safety - Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Fund: 2700 - Trunk Highway				
Forecast Revenues	20	20	20	40
Total Governor's Recommendations	20	20	20	40
Fund: 3000 - Federal				
Forecast Revenues	59,217	60,388	59,603	119,991
Total Governor's Recommendations	59,217	60,388	59,603	119,991
Fund: 6000 - Miscellaneous Agency				
Forecast Revenues	66,691	66,784	66,784	133,568
Total Governor's Recommendations	66,691	66,784	66,784	133,568
Non-Dedicated				
Fund: 1000 - General				
Forecast Revenues	15,099	15,099	15,099	30,198
Change Items				
Replace License Plates at Time of Vehicle Transfer		57	114	171
Total Governor's Recommendations	15,099	15,156	15,213	30,369
Fund: 2000 - Restrict Misc Special Revenue				
Forecast Revenues	104,038	101,805	101,796	203,601
Change Items				
Online Driver's License Renewal		2,074	2,074	4,148
Commercial Learner's Permit Length Extension		(22)	(22)	(44)
Replace License Plates at Time of Vehicle Transfer		2,057	4,114	6,171
Total Governor's Recommendations	104,038	105,914	107,962	213,876
Fund: 2700 - Trunk Highway				
Forecast Revenues	6,348	6,348	6,348	12,696
Total Governor's Recommendations	6,348	6,348	6,348	12,696
Fund: 2710 - Highway Users Tax Distribution				
Forecast Revenues	1,765,183	1,931,434	2,031,891	3,963,325
Total Governor's Recommendations	1,765,183	1,931,434	2,031,891	3,963,325
Fund: 2800 - Environmental				
Forecast Revenues	10,885	10,885	10,885	21,770
Total Governor's Recommendations	10,885	10,885	10,885	21,770

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Operating Adjustment

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	107	141	141	141
Revenues	0	0	0	0
Special Revenue Fund - DVSOA				
Expenditures	950	952	952	952
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	3,037	5,034	5,034	5,034
Revenue	0	0	0	0
Highway User Tax Distribution Fund				
Expenditures	4	17	17	17
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	4,098	6,144	6,144	6,144
FTEs	17.73	31.01	31.01	31.01

Recommendation:

The Governor recommends additional funding of \$107,000 in FY 2026 and \$141,000 in each subsequent year from the general fund, \$950,000 in FY 2026 and \$952,000 in each subsequent year from the special revenue fund, \$3.037 million in FY 2026 and \$5.034 million in each subsequent year from the trunk highway fund, and \$4,000 in FY 2026 and \$17,000 in each subsequent year from the highway user tax distribution (HUTD) fund to help address operating cost increases at the Department of Public Safety (DPS).

Rationale/Background:

The cost of operations rises each year due to increases in employer-paid health care contributions, FICA and Medicare, along with other salary and compensation-related costs. Other operating costs, like rent and lease, fuel and utilities, and IT and legal services also grow. This cost growth puts pressure on agency operating budgets that remain flat year to year.

Agencies face challenging decisions to manage these rising costs within existing budgets, while maintaining the services Minnesotans expect. From year to year, agencies find ways to become more efficient with existing resources. For the Department of Public Safety, the following efficiencies have been implemented to help offset rising operating costs:

- Salary savings from retirements, vacant positions, and attrition.
- Teleworking and virtual meetings have been widely adopted and continue to be an efficient and effective tool for jobs that do not require in-person services.
- DPS continues to review space and square footage needs for its staff and services across the state and is planning for future space needs.

For FY 2026-27, agencies will need to continue to find additional efficiencies and leverage management tools to help address budget pressures. Holding open vacancies in certain programs or delaying hiring in other programs are examples of ways agencies manage through constrained operating budgets. Such decisions are difficult and must be weighed against a program's ability to conduct business with less staffing and its impact to service delivery. Agencies will need additional tools and flexibility, similar to those available in the private sector and other government entities, to help address operating pressures in the upcoming biennium.

Without additional resources to address these cost pressures, both in funding and in flexibility to manage internal budgets, services delivered to Minnesotans will be impacted.

Proposal:

The Governor recommends increasing agency operating budgets to support current services. For the Department of Public Safety, this funding will help cover expected growth in employee compensation and insurance, rents, IT services, and other operating costs.

Additionally, the Governor recommends providing DPS with an additional management tool to address upcoming operating pressures, which is the ability to retain up to 10 percent of competitively awarded grants if administrative funding is not already appropriated (see DPS change item titled "Grant Administration Allowance").

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	107	141	248	141	141	282
Special Revenue Fund - DVSOA	0	950	952	1,902	952	952	1,904
Trunk Highway Fund	0	3,037	5,034	8,071	5,034	5,034	10,068
Highway User Tax Distribution Fund	0	4	17	21	17	17	34
Total All Funds	0	4,098	6,144	10,242	6,144	6,144	12,288

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GEN	Operating	0	107	141	248	141	141	282
SR	Operating	0	950	952	1,902	952	952	1,904
THF	Operating	0	3,037	5,034	8,071	5,034	5,034	10,068
HUTD	Operating	0	4	17	21	17	17	34

Results:

This recommendation is intended to help DPS address rising cost pressures and mitigate impacts to current levels of service and information to the public.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Grant Administration Authority

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a change to the Department of Public Safety (DPS) enabling statutes to provide standing authority to use a portion of all grant appropriations for grant administration costs. This is a cost neutral proposal and requires no new funding.

Rationale/Background:

DPS divisions oversee and administer several grant programs where state and federal dollars are distributed to partners throughout the state for various programs as designated by the legislature. When the legislature appropriates funding for these programs, they sometimes include a percentage of the grant program to be used for administrative costs. These administrative costs include critical oversight functions such as preparing program solicitations and reviewing/selecting eligible applications, executing grant agreements, monitoring grantees and programs to ensure compliance with requirements, ensuring timely financial and progress reporting, communicating expectations and requirements with grantees, assessing risk and ensuring compliance with state and federal requirements, and providing training for grantees and potential grantees about the requirements of the programs. These functions require adequate staffing and resources and are a critical component of preventing fraud and waste, and ensuring grant dollars serve their intended purposes.

In 2023, the legislature enacted similar language to what is being requested here, but those changes do not apply to any grant program that existed prior to May 2023. DPS has many longstanding grant programs that cannot use this new language to fund these tasks critical to grant administration.

This proposal has a direct impact on many of the One Minnesota goal priorities including Fiscal Accountability, Customer Experience, and Measurable Results, Children and Families, Safe and Thriving Communities, Housing, Workforce, and Equity and Inclusion. Lack of funding for the critical administrative tasks for grant funding reduces the ability of DPS divisions to work with potential grantees and ensure that those smaller organizations who may not have the resources for full time grant writing staff can be successful at obtaining grant funding. In addition, it reduces the resources for DPS to be able to monitor and track grantees to ensure that grant funding is being used appropriately and in compliance with state and federal laws. These functions are critical to preventing fraud and waste and ensuring fiscal accountability. DPS grants go to organizations that provide a variety of critical services to children and families and housing services.

With enactment of this language, DPS will have the ability to effectively administer all grant funding appropriated to the department, ensure those grant dollars can reach a wider population of Minnesotans, and reduce the risk of fraud or misuse of tax dollars.

Proposal:

This proposal mirrors the grant administration language enacted in Minnesota Statutes section 16B.98, subd. 14 and would allow DPS divisions to use up to five percent of grant appropriations to administer noncompetitive grants (formula, single/sole source, and legislatively named) and up to ten percent to administer competitive grants. The administrative functions related to grant funding are critical to ensuring that grant dollars are used as the legislature intends and reach the most people. In nearly every financial audit conducted by the Office of the Legislative Auditor (OLA) of a grant program, they have noted how important it is for agencies to comply with the state's grant policies and procedures for grant administration, including financial reconciliations, monitoring visits of grantees, and conducting financial reviews. These controls are crucial to preventing fraud and misuse of state tax dollars, but compliance with these practices is simply not possible without funding for the staff administering the grants and ensuring compliance with all state and federal laws.

This proposal will significantly increase the programmatic capability of DPS divisions that administer grants by ensuring they have stable and adequate funding to effectively administer these grants. The OLA, the Legislature, and the Department of Administration all recognize that state dollars cannot be adequately safeguarded without reasonable administrative costs allowed to the administering agency.

For scale, in the FY 2026-27 biennium, DPS is expected to administer over \$134 million in non-federal grants. DPS's two priorities for grant funds are to distribute the maximum amount for grant programs, while also using this authority to right-size resources to administer its grant functions in compliance with all state policies, procedures, and best practices for grants management. To implement this authority, DPS anticipates a gradual implementation by evaluating all grant programs with a risk management approach to ensure each program has adequate oversight and staffing for successful implementation of the program by DPS and the grantee. This authority is necessary to combat fraud, waste, and abuse. A significant portion of these grant funds are for competitive programs that require substantial grant administration work including soliciting applications, reviewing and scoring applications, awarding and contracting, monitoring visits, approving payment requests, and closing out grants.

This proposal would be effective July 1, 2025 and would apply to any new or existing grant program within DPS. This proposal will allow DPS divisions administering grants to better serve Minnesotans by ensuring the resources to:

- help grant dollars reach organizations that are eligible but may lack the internal resources to complete the process without assistance.
- ensure only grantees who meet the criteria for the grant receive state grant dollars.
- effectively monitor compliance with grant requirements including proper documentation of the uses of grant funding and intended outcomes.
- prevent fraud and misuse of state tax dollars.

Impact on Children and Families:

Many of the grant programs administered through DPS divisions directly improve the lives of the next generation. This includes grant programs that provide dollars and services for crime victims, provide funding for stable housing opportunities for individuals who are survivors of domestic violence, and programs that provide funding for individuals to pursue careers in law enforcement. It also includes grant programs that support traffic safety for all Minnesotans. This recommendation ensures that DPS divisions who administer grants have the necessary funding to administer grants and that the greatest number of grant dollars will reach the intended recipients.

Equity and Inclusion:

This recommendation will reduce inequities for people of color, Native Americans, people with disabilities, people in the LGBTQ+ community, and other protected classes by providing stable and reliable funding to divisions who administer grants. This will provide capacity within DPS to providing training and assistance to smaller organizations that are less familiar with the state grant process and do not have the resources to staff full-time grant writers. These smaller organizations reach communities that experience disparities and will allow grant dollars to be distributed across the state. This proposal also provides DPS divisions with the resources to do grant outreach and work closely with smaller organizations to comply with the requirements of the programs.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☒ Yes

☐ No

Tribal governments and organizations that serve Tribal members are eligible for many of the grant programs administered by DPS divisions. Having stable funding for grant administration ensures that DPS divisions can have staff to provide services to those interested in applying for grants and assisting with compliance requirements for those that have been awarded grants.

Statutory Change(s):

M.S. 299A.01 Department of Public Safety; Creation, Organization.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: State Patrol Metro Headquarters Building

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	48,513	48,513	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	48,513	48,513	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$48,513,000 in FY 2026 and \$48,513,000 in FY 2027 from the trunk highway fund to the Department of Public Safety (DPS), Minnesota State Patrol (MSP) division, for the building, construction, and equipping of a new MSP headquarters operations facility. Similarly, District 2400 East Metro, District 2500 West Metro, and District 4700 Commercial Vehicle offices (Oakdale, Golden Valley, and Mendota Heights respectively) are situated in buildings that were not designed to be secure, professional law enforcement facilities.

Rationale/Background:

The Minnesota State Patrol Central Headquarters is in a relatively unknown location within commercial office space in downtown Saint Paul. Central Headquarters houses support staff, centralized information technology staff, fleet operations staff, public information personnel, data request personnel, legal staff, and command staff. The facility is nondescript, so much so that police and the public alike often have no idea that the State Patrol has any office location in Saint Paul. The commercial office space is not a secure law enforcement facility. There are known serious security deficiencies that are inconsistent with best practices for the design of a police facility. When meetings are held in some offices, conversations and yelling can be heard on the opposite side of the wall coming from public space. Headquarters contains no secure evidence storage, no storage space for necessary equipment (e.g. spare technology components, etc.), no secure parking, and no restroom or break room (personnel must use bathrooms and a breakroom that are located inside office space leased by Driver and Vehicle Services). The headquarters space is not easily accessible for the public, as parking is limited and is not free to any visitor. The current facility fails to meet minimum standards for a modern-day law enforcement facility.

Additionally, District 2400 East Metro operations are headquartered inside a Minnesota Department of Transportation (MnDOT) facility in Oakdale. District 2500 West Metro operations and Investigative Services Section (ISS) are inside a MnDOT facility in Golden Valley. District 4700 operations (Commercial Vehicle) are in an office building in Mendota Heights. The Training and Development Section (TDS) is within a MnDOT facility in Arden Hills. All suffer from similar deficiencies as the current State Patrol headquarters. Troopers are forced to process evidence (guns, controlled substances, etc.) in the break room, on the same tables that people eat on. Some supervisors are forced to double-up in offices that are designed for a single person. Secure evidence storage is limited, and no temperature-controlled storage exists for larger evidence (e.g. vehicles). None of the facilities have garage space to store squad cars as necessary or vehicles held as evidence. This lack of garage space makes it difficult to keep spare squad cars operational during winter months. As with the current State Patrol Headquarters, the other metro operations facilities fail to meet minimum standards for a modern-day law enforcement facility.

Proposal:

A pre-design assessment was completed in December 2023 and property acquisition along with architectural design funding was provided during the 2024 legislative session. The State Patrol, along with the State Design Selection Board, have already selected a professional architecture firm and are currently working with the Department of Administration's Office of State Procurement (Real Estate and Construction Section) on acquiring a property of suitable size and location in the metro area based on the pre-design report. This funding would be utilized for the building, construction, and equipping a new State Patrol Metro Headquarters Facility which would bring six fragmented and small leased facilities spread throughout several counties into one complex. Funding would also be used to update existing space in District 2400 and District 2500 to serve as professional, secure sub-stations.

This facility would allow for the agency to meet current and future demands to serve the public and decrease risk. It would also increase synergy with leadership, command, and State Patrol workgroups to promote accountability and efficiency. Additionally, the space would be built to meet or exceed the national accredited requirements through the Commission on Accreditation for Law Enforcement Agencies (CALEA) as directed and funded during the 2023 legislative session. Most importantly, this facility would assist the agency to better recruit and retain a workforce that reflects the community.

Impact on Children and Families:

State Patrol operations have a direct impact on children and families. Motor vehicle crashes are the number one killer of teenagers. The purpose of this request is to provide adequate facilities for State Patrol operations. Part of the agency's professional image should be professional facilities, which will aid in our ability to recruit and retain the best people to serve all citizens. Families should have easy access to meet in-person with State Patrol representatives, access that does not require hunting for limited paid parking.

Equity and Inclusion:

Professional law enforcement facilities project a professional image, which assists the State Patrol's efforts to recruit and hire a diverse workforce. Competition is competitive for diverse recruits, and the State Patrol relies heavily on the Law Enforcement Training and Opportunity (LETO) program specifically aimed at recruiting qualified diverse candidates as troopers. The last LETO class that graduated from the academy was 33% diverse which increases the overall diversity of the State Patrol. When candidates decide to work for one law enforcement agency over another, professional facilities are certainly a factor in their decision. Competing with other law agencies who have modern facilities, professional break space, workout facilities, etc. is a challenge to overcome while recruiting.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

<i>Type of Measure</i>	<i>Name of Measure</i>	<i>Previous</i>	<i>Current</i>	<i>Dates</i>
Quantity	Enforcement contacts with the public	615,254	629,447	FY2023 FY2024
Quantity	Number of impaired driving arrests	5,617	5,771	FY2023 FY2024
Quantity	Number of distracted driving violations, including hands-free violations	41,302	48,338	FY2023 FY2024
Quantity	Number of environmental, fire, and security monitoring points (Capitol)	100,850	105,017	FY2023 FY2024
Quality	Number of sustained external complaints investigated by internal affairs because of enforcement contacts	0	0	FY2023 FY2024
Quality	Percentage of voluntary seat belt compliance	93.3	94.2	FY2023 FY2024
Quantity	Number of commercial motor vehicle and driver inspections	31,380	35,441	FY2023 FY2024
Quantity	Number of school bus safety inspections	24,476	25,086	FY2023 FY2024
Quality	Percentage of commercial vehicles put out-of-service for critical safety violations	17.8%	17.9%	FY2023 FY2024
Results	Number of fatal crashes per 100 million vehicle miles traveled	0.73	0.64	FY2023 FY2024
Results	Percentage of fatal crashes involving alcohol	32.3%	27.1%	FY2023 FY2024

Statutory Change(s):

Not applicable.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: State Patrol Recruitment and Hiring Initiatives

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	1,045	1,045	10,365	10,365
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	1,045	1,045	10,365	10,365
FTEs	2	3	6	6

Recommendation:

The Governor recommends \$1,045,000 each year in FY 2026 and FY 2027 and \$10,365,000 each year starting in FY 2028 from the trunk highway fund to the Department of Public Safety (DPS), Minnesota State Patrol (MSP) division for hiring and recruitment initiatives and to implement an additional trooper academy each year starting in FY 2028.

Rationale/Background:

The Minnesota State Patrol (MSP) seeks to improve recruitment initiatives and increase hiring of vacant State Patrol Trooper positions as well as positions in the division to keep up with attrition from turnover and future retirements. Initially, the MSP will accomplish this by bolstering current recruitment initiatives with increasing the number of dedicated recruitment personnel and increasing professional recruitment and marketing initiatives. After these new recruitment programs are established, the agency will increase the frequency of trooper training academies each year and the number of related training personnel.

Problem

Considering historical data and trends, the State Patrol identified that difficulty in hiring is due to several contributing factors:

1. Limited recruitment initiatives and marketing – Despite having a current contract with a marketing firm, implementing suggested recommendations by the firm has been limited due to a lack of dedicated funding for recruitment and advertising. Due to such limits in recruitment and marketing, many potential candidates are unaware of job opportunities while many others do not fully understand what the job of a Minnesota Trooper entails.
2. Limited number of recruiters and oversight – The State Patrol only has one fulltime position dedicated to recruitment. This Technical Sergeant coordinates efforts statewide with little oversight. It is difficult for this recruiter to cover the entire state due to the large geographical area and the needs of multiple State Patrol Districts.
3. Limited number of Training and Development (Academy) Staff – There is one Lieutenant and one Technical Sergeant assigned and dedicated to training academies. This limits the ability to plan for and host multiple academies per year.
4. Limited number of academies and recruit numbers in current academies – The State Patrol has historically funded one academy per year due to costs associated with academies and staffing needs. Feedback from current members, as well as prospective employees, is that one calendar year between academies is too long for many people to wait to be hired when other employment opportunities are available. Therefore,

many potential candidates go to other agencies because they do not have to wait up to one year to begin training to become a Trooper.

History and Context

For reasons mentioned above, the agency has typically hosted one training academy to hire new State Patrol Troopers. For each academy there are two types of pathways for potential applicants: 1) Traditional, 2) Law Enforcement Training Opportunity (LETO). The traditional pathway is for current police officers or persons who have all necessary law enforcement training to become licensed as a peace officer within the state of Minnesota. The LETO pathway is for any individual with a college degree, from an accredited institution, in any discipline. For those hired as LETO Candidates, the agency pays college tuition and wages while educating candidates to meet credentialing requirements and become licensed police officers through the Minnesota Peace Officer Standards & Training (POST) Board. While having the additional LETO pathway has yielded several candidates each year, it has not completely closed the gap on hiring needs due to the limited number of opportunities each year.

Additionally, the State Patrol recently contracted with a marketing firm to help with recruitment initiatives. As a result, there has been an increase in digital and social media efforts and heightened recruitment presence at community events and job fairs. However, advertising and participation at events has been limited due to limited fiscal resources and current operating costs for the State Patrol.

While the contract with the marketing firm is in place and allows for significant advertising and recruitment costs, the State Patrol has not been able to aggressively commit to several marketing strategies, due to operational costs and a lack of dedicated budget for these initiatives. Additional dedicated media and advertising funds in the upcoming biennium would aid the agency with recruitment goals. Other state law enforcement agencies have launched significant marketing campaigns and saw significant increases in applicant numbers and hiring.

Proposal:

This recommendation will benefit the citizens of Minnesota by increasing the overall workforce complement of the State Patrol to fill existing, vacant positions. Having more Minnesota State Patrol Troopers would directly correlate to being more effective when carrying out agency missions and goals, including recruiting a quality workforce that is reflective of those served. It will also strengthen efforts of reducing deaths and injuries on Minnesota's roadways through enforcement and education aligning with the Minnesota State Patrol Strategic Plan.

Proposed strategies:

1. Provide dedicated marketing funds each fiscal year for advertising services and producing video ads. State law enforcement agencies throughout the country have experienced success because of aggressive advertising and similar marketing campaigns. For example, the California Highway Patrol increased application numbers by 104% in one year, Pennsylvania State Police changed some educational requirements and bolstered advertising and experienced a 258% increase in application numbers, and New York State Police and Tennessee Highway Patrol saw significant increases to application numbers after launching professional advertising campaigns. The Minnesota State Patrol does not currently have the available funds necessary within its operating budget to professionally and aggressively advertise for each academy. Due to comparative data analysis from other state law enforcement agencies, our current marketing firm believes that by hosting two academies per year and significantly increasing the types of advertising listed below, we would increase the ability to hire new recruits by 20% or more. The media plan for recruiting would include the following during the first two-year period:
 - a. Outdoor digital and static billboards in five state area
 - b. Gas station pump advertisements
 - c. Print advertisements
 - d. Radio broadcast

- e. Television broadcasts
 - f. Digital and social media advertising and display ads
 - g. Professional video production
1. Add one Lieutenant and two Technical Sergeants for recruitment – this includes an additional Lieutenant position to oversee recruitment, marketing, and hiring as well as two Technical Sergeants to assist with recruitment across the entire state. The cost for three full time positions is approximately \$580,000 each fiscal year.
 2. Add three Technical Sergeants for Training and Development for training academies – Adding three technical sergeants to assist with multiple academies. Those academy sergeants would be dedicated to preparing for and leading multiple academies each year. The cost for these three sergeants is approximately \$627,000 each fiscal year.
 3. Host two State Patrol Trooper Training Academies per year - The goal would be to hire 30-40 candidates per academy. Having two academies per year instead of one will significantly decrease the wait time for candidates to be hired and reduce the number of candidates who leave for other employment during the hiring process. We propose a LETO and Traditional path for each academy. By increasing marketing strategies and adding an extra academy per year, the goal would be to hire 30 - 40 State Patrol Troopers per academy (60 – 80 per year). Meeting the goal of at least 70 hires per year would likely help with attrition and fill the open positions over the next two biennia.

Cost Summary:

Cost Description	FTE	FY26	FY27	FY28	FY29
Marketing and Advertising		\$646,000	\$ 465,000	\$1,017,000	\$1,017,000
MSP Lieutenant	1	\$218,000	\$218,000	\$218,000	\$ 218,000
Recruitment Sergeant	2	\$181,000	\$362,000	\$362,000	\$362,000
Training Sergeant	3			\$627,000	\$627,000
Additional Academy (35)				\$8,141,000	\$8,141,000
Totals	6	\$1,045,000	\$1,045,000	\$10,365,000	\$10,365,000

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund							
Trunk Highway Fund		1,045	1,045	2,090	10,365	10,365	20,730
Total All Funds		1,045	1,045	2,090	10,365	10,365	20,730

Impact on Children and Families:

The purpose of this request is to allow the State Patrol to fill vacancies and increase sworn staffing across all districts. This traffic safety function supports all roadway uses in the state, directly impacting children and families who use Minnesota roadways every day. The assistance, education, and enforcement efforts of the State Patrol support all road users which includes nearly every Minnesotan. This initiative will improve the lives of the next generation of Minnesotans by reducing fatal and serious injury crashes as each fatal or serious injury impacts an entire family and an entire generation. In 2020, there were 394 fatalities on Minnesota roadways (53 under the age of 21) and in 2021 and 2022, those numbers rose to 488 (50 under the age of 21) and 444 (50 under the age of 21) respectively.

Equity and Inclusion:

This proposal allows the State Patrol to continue recruiting and hiring diverse candidates on an annual basis at a higher pace. Without an ability to fill civilian and sworn trooper vacancies, the State Patrol will have less candidates in the Law Enforcement Training and Opportunity (LETO) program specifically aimed at recruiting qualified diverse candidates as troopers. The last LETO class that graduated from the academy was 33% diverse which increases the overall diversity of the State Patrol.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

— Yes
X No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Enforcement contacts with the public	Quantity	Data is collected using the Minnesota State Patrol Activity Reporting System which is inputted by troopers in the field at the time the enforcement action takes place.	FY23 = 615,254 FY24 = 629,447	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to increased enforcement contacts.
Number of impaired driving arrests	Quantity	Data is collected using the Minnesota State Patrol Activity Reporting System which is inputted by troopers in the field at the time the arrest takes place.	FY23 = 5,617 FY24 = 5,771	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to increased arrests for impaired driving.
Number of distracted driving violations, including hands-free violations	Quantity	Data is collected using the Minnesota State Patrol Activity Reporting System which is inputted by troopers in the field at the time the enforcement action takes place.	FY23 = 41,302 FY24 = 48,338	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to increased enforcement for distracted driving.
Percentage of seatbelt compliance	Quality	Data is collected and provided by the Minnesota Office of Traffic Safety.	FY22 = 93.3% FY23 = 94.2%	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to increased voluntary seatbelt compliance.
Percentage of fatal crashes per 100 million miles traveled	Results	Data is collected and provided by the Minnesota Office of Traffic Safety.	FY22 = .73 FY23 = .64	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to continued decrease.

Measure	Measure type	Measure data source	Most recent data	Projected change
Percentage of fatal crashes involving impairment	Results	Data is collected and provided by the Minnesota Office of Traffic Safety	FY22 = 32.3% FY23 = 27.1%	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to continued decrease.
Number of public presentations and community events conducted	Quantity	Data is provided by each state patrol district and included within monthly APB reports.	FY22 = 557 presentations with an approximate total audience size of 60,232 FY23 = 710 presentations with an approximate total audience size of 87,142	An increase in sworn personnel patrolling roadways across the state through recruitment would correlate to increased participation in education and community events.

Statutory Change(s):

None.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: No-Fee Transaction Reimbursement to Service Providers

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Special Revenue Fund - DVSOA				
Expenditures	2,189	2,189	2,189	2,189
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	2,189	2,189	2,189	2,189
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$2,189,000 annually starting in FY 2026 from the Driver and Vehicle Services Operating Account (DVSOA) to the Department of Public Safety (DPS), Driver and Vehicle Services (DVS) division for reimbursements to Full-Service Providers (FSP), Deputy Registrars (DR), and Driver's License Agents (DLA) for certain transactions they complete without a filing fee.

Rationale/Background:

Full-Service Providers (FSP), Deputy Registrars (DR), and Driver's License Agents (DLA) are businesses deputized by DPS to provide driver and vehicle services to Minnesotans. Some of these businesses are run by public entities like city or county government, and some are for-profit private businesses. These businesses are authorized to charge a statutory filing fee on certain transactions to compensate them for the work that they do.

For each transaction performed and tracked in MNDRIVE, the Full-Service Providers, Deputy Registrars, and Driver's License Agents collect the taxes and fees assessed for the transaction, retain the filing fee, and remit the remaining fees and taxes to DVS.

There are certain transaction types that do not require the customer to pay a filing fee ("no-fee transactions") yet still require work in the MNDRIVE system by the Full-Service Providers, Deputy Registrars, and Driver's License Agents. Some of these transaction types include transactions mandated by statute to be done without charging a filing fee such as transactions for a 100% service-connected disabled veteran, credential applications under the homeless youth statute, processing of disability placards, reduced fee credentials (customer only pays \$0.50 filing fee) for some qualifying customers, reintegration driver's license applications, and would also include IFTA transactions, replacement plates, and stickers not received within 6 months through no fault of customer.

This proposal would require DVS to reimburse Full-Service Providers, Deputy Registrars, and Driver's License Agents from the DVSOA for certain transaction types by transferring an amount equal to one filing fee per transaction to the Full-Service Providers, Deputy Registrars, and Driver's License Agents.

Proposal:

The Governor recommends providing a reimbursement to the FSP, DR, or DLA for each transaction type listed below that is completed without a filing fee. FSPs, DRs, and DLAs, have the discretion to waive a filing fee for transactions and these filing fee waivers would not be eligible for reimbursement. Transactions completed by an FSP, DR, or DLA because of an error would similarly not qualify for reimbursement.

This proposal would set the reimbursement rate based on the type of transaction, complexity, and time required to complete the transaction. The following reimbursement scale for transactions is proposed:

X-Small – Simplest of transactions, only a few clicks to complete (ex. Pay account balance)	\$2.00
Small – Requires more work than X-Small but still a simple transaction. (ex. Pay Reinstatement fees, mark vehicles as sold/removed from state)	\$4.00
Medium – Transactions such as duplicate titles, issuing IFTA decals	\$8.00
Large – Detailed transaction work such as issuing disability certificates, correcting titles, issuing credentials	Full filing fee

Payments will be issued to FSPs, DRs, or DLAs monthly based on the number of qualified transactions each office performed in the previous month. This proposal will compensate these offices performing work for which no filing fee can currently be collected.

Based on transactions completed during fiscal year 2024, fees to reimbursement annually would be approximately \$2.2 million, or approximately \$183,333 each month to be distributed to accounts based on their transaction volumes. As part of this proposal, a percentage of total reimbursements would be deducted from the payment to cover the cost of administering the payments. DVS anticipates this monthly administrative cost would total approximately \$750 and be distributed across all offices receiving reimbursement each month. This will result in the net reimbursements totaling approximately \$182,583 each month.

Building the necessary MNDRIVE reporting needed will cost approximately \$17,000 and will be absorbed by DVS through the existing vendor contract. This recommendation includes an effective date of August 1, 2025, to allow time for programming in MNDRIVE.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund							
Special Revenue – DVSOA		2,189	2,189	4,378	2,189	2,189	4,378
Total All Funds		2,189	2,189	4,378	2,189	2,189	4,378

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
SR	Reimbursement Payments		2,189	2,189	4,378	2,189	2,189	4,378
SR	Programming (absorbed)		17	0	0	0	0	0

Impact on Children and Families:

This proposal is designed to provide compensation to FSPs, DRs, and DLAs in Minnesota and ensure their financial sustainability and provide access to driver and vehicle services within local communities.

Equity and Inclusion:

This proposal is designed to assist exiting FSPs, DRs, and DLAs with adequate compensation for their work. As technology continues to advance toward more online services, these offices will continue to provide in person driver and vehicle services for populations that lack access to online services or need additional assistance through an in-person transaction.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Additional Compensation for FSPs, DRs, DLAs	Number of transactions	No fee transactions data will be collected from MNDRIVE.	Currently, FSPs, DRs, DLAs, receive \$0 for this work.	Projected \$2.2 million annually distributed across all FSPs, DRs, DLAs

Statutory Change(s):

M.S. 168.33, subd 7

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: DVS Rulemaking Authority for Ignition Interlock Device Program

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Special Revenue Fund - DVSOA				
Expenditures	457	133	133	133
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	457	133	133	133
FTEs	1	1	1	1

Recommendation:

The Governor recommends \$457,000 in FY 2026 and \$133,000 in FY 2027 and beyond to the Department of Public Safety (DPS), Driver and Vehicle Services (DVS) division for an ongoing appropriation from the Driver and Vehicle Services Operating Account (DVSOA) in the special revenue fund for rulemaking authority for the Ignition Interlock Device Program.

Rationale/Background:

DVS requires explicit rulemaking authority to write and adopt rules for the Ignition Interlock Device Program (IIDP) program guidelines for participants and performance standards for the certification process for manufacturers (“certification standards”).

In 2021, the legislature made several changes to the IIDP that impact who is eligible for the program as well as how it is to be administered. DVS staff identified that these changes require changes to the existing IIDP program guidelines, but that DVS does not currently have rulemaking authority necessary to make these changes. When the IIDP was created, the program guidelines and certification standards were exempted from the rulemaking requirements of Chapter 14. However, in May 2017, the legislature removed this exemption with language that did not explicitly authorize the agency to write new rules. The program guidelines were not converted into rule form and if the changes in 2017 were a grant of rulemaking authority, the 18-month timeline for adopting rules is expired. DVS is thus requesting an explicit rulemaking authority to the IIDP to write the program guidelines and certification standards into rule form.

There are currently over 16,000 people enrolled in IIDP and seven companies are certified to participate and install ignition interlock devices into the vehicles of participants. The current participants as well as future participants, and the certified manufacturers are best served by accurate and up to date program guidelines and certification standards. Given the current lack of rulemaking authority DVS is unable to update the program guidelines to reflect recent changes to IIDP made in the 2021 legislative session.

With rulemaking authority, DVS will have 18 months from the effective date of the legislation to complete the rulemaking process for the program guidelines and certification standards. Adapting the program guidelines and certification standards into the rulemaking process will present a unique challenge given the complexity of the rulemaking process, number of stakeholders, strict timelines, and limited resources currently available. Providing additional staff will help ensure DVS is able to complete the rulemaking process within the statutorily required timeframe.

Proposal:

The Governor proposes amending M.S. 171.306 to allow DVS to adopt rules related to the Ignition Interlock Program and funding for one staff and related costs to complete the rulemaking process. DVS needs explicit rulemaking authority to write the program guidelines and certification standards into rule form. Drafting and adopting the program guidelines and the certification standards into rules within the 18-month timeline cannot be accomplished without additional resources to DVS.

Funding for new staff would ensure that DVS has the needed resources to write and adopt the necessary rules within the required timelines and in compliance with the other requirements of Chapter 14. DVS wants to ensure a transparent process and anticipates many stakeholders, including participants, manufacturers, prosecuting and defense attorneys, as well as groups who work to decrease impaired driving, and individuals who have been impacted by impaired driving or IIDP, will have comments and input into the process. Without additional staff, DVS will be unable to complete the requested rulemaking for IIDP and competitive bidding. DVS would hire staff and complete the rulemaking within 18 months.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund							
Special Revenue Fund – DVSOA		457	133	590	133	133	266
Total All Funds		457	133	590	133	133	266

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
SR	Staff and Operations		140	133	273	133	133	266
SR	Rulemaking		317		317			

Impact on Children and Families:

This will allow for another avenue for residents to access our services, giving them more flexibility of options. This will reduce stress to families and meet the needs of the community.

Equity and Inclusion:

This proposal is expected to have a uniform impact and is not submitted to reduce or eliminate inequities for people of color, Native Americans, people with disabilities, people in the LGBTQ community, other protected classes, or veterans.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
IIDP Program Guideline booklet updated	Quality	Program guidelines are updated to reflect recent legislative changes	n/a	Rules align with most recent legislative changes and clearly communicated with customers

Statutory Change(s):

Minnesota Statute 171.306

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Planning and Administration Match – Office of Traffic Safety

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	485	485	485	485
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	485	485	485	485
FTEs	2	2	2	2

Recommendation:

The Governor recommends \$485,000 in additional ongoing funding starting in FY 2026 from the trunk highway Fund to the Department of Public Safety (DPS) to use as a match to federal funds for management and oversight of operations at the Office of Traffic Safety (OTS).

Rationale/Background:

OTS is heavily reliant on federal funding to accomplish its mission and goals. As of the FY 2026-27 biennium, federal funding from the National Highway Traffic Safety Administration (NHTSA) will represent approximately 80% of overall OTS budget authority. Federal law requires a non-federal match for most NHTSA-funded activities with a strict 50% state match for Planning and Administration (P&A), a subcategory for management of a state highway safety agency. Minnesota is eligible for approximately \$1,300,000 in federal funds to be used for P&A purposes provided it is matched from a non-federal source. Currently OTS only receives enough state trunk highway funds to match \$615,000. This activity area, which is underfunded at the state level, is necessary for effective oversight of OTS programs, grants, and operations. Additionally, newly required federal rules for public participation and engagement are classified as P&A activities requiring the 50% match, which has resulted in a significant challenge for OTS to meet with existing resources.

OTS is unable to fully leverage flexibility in federal funds that could be applied to P&A functions. This short fall results in a decreased level of flexibility for staffing needs and other administrative functions. Recently incremental increases in the state appropriations for administration have not kept pace with the federal funds received from NHTSA. As NHTSA requirements for P&A activity have changed, OTS has faced shortfalls in this area.

Proposal:

The Governor recommends an additional \$485,000 from the trunk highway fund to ensure long-term stability for OTS. As its mission to eliminate serious injury and fatal crashes continues, the additional resources will improve the ability of OTS to deliver on this critical public safety function. This is particularly important to Minnesota communities that are overrepresented in crash involvement in relation to their populations.

OTS would use the additional state funding for two FTE staff positions and related expenses. OTS would hire a supervisor to have direct oversight of OTS programs and grant administration. This would increase internal controls and support as the number of programs and grants have grown substantially over the last three years. This position would also be a liaison to NHTSA to ensure OTS meets federal reporting requirements. OTS would also hire one supervisor to oversee the support staff for the office and it would provide executive support to the director and deputy director. Without the benefit of additional funding, OTS staffing will remain challenged and the ability to deliver on the projects and programs may be negatively affected. These funds would also enable OTS to continue and expand planning and administration public engagement activities.

Approximately \$300,000 would be utilized to support the two FTE staff that have been identified. Approximately \$85,000 would be used to support and expand community engagement activities through an expanded public participation and engagement program. The remaining \$100,000 would be used to support P&A eligible expenditures currently funded from other sources.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
Trunk Highway Fund (THF)	0	485	485	970	485	485	970
Total All Funds	0	485	485	970	485	485	970

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
THF	Staffing and related operating costs	0	400	400	800	400	400	800
THF	Public Engagement	0	85	85	170	85	85	170

Impact on Children and Families:

The proposal will help improve safety on all Minnesota roads leading to an improved quality of life for all Minnesotans. By improving the management and oversight of the Office of Traffic Safety, all Minnesota children and families will benefit. In 2023 it is estimated that the economic impact of motor vehicle crashes was approximately \$22 billion. Reducing crashes will have a positive impact on every Minnesotan. Accurate and timely motor vehicle crash data is a critical piece of the prevention strategy.

Equity and Inclusion:

These additional resources will contribute the overall improvement of public safety including socioeconomically disadvantaged areas. P&A activities include meaningful public participation and engagement activities conducted in support of all programs. These activities are directly tied to critical relationships being built with all overrepresented and historically underserved communities. These activities form the foundation of OTS equity and inclusion strategies.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Staffing Levels Improve	Quantity	Supervisory activities will be improved leading to more effective program delivery. Span of control reduced.	N/A	Improved employee satisfaction and engagement

Measure	Measure type	Measure data source	Most recent data	Projected change
More Effective Management of Staff and Programs	Quality	Reduction in the span of control will allow leadership to provide more and better guidance to program areas	N/A	Improved internal controls and more effective program delivery
Delivery of Effective Planning and Administrative Activities	Quality	Expanded ability for DPS-OTS to build an effective public participation and engagement model that is sustained	N/A	Expanded community engagement opportunities

Statutory Change(s):

None.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Excessive Speed Penalty Modified

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends revising statute to address excessive speeding violations more uniformly; 35 mph or more over any posted speed limit. Current traffic law only allows a driver's license revocation for those drivers cited for traveling 100 mph or over.

Rationale/Background:

Currently, Minn. Stat. 169.14, subd. 1a has an excessive speed provision to increase penalties for egregious speeding, but only addresses license revocation consequence for drivers that are stopped for traveling over 100 miles per hour. However, excessive speeding is also a growing problem in cities and towns and other areas with speed limits well below highway speed limits. This type of speeding also creates a great public safety risk, especially with more bikes and pedestrians in those concentrated areas. The current law was likely crafted with a 65-mph speed limit in mind (addressing those who travel more than 35 mph over the posted limit.). This proposal would broaden the license revocation to include operators going more than 35 mph over the posted the speed limit to address the excessive speeding in those areas with these lower posted speed limits.

Proposal:

The proposal recommends amending Minn. Stat. 169.14 to provide for a driver's license revocation for anyone cited traveling more than 35 mph over the posted speed limit. This proposed amendment would provide consistency with excessive speeding penalties and assist with reducing excessive speeding in Minnesota in all speed zones which ultimately will ensure the safety of those living, commuting, and biking/walking in areas with lower speed limits.

This proposal does not request additional funds associated with this statutory change and does not foresee any fiscal impact to the Department of Public Safety. This proposal may have an indeterminable fiscal impact for the Minnesota state court system.

Impact on Children and Families:

This effort is intended to increase trust and community-building through curbing unsafe driving behavior on our roadways and making communities safe for children and families throughout the state.

Equity and Inclusion:

The results of this proposal are intended to increase trust and community-relationship building through transparency and service. Dangerous excessive speeding affects all communities, regardless of race and income.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

The expected goal of this new law is to provide an additional tool for law enforcement to address the most excessive types speeding violations. As a result of this accountability, there may be increased court activity and licensing sanctions. The further goal is to see a decrease over time regarding this unsafe driving that affects the safety of all Minnesotans.

Measure	Measure type	Measure data source	Most recent data	Projected change
Number of excessive speed citations	Quantity	E-Charging	768 (over 100) 1216 (over 35)	Decrease the amount
Number of excessive speed convictions	Quantity	Court database		Decrease the amount
Number of excessive speed revocations	Quantity	DVS database		Decrease the amount

Statutory Change(s):

Minn. Stat. 169.14

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Online Driver's License Renewal

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Special Revenue Fund				
Expenditures	0	0	0	0
Revenues	2,074	2,074	2,074	2,074
Net Fiscal Impact = (Expenditures – Revenues)	(2,074)	(2,074)	(2,074)	(2,074)
FTEs	0	0	0	0

Recommendation:

The Governor recommends authorization for the Department of Public Safety (DPS), Driver and Vehicle Services (DVS) division to allow individuals to renew their credential online every other renewal cycle. This proposal would result in an estimated \$2,074,000 per year in additional filing fee revenue to the Driver and Vehicle Services Operating Account (DVSOA) in the special revenue fund.

Rationale/Background:

Minnesotans are seeking additional convenience in the way they interact with and receive services from the Department of Public Safety, Driver and Vehicle Services (DVS) division. During the COVID-19 public health emergency, DVS successfully allowed individuals to complete many types of credential renewals online. This service was incredibly popular and more efficient for customers but was discontinued with the expiration of the state of emergency. Online renewal cannot be accomplished under existing statutes.

This initiative is expected to result in additional revenue to the DVSOA for transactions completed through online services. Customers are seeking additional convenience in the way they interact with and receive services from DVS, especially individuals who have difficulties traveling to exam stations or Driver's License Agents (DLAs) or are in other ways prevented from moving around easily. Minnesotans with disabilities will find it especially convenient to renew their license or ID remotely.

Proposal:

The Governor recommends that customers have the option to complete a renewal remotely once every other renewal cycle. This would result in customers needing to visit a Driver's License Agent location in person once every eight years for a new photograph and vision screening.

With this proposal, DVS would create an online portal where customers could securely complete their credential renewal online so long as their previous renewal had not been completed online. This proposal effectively results in customers having the option to renew their credential online every other time they renew. DVS collects filing fee revenue for all transactions completed through online services and expects to see online renewals at a rate like existing vehicle tab renewal, approximately 28%. Of that 28%, DVS can expect customers who would normally go to a DLA to renew online. DVS estimates \$2,074,000 in additional revenue to the DVSOA beginning in FY 2026. This trend would continue for four years as a similar percentage of Minnesotans would renew online each year. In the subsequent four years, those individuals would have to come into an exam station or DLA to update their photo and vision check, but drivers who got their license for the first time in the previous four years would now be

eligible for online renewal. New drivers comprise a smaller percentage of renewals, and DVS would expect a smaller online renewal rate every four-year cycle until attrition balances it out.

DVS would require time to complete programming changes, notify customers of the option, and implement necessary security measures before beginning online renewals; this proposal has an effective date of July 1, 2026. The cost estimate for changes to the online portal to accommodate online license renewals is estimated to cost \$52,000, which would be absorbed by DVS under the existing service contract with the vendor.

DVS will track the number of individuals who utilize the online renewal option versus those that choose to renew in person over time. Based on the popularity of this option during the COVID-19 public health emergency, and the popularity of other online services, DVS expects online credential renewals to increase over time.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund							
Special Revenue – DVSOA (parentheses indicate revenue increase)		(2,074)	(2,074)	(4,148)	(2,074)	(2,074)	(4,148)
Total All Funds		(2,074)	(2,074)	(4,148)	(2,074)	(2,074)	(4,148)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
SR – DVSOA	Online transaction revenue		(2,074)	(2,074)	(4,148)	(2,074)	(2,074)	(4,148)
SR – DVS Technology Account	Programming (absorbed)		52					

Impact on Children and Families:

This proposal will aid families that have difficulties going into an exam station or driver's license agent during normal business hours. The next generation of Minnesotans is increasingly online and perform more and more transactions over the internet. Online renewal is easy and convenient, and much faster than waiting in line.

Equity and Inclusion:

This proposal will aid families that have difficulties going into an exam station or driver's license agent during normal business hours. Minnesotans can already renew their vehicle plates online and this will be a benefit to those individuals who would rather conduct business quickly and easily from home instead of standing in line during the workday.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Success will be measured by Minnesotans renewing their driver's license online. The initial estimation is equal to the percentage of people who renew their license plates online, approximately 28%.

As noted above, Minnesotans have been renewing their license plate tabs successfully online for years. In calendar year 2023 that amounted to 28% of all renewals. It is clear there is desire for customers to shop, bank, and complete other transactions online; it is a reasonable expectation that the expected outcome of 28% online driver license renewals is realistic.

Measure	Measure type	Measure data source	Most recent data	Projected change
Number of Minnesotans renewing their driver's license online	Quantity	MNDRIVE reporting of current tab renewals	121,467	This change will result in over \$2 million additional revenue.
Percentage of Minnesotans renewing their driver's license online	Quantity	MNDRIVE reporting of current tab renewal	28%	This change will result in over \$2 million additional revenue.

Statutory Change(s):

M.S. 171.06

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Commercial Learner's Permit Length Extension

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Special Revenue Fund - DVSOA				
Expenditures	0	0	0	0
Revenues	(22)	(22)	(22)	(22)
Net Fiscal Impact = (Expenditures – Revenues)	22	22	22	22
FTEs	0	0	0	0

Recommendation:

The Governor recommends extending the length of a Commercial Learner's Permit (CLP) from six months to one year to align with the length allowed under federal regulations. This proposal would result in a decrease in revenue of approximately \$22,000 per year to the Driver and Vehicle Services Operating Account (DVSOA) in the special revenue fund.

Rationale/Background:

Minnesota rules allow CLPs to be valid for six months. If the holder has not yet met the requirements to obtain a Commercial Driver's License (CDL) at that time, they must retake the CDL knowledge test and apply for a new CLP. The commercial driver's license program is governed by the Federal Motor Carrier Safety Administration (FMSCA). Current federal regulations allow a CLP to be valid for one year. Commercial drivers continue to be in demand, and limiting their time frame while requiring a new CLP after six months makes it more difficult for drivers to complete their training and obtain a CDL.

This proposal will align Minnesota CLP requirements to the federal regulations and allow Minnesota drivers seeking a CDL an additional six months to meet the requirements.

Proposal:

The Governor recommends extending the length of a Commercial Learner's Permit (CLP) from six months to one year. This would require a language change to Minnesota statute 171.05, subdivision (1), paragraph (b). If an applicant needed a permit beyond one year, they would have to reapply for a new permit.

Extending the permit from six months to a year will result in fewer drivers applying for their CLP a second time, resulting in a loss of revenue due to a lower number of CLP applications. In FY 2024, 820 individuals applied and paid for a second CLP at a cost of \$26.75 each. By extending the permit duration, DVS will have fewer CLP applications and projects a revenue reduction of \$21,935 per year.

This is a new proposal that will require MNDRIVE programming at a total cost of approximately \$9,000 which will be absorbed through the existing vendor contract.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund							
Special Revenue – DVSOA		(22)	(22)	(44)	(22)	(22)	(44)
Total All Funds		(22)	(22)	(44)	(22)	(22)	(44)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
SR	CLP Revenue		(22)	(22)	(44)	(22)	(22)	(44)

Impact on Children and Families:

There is currently high demand for CDL drivers. Increasing the time allowed to hold a CLP reduces barriers and has the potential to increase access to employment where CDL is required. This proposal could positively impact children and families by reducing barriers to obtain a CDL.

Equity and Inclusion:

There is currently high demand for CDL drivers. Reducing barriers to obtain the CDL has the potential to have a positive impact on communities by improving employment opportunities and providing CLP holders additional time to meet the CDL requirements without requiring retesting.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Success would be measured six months beyond implementation. At that point, CLP holders who have not tested would continue to be able to practice driving on their permit without having to come into an exam station and reapply for a new CLP.

Reporting indicates 820 individuals who had to reapply for a new permit upon the expiration of their old one in FY 2024. This proposal would eliminate the need to reapply for a second six-month permit period. If an applicant still needed a permit after the second six-month period, they would have to reapply as normal.

Measure	Measure type	Measure data source	Most recent data	Projected change
The number of commercial permit holders that applied for a second or more permits after their first one expired.	Quantity	MNDRIVE report	820 CLP holders in FY24	Fewer applicants reapplying for a commercial permit, potentially more than 800 per year.

Statutory Change(s):

Minnesota Statute 171.05, subd. 1

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Seatbelt Requirement for Class II ATVs

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a new law requiring the use of seatbelts in some All-Terrain Vehicles (ATVs).

Rationale/Background:

In the past several years the prevalence of Class II ATV (commonly referred to as side-by-side) use on public roads has spread rapidly across Minnesota. As a result of this legalization, crashes involving these types of vehicles on and adjacent to public roads have seen a significant increase. These crashes often involve serious injuries or death to the ATV operator/passengers. These injuries and deaths are often the result of the individual being ejected from the ATV during the crash event. As in other types of vehicles, use of passenger restraints prevents ejection and reduces the chance of serious injury and death.

Most of the newer model Class II ATVs are factory equipped with seatbelt/occupant restraint systems, but these are infrequently used by the operators and passengers. Requiring seatbelt use when these vehicles are operated on or adjacent to a public road will prevent serious injury and death when a crash occurs.

Proposal:

The proposed change would expand the requirement for seatbelt use to include Class II ATVs when the unit is factory equipped with a restraint system. The requirement would be specific to when the Class II ATV is operated on or within the right-of-way of a public roadway, where the likelihood of a crash with another larger vehicle is higher. It is not anticipated that any new resources would be needed to support this change. It would simply provide another tool that could be used to encourage ATV users to protect themselves and their passengers in the event of a crash.

The enforcement mechanism for this requirement would be a fine like other seatbelt laws in Minnesota. This change would produce an indeterminable amount of revenue resulting from fines levied for seatbelt/occupant restraint violations as applied to Class II ATVs.

The proposed legislation would lead to increased use of seatbelt and occupant restraint systems by ATV users and thus would reduce the number of serious injuries and deaths that result from an occupant being ejected during a crash event.

This recommendation includes an effective date of July 1, 2025.

Impact on Children and Families:

This proposal will have a positive impact on Minnesota children and families by reducing the number of serious injuries and deaths resulting from Class II ATV use, similar to the safety impacts of seatbelt requirements in other types of vehicles.

Equity and Inclusion:

This proposal is not submitted to address disparities and is expected to have a uniform impact across all Class II ATV users.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Crash Outcomes	Quality	MN Crash System	N/A	TBD
Citations Issued	quantity	E-Charging	N/A	TBD
Medical Costs Saved	Quantity	CODES and MDH Trauma data	N/A	Reduction in medical costs associated with ATV crashes

Statutory Change(s):

M.S. 169.686

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Replace License Plates at Time of Vehicle Transfer

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	57	114	114	114
Special Revenue Fund				
Expenditures	1,695	3,389	3,389	3,389
Revenues	2,364	4,727	4,727	4,727
Net Fiscal Impact = (Expenditures – Revenues)	(726)	(1,452)	(1,452)	1,452)
FTEs	0	0	0	0

Recommendation:

The Governor recommends the Department of Public Safety (DPS), Driver and Vehicle Services (DVS) division requires the removal of existing license plates when a vehicle is sold and that those plates be replaced with new plates purchased and issued to the buyer when a title change occurs in Minnesota.

Rationale/Background:

Most states require that a plate be removed from a vehicle when that vehicle is sold. Requiring a customer to purchase a new plate when acquiring a vehicle aligns the issuance of a plate with current statute that requires replacement of plates every seven years. It helps ensure that plates on the road are tied to the current owner of the vehicle and prevents previous owners from receiving citations and violations when the purchaser does not complete the sale or data from tolling agencies is not updated. These violations create undue hardship for Minnesotans who have sold a vehicle. This change mirrors what was enacted for auto dealers during the 2024 legislative session. It is seen as a best practice by the Minnesota Auto Dealers Association.

Proposal:

This proposal recommends a change in statute that would require a plate be removed from a vehicle when that vehicle is sold and require the new owner to purchase a new plate when acquiring a vehicle. This proposal exempts vehicles transferred under M.S. 297B.01 Subd. 16c (1) through (5) from this requirement. The current registration on the vehicle would be retained with the vehicle when sold and transferred to the new owner; requiring no additional registration to be purchased by the new owner. Exceptions would be given for a buyer who wishes to transfer a personalized plate to the new vehicle and would only be required to pay the statutory plate transfer fees as currently required. This will result in additional funds from the Driver and Vehicle Services Operating Account (DVSOA) being spent through the existing open appropriation for license plates. This would result in additional revenue for the DVSOA from the issuance of additional license plates.

In FY 2024 there were 307,926 non-dealer title transfers with 250,681 where the plate was retained on the vehicle (this excludes transfers where the plate was replaced based on statutory requirement for plate replacement every seven years and personalized plates.)

DVS proposes the addition of a plate replacement transaction at the time of sale. This transaction would result in an additional \$12.00 filing fee being collected either by DVS or the Deputy Registrar along with a duplicate plate fee of \$15.50 for double plates or \$13.50 for single plates based on existing requirements. We assume DVS will handle 13% of these transactions (approx. 32,588 transactions) and Deputy Registrars will handle the remaining 87%. This will result in approximately \$391,056 in additional filing fees collected by DVS with \$228,116 deposited

in the DVSOA, \$48,882 deposited into the Driver and Vehicle Services Technology Account (DVSTA), and \$114,058 deposited into the general fund. An additional \$564,032 would be collected annually for the DVSTA through the technology surcharge on each transaction. Additional plate costs would total roughly \$3,389,207 and the revenue from the plate fees collected, if all were double plates, would total approximately \$3,885,555 for a net revenue of \$496,248 deposited to the DVSOA.

Overall, this would result in an estimated annual increase in revenue of approximately \$724,464 to the DVSOA, \$114,058 to the general fund, and \$612,914 to the DVSTA.

This recommendation includes an effective date of January 1, 2026, to implement this statute change. This will allow time for communication with stakeholders and the public along with allowing for time to make programming changes necessary in MNDRIIVE.

This proposal reduces the negative interactions that customers who sell vehicles have with tolling authorities and other entities based on license plates associated with the vehicle and provides additional revenue to Deputy Registrars and the DVSOA. This also strengthens the tie between the license plate, the vehicle, and the owner resulting in better and more timely information for law enforcement and tolling authorities.

Key stakeholders include Deputy Registrars and Minnesota residents who have sold a vehicle through private party sale, law enforcement, and tolling authorities.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund		(57)	(114)	(171)	(114)	(114)	(228)
Special Revenue - DVSTA		(306)	(613)	(902)	(613)	(613)	(1,226)
Special Revenue - DVSOA		(363)	(724)	(1,086)	(724)	(724)	(1,448)
Total All Funds		(726)	(1452)	(2,161)	(1,452)	(1,452)	(2,904)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GEN	Revenue		(57)	(114)	(171)	(114)	(114)	(228)
SR	Revenue		(2,364)	(4,727)	(7,091)	(4,727)	(4,727)	(9,454)
SR	Plate Costs		1,695	3,389	5,084	3,389	3,389	6,778
SR - DVSTA	Programming costs (absorbed)		[17]	0	[17]	0	0	0

Impact on Children and Families:

Under the current program Minnesotans receive toll violations and parking tickets that do not belong to them either because tolling authorities are using outdated information or because the purchase is not completed. This change will eliminate tolls being sent to the previous owner of a vehicle and will encourage the completion of sale by purchasers. This will eliminate hassle for all Minnesotans.

Equity and Inclusion:

This proposal is designed to better the lives of all Minnesotans. It will reduce the frustration and hassle that Minnesotans feel when they receive toll violations and parking tickets that do not belong to them. DVS will utilize the DPS Office of Communications and Community Engagement Team to ensure that the benefits are shared with people of color, Native Americans, people with disabilities, people in the LGBTQ community, other protected classes, and Veterans.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

It is expected that Minnesotans will receive fewer incorrect parking tickets and toll citations.

It is expected that we will see a decrease or elimination of complaints from the public about toll charges and parking tickets that are not theirs. From work with other states, those that change the license plate at the time of sale do not report these challenges.

Measure	Measure type	Measure data source	Most recent data	Projected change
Reduction in complaints about toll charges and parking tickets that do not belong to the former owner of the vehicle	Quantity	Data will be tallied by our Public Information Center from contacts with the public	N/A	These types of complaints will be reduced or eliminated.

Statutory Change(s):

M.S. 168A.10

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Dealer Plate Changes

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Special Revenue Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends changes to statute to limit the number of demonstration plates registered to an auto dealer based on inventory and sales of the dealership, that employee use of dealer plates be limited to employees who receive a W-2, and that only W-2 employees be allowed to transact on the dealer's license.

Rationale/Background:

Currently there are no restrictions in Minnesota statute on the number of demonstration plates that a dealer may have. This has led to some dealers having more plates than are necessary for their operations. This results in more dealer plates being on the roads and increasing the chances for misuse of dealer plates. Because the plate fees for these plates are less than the registration that is charged for a vehicle that is registered to an individual or business, Driver and Vehicle Services (DVS) anticipates an undetermined loss of revenue for the Driver and Vehicle Services Operating Account (DVSOA) and the Highway User Tax Distribution (HUTD) fund.

DVS statutes also lack clarity around when it is appropriate to use demonstration plates and the types of vehicles they can be used on. This lack of clarity creates confusion and can result in the use of demonstration plates on vehicles that should be registered and titled to the dealership and subject to registration taxes. This would also address who is allowed to use these plates, and who can buy or sell vehicles under the dealer's license. The current language outlining qualified individuals does not have clear definitions outlining employees versus independent contractors. DVS is aware of issues where dealerships utilize contractors to purchase vehicles at auction. If the contractor is not licensed in Minnesota, the buyer may have difficulties getting the vehicle titled in their name. This change would clarify that these independent contractors should also be licensed and bonded in Minnesota.

Discussions over demonstration plates have been occurring over the past few legislative sessions. The Minnesota State Patrol (MSP), Vehicle Crimes Unit has raised concerns numerous times over the use of these plates.

This recommendation is based on an audit of dealer plates held in Minnesota. Other states limit the number of plates issued to auto dealerships. This recommendation is intended to result in limiting the number of dealer plates to a reasonable number of plates and that vehicles that should have standard license plates will be registered and plated accordingly.

Proposal:

These proposed changes would allow DVS to better control the number of active plates in circulation, allowing for tighter restrictions on the use of the plates. The proposal would also ensure dealerships have proper insurance

coverage while using demonstration plates and hold dealerships accountable for the whereabouts of their plates, how they are being used, and by whom.

These proposals would allow for administrative control of the number of plates in circulation by the Dealer Unit within Driver and Vehicle Services during the annual license renewal process for dealerships. It would also allow inspections by the DVS inspectors and the MSP Vehicle Crimes Unit to audit the number of dealer plates that a dealership has.

These changes would require programing in MNDRIVE, and the cost of approximately \$35,000 would be absorbed by DVS under the current vendor contract.

Currently, there are approximately 25,000 dealer plates in circulation. This change limits the number of dealer plates on the road based on reasonable needs of auto dealers. This helps prevent the improper use of dealer plates and encourages proper registration of vehicles and will result in collection of registration taxes on vehicles that should be subject to them. At the same time, it also increases the number of license plates on the road that are tied to vehicles rather than dealerships, creating clarity for law enforcement and reducing the potential for misunderstandings during traffic enforcement.

This proposal would require the following:

- Attestation of the destruction of plates that are no longer used. For plates that are not being renewed, auto dealers would be required to attest that they have destroyed any plates that are not being renewed.
- Clarify the meaning of an employee for the purposes of M.S. 168.27, subd. 8.
- Require auto dealers to annually attest to having insurance covering the number of dealer plates that the dealership has.
- Test Drive - Customer - No more than 48 hours. Dealer must keep track and log test drives and make available for inspection: Log to include the VIN, plate, driver(s), start date, time and location, end date, time, and location of test drive.
- Require dealers to enter DL into Eservices for Business to allow return of validity of DL for test drives.
- Expressly prohibit use of dealer plates on vehicles that are utilized as maintenance vehicles
- Strike “of this state” language from the dealer plate statute in M.S. 168.27 Subd 16(a) and add language clarifying that the use of dealer plates is for in Minnesota only.
- Strike from statute the use of dealer plates for:
 - Promotional event
 - For a buyer to take a vehicle out of state

This proposal would require developing new procedures around dealer plates and education to dealerships on updated statute. This proposal will result in an undetermined change in the number of dealer plates in Minnesota resulting in an undetermined change in revenue to the DVSOA.

Dollars in Thousands

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
Special Revenue - DVS Technology Account	Programming (absorbed cost)		35	0	35	0	0	0

Impact on Children and Families:

This proposal is designed to provide greater accountability for auto dealers and to increase the public trust in Minnesota auto dealerships. This will allow families in Minnesota to have greater confidence when purchasing an automobile.

Equity and Inclusion:

This proposal is designed to provide greater accountability for auto dealers and to increase the public trust in Minnesota auto dealerships. It is anticipated to have the greatest positive impact on those with lower incomes. Because people of color, Native Americans, people with disabilities, people in the LGBTQ community, and other protected classes traditionally have less disposable income, this proposal will have a greater proportional impact on these communities.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Attestation of the destruction of plates that are no longer used.	Quantity	Number of dealerships that have plates that are no longer used and have completed an attestation of destruction divided by the number of dealerships that have plates that are no longer used.	Unknown	100 percent compliance
Attestation of insurance coverage	Quantity	Number of dealerships that provide attestation divided by the number of active dealerships.	Unknown	100 percent compliance
Maintaining of test drive logs by dealerships	Quantity	Dealerships maintaining logs of test drives and being able to present those logs at time of inspection.	Unknown	100 percent compliance

Statutory Change(s):

M.S. 168.27

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Background Check Expansion for Auto Dealers

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends expanding background checks on applications to become an auto dealer to be full nationwide criminal background checks through the Federal Bureau of Investigation (FBI) for each owner from all states going back to the age of 18. This proposal also includes a language change removing the ten-year timeframe for convictions that could result in the denial of a dealer license.

Rationale/Background:

The current process used by the Department of Public Safety (DPS) Driver and Vehicle Services (DVS) Dealer Unit checks the public access court site for criminal history of dealer applicants. If they are provided with an out-of-state credential, they check similar sites available for that state. This current practice is limited to state of Minnesota information and if an applicant has a criminal record in another state, that information is not known.

Allowing the Dealer Unit to request a copy of a General Informed Consent background check providing a full adult record going back to age 18 to be submitted with the dealer application would allow DVS to see a full criminal background. This would also help deter individuals with a history of vehicular-related crimes from attempting to become licensed.

Changing the language in M.S. 168.27, subdivision 11, paragraph (e) would allow the DVS Dealer Unit to have more complete information when approving or denying dealer license applications.

DPS anticipates minimal changes in the licensing process. A different system would be utilized to run the background checks. On average, the Dealer Unit currently receives approximately 346 dealership applications per year with an average of 405 owners.

Proposal:

The Governor recommends expanding background checks on applications to become an auto dealer to be a full criminal background check for each owner from all states going back to the age of 18. This proposal would also include a language change removing the ten-year timeframe for convictions that could result in the denial of a dealer license. This proposal will replace the existing background check process and will not require additional staffing. Because this background check would take the place of the current check done, DVS does not anticipate additional time needed for the application process.

By removing the 10-year limitation on violations and running a full background check on the entire adult criminal record, DVS anticipates having more discretion with approving or denying dealer license applications by having more complete knowledge of an applicant's full criminal history. Background checks would be run through the Bureau of Criminal Apprehension (BCA) Criminal History (CHA) Unit. Each General Informed Consent background

check currently costs \$33.25 plus \$10 for fingerprinting service, and DVS estimates approximately 405 background checks to be conducted annually. DVS will request that each person applying to become a dealership owner submit the background check for each owner to DVS with the dealership application. The change item “Impact on BCA Fee Revenue of DVS Funding Recommendation” in the Public Safety – Public Safety budget book displays the fiscal impact of additional background checks.

This proposal would require programming of MNDRIVE by the vendor totaling approximately \$17,000 to accommodate recordkeeping of the background checks. The programming cost would be absorbed by DVS under the existing vendor contract.

To allow for development time, discussions with key stakeholders, and communications to dealerships, the proposal has an effective date of January 1, 2026.

Dollars in Thousands

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
Special Revenue – DVS Technology Account	Programming (absorbed)		17					

Impact on Children and Families:

This proposal is designed to increase the confidence of Minnesotans in licensed auto dealers in Minnesota. By utilizing broader background checks, those with demonstrated disqualifying criminal history will be excluded from holding a dealer license. This will allow families to have greater confidence in the auto dealership approval process and to have greater confidence in auto dealerships.

Equity and Inclusion:

This proposal is anticipated to have the greatest positive impact on those with lower incomes who are more likely to do business with dealerships where the owner should be excluded from owning a dealership. Because people of color, Native Americans, people with disabilities, people in the LGBTQ community, and other protected classes traditionally have less disposable income, this proposal will have a greater proportional impact on these communities.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

DVS will measure the success of this background check program based on the quality of the background checks received and the number of jurisdictions queried during the process.

Measure	Measure type	Measure data source	Most recent data	Projected change
Number states queried in dealer background check process for each application	Quality / quantity	DVS will monitor the total number of applications to determine the impact of this change	Currently one - Minnesota	Under new plan we will expand this to all 50 States and the District of Columbia.

Statutory Change(s):

M.S. 168.27, subdivision 11, paragraph (e)

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Impact on DVS of DNR Support State Parks and Recreation Areas Change Item

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
Natural Resources Fund				
Revenues	425	425	425	425
Transfers Out	425	425	425	425
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a change item in the Minnesota Department of Natural Resources (DNR) budget that impacts revenues and transfers in the Department of Public Safety – Transportation (DPS-Transportation) budget. The DNR “Support State Parks and Recreation Areas” change item includes an increase to the state parks and trails specialty license plate fee beginning in FY 2026, with estimated revenues of \$425,000 each year which are transferred to the State Parks and Trails Donation Account in the natural resources fund at DNR and are used to operate and maintain the state parks and trails system.

Rationale/Background:

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Proposal:

This proposal increases the donation associated with the state parks and trails specialty license plate by \$10, from \$60 to \$70. It would go into effect July 1, 2025. There were 42,440 of these specialty plates purchased in FY2024, so the associated revenue increase is estimated at \$425,000 per year. Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations book for information on other aspects of this proposal.

Impact on Children and Families:

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Equity and Inclusion:

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Tribal Consultation:

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Results:

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Statutory Change(s):

Please see the “Support State Parks and Recreation Areas” item in the DNR Budget Recommendations Book.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Advisory Council on Traffic Safety Appropriation

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	(1,000)	(1,000)	(1,000)	(1,000)
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	(1,000)	(1,000)	(1,000)	(1,000)
FTEs	(1)	(1)	(1)	(1)

Recommendation:

The Governor recommends reducing the annual appropriation for the Advisory Council on Traffic Safety (ACTS) at the Department of Public Safety (DPS), Office of Traffic Safety (OTS) by \$1 million per year. The council's goal is to advise, make recommendations, and advance traffic safety strategies across all Minnesota roads. This results in a reduction of \$2 million in FY 2026-27 and \$2 million in FY 2028-29. This will also reduce one FTE supporting this work, which is currently a vacant position.

This is a 50 percent reduction to this appropriation.

Rationale/Background:

Laws 2023, Chapter 68, Article 4, Sec. 2 established the Advisory Council on Traffic Safety in Minn. Stat. 4.076 to advise, consult with, assist in planning coordination, and make program recommendations to the commissioners of public safety, transportation, and health on projects and programs intended to improve traffic safety and to lead the Toward Zero Deaths program. The council was appropriated \$2,000,000 each year starting in FY 2024 for traffic safety projects and activities.

The reduced appropriation will impact the scope of the projects and activities the council can advance each year. The council will continue to support projects and activities related to local traffic safety strategies, research, and education, but with a more limited scope. The council will work with partners to minimize the impact to programming at the local level.

Proposal:

This proposal reduces the annual appropriation to the Advisory Council on Traffic Safety (ACTS) for specific projects and activities directed by the council. Minn. Stat. 4.076 subd. 5 directs OTS to serve as the host agency for the council and to manage the administrative and operational aspects of the advisory council's activities.

The statute also directed the Minnesota Department of Transportation (MnDOT) and the Department of Public Safety (DPS) to seek consultation and recommendations from ACTS for activities such as:

- Identifying rural high-risk roadways for roadway design and related improvements, and targeted speed reduction for greater traffic safety.
- Advising the Governor and heads of state departments and agencies on policies, programs, and services affecting traffic safety.

- Advising state departments on the activities of the Toward Zero Deaths program including educating the public about traffic safety.
- Encouraging agencies to conduct research in the field of traffic safety.
- Reviewing recommendations of the council's subcommittees and working groups.
- Reviewing and commenting on traffic safety grants and the development and implementation of state and local traffic safety plans.
- Making recommendations on safe road zones.
- Providing advice and make recommendations to the commissioner of public safety's annual report on traffic safety to the legislature.

The Advisory Council on Traffic Safety is a new initiative starting in FY 2024. The role of the council will still include providing consultation and recommendations on traffic safety issues. Reducing the annual appropriation for projects directed by ACTS will limit the outreach, engagement, and support that is provided to partner organizations. ACTS will utilize the remaining appropriation to support local, community-led traffic safety projects and programs.

This proposal will also reduce staff support in the Office of Traffic Safety by one FTE. This position is currently vacant, and it would be held vacant or eliminated.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund		(1,000)	(1,000)	(2,000)	(1,000)	(1,000)	(2,000)
Total All Funds		(1,000)	(1,000)	(2,000)	(1,000)	(1,000)	(2,000)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GEN	Projects and grants		(1,000)	(1,000)	(2,000)	(1,000)	(1,000)	(2,000)

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
Number of serious injury or fatal motor vehicle crashes	Result	MN Crash statewide collision reporting system	Minnesota is experiencing a serious and ongoing challenge reducing and eliminating serious injury and fatal crashes statewide.	The reduction may delay or prevent Minnesota communities from taking steps to prevent crashes in their local area.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

None.

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Agency Strategy and Analytics

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	(560)	(560)	(560)	(560)
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	(560)	(560)	(560)	(560)
FTEs	(4)	(4)	(4)	(4)

Recommendation:

The Governor recommends reducing the appropriation for the agency's strategy and analytics efforts at the Department of Public Safety (DPS). These reductions are intended to prioritize protecting key statewide initiatives and minimize impacts on Minnesotans. Efficiencies will be found in DPS's core services that support the agency's public facing divisions. The reductions will focus on the newly funded Strategy and Analytics team within the Commissioner's office. No current staff will be impacted by these reductions, but the agency will hold open or eliminate four unfilled positions. DPS will continue to evaluate agency programs and utilize short-term resources for performance management and to inform the agency's strategic plan. This results in a reduction of \$1.120 million in FY 2026-27 and \$1.120 million in FY 2028-29.

This is an 8.5 percent reduction to the Public Safety Support appropriation.

Rationale/Background:

The Department of Public Safety (DPS) received appropriations starting in FY 2024 to expand core services that support the agency's operating divisions. This included funding for four positions to support development of the agency's strategic plan and to create a team to provide analysis of key data.

DPS is a large and complex state agency. The public-facing divisions provide critical public safety work across the state. DPS's core services provide support for this work through functions such as finance, human resources, general counsel, and operations of the commissioner's office, and make it possible for these operational divisions to focus on serving the public. This proposal is intended to minimize the impact to services that Minnesotans receive by prioritizing functions carried out by the agency's operating divisions and finding efficiencies within the agency's core services.

Proposal:

This proposal reduces appropriations for DPS by \$1.120 million for the FY 2026-27 biennium and maintains the reduction on an ongoing basis. The budget reduction will primarily impact the Department of Public Safety commissioner's office, requiring DPS to either hold open or permanently eliminate at least four positions related to the agency's strategic plan, data analysis, evaluation, and performance management. DPS will continue to utilize short-term resources for program evaluation and strategic planning efforts.

Despite these reductions, the proposal is designed to avoid any direct impact on public safety services provided to the people of Minnesota. The department will take steps to ensure that frontline operations and public-facing functions remain unaffected. This approach prioritizes maintaining the quality and effectiveness of services that

directly safeguard communities and address public safety concerns. However, it is important to note that the reduction in funding will result in decreased capacity for some of the department's support services. These services include high-level data analysis, which plays a critical role in supporting strategic planning and decision-making efforts. While the goal is to minimize disruption to overall agency performance, the reductions will place additional pressure on the remaining staff and resources within the commissioner's office and support divisions. DPS will continue to evaluate needs for stable funding in the future that invests in these areas.

This proposal reflects a targeted effort to achieve cost savings while preserving the department's ability to deliver essential public safety services. By focusing the reductions on internal support operations rather than public-facing programs, the department aims to balance fiscal responsibility with the continued prioritization of public safety outcomes.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund		(560)	(560)	(1,120)	(560)	(560)	(1,120)
Total All Funds		(560)	(560)	(1,120)	(560)	(560)	(1,120)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GEN	Staff and related operating costs		(560)	(560)	(1,120)	(560)	(560)	(1,120)

Results:

While the goal is to minimize disruption to overall agency performance, the reductions will place additional pressure on the remaining staff and resources within the support divisions. Public functions should remain unchanged.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

None

Department of Public Safety

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Office of Traffic Safety Drug Program Funding

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	(3,000)	(3,000)	(3,000)	(3,000)
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	(3,000)	(3,000)	(3,000)	(3,000)
FTEs	0	0	0	0

Recommendation:

The Governor recommends reducing the annual appropriation for the drug evaluation and classification program at the Department of Public Safety (DPS), Office of Traffic Safety (OTS) by \$3 million per year. This results in a reduction of \$6 million in FY 2026-27 and \$6 million in FY 2028-29. Drug recognitions evaluators (DRE) are one component of public safety, but the training is time intensive. DPS is not currently seeing the demand from local law enforcement to spend all of the current appropriation. This recommendation will ensure DPS can maintain current DRE levels and still grow the program into the future.

This is a 60 percent reduction to this program.

Rationale/Background:

The drug evaluation and classification program was expanded in Laws 2023, Chapter 63, Article 9, Sec. 15, Subd. 4b. Laws 2023, Chapter 63 legalized cannabis. The Office of Traffic Safety (OTS) was annually appropriated funding for drug evaluator training and instructors, additional phlebotomists, drug recognition training for peace officers, and required continuing education for drug recognition evaluators. In 2024, the legislature revised the appropriation language to include grants to local law enforcement and eligible employers for associated costs incurred related to training a drug recognition evaluator (DRE) and extended the availability of FY 2024-25 funds through June 30, 2027.

A DRE is a law enforcement officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. DPS will maintain capacity to provide funding for DRE training and certification for law enforcement partners at the state and local levels.

Given the current challenges law enforcement agencies at all levels are having with recruitment and retention, the state is struggling to get enough Peace Officers to join the program. DPS has also seen a trend of law enforcement agencies not having as much capacity for traffic law enforcement, and this is impacting their ability to participate in the program.

Proposal:

This proposal will reduce the general fund appropriation annually by \$3 million starting in FY 2026 for the drug evaluation and classification program. Funding received starting in FY 2024 greatly expanded the state's capacity to provide training and continuing education for peace officers on becoming drug recognition evaluators (DREs). DPS will continue to support the DRE program and encourage law enforcement agencies to seek certification for

Peace Officers. The initial investment and extension of those funds in the FY 2024-25 biennium will allow OTS to continue to invest in the program incrementally and in a way that aligns with demand.

This proposal will reduce the appropriation to the DRE program to a level that it can currently spend in a fiscal year but still allow room for growth. This also includes investments in technology, software, and data analytics programs that support the DRE trained peace officers and statewide coordination and reporting on drug impaired driving incidents and trends. DPS will continue to work to build interest and participation in the program and will return to the legislature for additional funding when the program has an unmet need.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund		(3,000)	(3,000)	(6,000)	(3,000)	(3,000)	(6,000)
Total All Funds		(3,000)	(3,000)	(6,000)	(3,000)	(3,000)	(6,000)

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GEN	Grants and Contracts		(3,000)	(3,000)	(6,000)	(3,000)	(3,000)	(6,000)

Results:

Measure	Measure type	Measure data source	Most recent data	Projected change
DRE School – student officers (time and expenses); number of DRE students per year	Quantity	Agency records	84 student officers	Maintain current service levels
DRE School (out-state) Certification – instructor (time and expenses); number of instructors, which is dependent on number of student officers being certified	Quantity	Agency records	14-16 Instructors for 4 days per certification trip	Maintain current service levels

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

None

Program: Admin and Related Services**Activity: Office of Communications (OOC)**<https://dps.mn.gov/divisions/ooc/>**AT A GLANCE**

- Workforce: 26 employees
- Public Information Officers (PIOs) serve department divisions and include specialized positions in web management, social media, media relations, video production, and graphic design
- Staff members are frequent presenters and panel members at state, regional, and national conferences, and have served on National Highway Traffic Safety Administration (NHTSA) assessment panels for other states' traffic safety programming, and as trainers for Federal Emergency Management Agency (FEMA)-required emergency management courses

PURPOSE AND CONTEXT

The Office of Communications (OOC) is the voice of the Department of Public Safety (DPS). Using traditional and social media channels and original video and web content, the OOC:

- Provides critical life safety information and education to the public
- Supplies the media with public information
- Highlights DPS' important work throughout the state and highlights the important work of public safety and first responders in Minnesota
- Engages in crisis communications and manages the Joint Information Center when the State Emergency Operations Center is activated
- Works with other state agencies during emergencies to ensure the public and media are receiving coordinated, clear, and concise messages on behalf of the State of Minnesota

The OOC is committed to getting the right information to the right people at the right time, so that the public can make the right decisions in the interest of safety.

OOC activity is divided into four core categories.

- Life Safety: Delivering critical life safety information and education to the public directly and through the media
- Public Information: Responding to requests from the media for data and information about the agency and the services it provides
- Crisis Communication: Providing strategic counsel and execution for natural and human-caused disasters and crises
- Public Relations: Focusing on the audience, the OOC highlights the important work of the agency through traditional and social media channels and agency-developed content. The OOC also works with DPS staff on community engagement activities

SERVICES PROVIDED

The OOC provides communication strategy development in cooperation with division leadership to ensure the right messages are delivered to target audiences at the right time using the right tools. OOC services include:

- **Media Relations:** First point of contact for inquiries, writing, and distribution of news releases and advisories, data requests from media, and on-scene incident support to Public Information Officers (PIOs). The OOC also coordinates media availabilities and news conferences
- **Digital:** Social media content and strategy, web support, assistance with presentation materials
- **Writing and Editing:** Content writing and editing for social and web channels, proofreading of reports, creation of talking points, writing or editing of trade publication articles
- **Video Production:** Complete video production of long-form projects such as topical and training videos, and incident-based videos for immediate use
- **Photography:** On-scene or staged photos for publication or digital channels
- **Graphics:** Design and production services for all media and collateral, including brochures, annual reports, and signage
- **Communications Strategy:** Expert support for DPS divisions, including planning, media training and coaching, and development of communications resources

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Annual traffic to DPS website	Quantity	Internal website analytics tracker.	Visits to the DPS website have increased steadily over the past five years, spiking significantly reaching more than 27 million views in 2020 during the state's COVID-19 response. Prior to 2020, average views were around 17 million and were increasing. FY23: 21,260,204 site views	DPS site views FY24: 21,114,597
Annual views of DPS blog	Quantity	Internal website analytics tracker.	Views of the DPS blog, which highlights important initiatives and safety topics, have increased steadily since it was introduced in 2014. The blog is viewed by members of the public but is also viewed by the media, who often contact our staff to do more in-depth stories on featured topics. FY23: 382,727 blog views	Blog views FY24: 517,488
Number of responses to media inquiries	Quantity	Custom-made program.	The number of media inquiries has increased significantly since 2020. FY23: 9,129	FY24: 10,012

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Social media	Quantity and quality	Hootsuite.	<p>The number of social media followers to our Facebook, X, Instagram, and LinkedIn channels has exploded since launch, and we began dedicating a full-time staff member to content creation in 2013. In the past five years especially, the public, the media, and stakeholders have turned to our channels for information, data, and stories about the work being done by DPS across the state. Beyond the number of followers, we are seeing more engagement with our audiences in terms of likes, comments, and shares.</p> <p>FY23 = 207,000 fans on all social 2,000 new fans 34,742 engagements</p>	<p>FY24 Fans on all social: 225,213 New fans: 1,702 Engagements: 38,916</p>
FEMA grade on annual Radiological Emergency Preparedness (REP) drill	Result	FEMA scores DPS and other state agencies.	<p>DPS and the Office of Communications has consistently performed on the annual drill and exercise for the past decade.</p> <p>FY23: 100 percent grade</p>	FY 24: Information not available yet.
Media events/news conferences for DPS and other state agencies	Quality	N/A	<p>We are one of the only state government agencies that can livestream news conferences and provide digital images and videos during news conferences. We are one of the only agencies that can close caption news conferences in real time. As such, other state agencies and the governor's office have been approaching us more often to host news conferences and to collaborate on news conferences.</p>	FY23 and FY24 At least four news conferences with governor's office or other state agencies.

M.S. Chapter 299A: Department of Public Safety <https://www.revisor.mn.gov/statutes/cite/299A>

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	532	618	821	1,983	1,150	1,150	1,198	1,232
3000 - Federal	228	289	333	496	482	482	482	482
Total	760	907	1,155	2,479	1,632	1,632	1,680	1,714
Biennial Change				1,967		(370)		(240)
Biennial % Change				118		(10)		(7)
Governor's Change from Base								130
Governor's % Change from Base								4
<u>Expenditures by Category</u>								
Compensation	673	731	881	1,410	1,401	1,408	1,449	1,490
Operating Expenses	87	174	266	1,062	224	217	224	217
Other Financial Transaction		2	8	7	7	7	7	7
Total	760	907	1,155	2,479	1,632	1,632	1,680	1,714
Total Agency Expenditures	760	907	1,155	2,479	1,632	1,632	1,680	1,714
Internal Billing Expenditures	13	20	11	19	10	10	10	10
Expenditures Less Internal Billing	747	887	1,144	2,460	1,622	1,622	1,670	1,704
<u>Full-Time Equivalents</u>	5.86	6.72	7.40	12.62	10.76	10.51	11.12	11.12

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		43		835				
Direct Appropriation	575	575	1,656	1,148	1,150	1,150	1,198	1,232
Cancellations		0						
Balance Forward Out	43		835					
Expenditures	532	618	821	1,983	1,150	1,150	1,198	1,232
Biennial Change in Expenditures				1,654		(504)		(374)
Biennial % Change in Expenditures				144		(18)		(13)
Governor's Change from Base								130
Governor's % Change from Base								6
Full-Time Equivalents	4.28	4.82	4.97	8.96	7.01	6.76	7.37	7.37
2000 - Restrict Misc Special Revenue								
Balance Forward In	35							
Balance Forward Out	35							
2700 - Trunk Highway								
Full-Time Equivalents	0.25							
3000 - Federal								
Balance Forward In	10	11	23	28				
Receipts	229	286	339	468	482	482	482	482
Balance Forward Out	11	8	29					
Expenditures	228	289	333	496	482	482	482	482
Biennial Change in Expenditures				312		135		135
Biennial % Change in Expenditures				60		16		16
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	1.33	1.90	2.43	3.66	3.75	3.75	3.75	3.75

Program: Admin and Related Services**Activity: Public Safety Support**<https://dps.mn.gov/>**AT A GLANCE**

- Core services include the Commissioner's Office, Human Resources, Fiscal and Administrative Services, Internal Affairs, Community Affairs, Tribal Affairs, and the Office of General Counsel
- Workforce: 72 staff serving approximately 2,200 DPS employees (not including MN.IT employees)
- 172 job classifications represented at DPS
- Responded to 143 reasonable accommodation requests made by employees and applicants

PURPOSE AND CONTEXT

The Department of Public Safety's (DPS) Public Safety Support provides leadership and support to all divisions in the department so that all people in Minnesota are safe. These core support services provide solutions in the areas of human resource management, employee investigations, diversity and equity initiatives, community relations, grant management, legislative support, fiscal responsibility and resource management, and department information dissemination and transparency.

DPS Admin and Related Services help guide the work of the approximately 2,200 employees of the agency who serve and protect every person in Minnesota. We support the engagement and outreach efforts including important translation services and our partnership with Twin Cities Public Television (TPT).

Public Safety Support also administers the soft body armor program to reimburse law enforcement for body armor vest purchases and the Public Safety Officer and Survivor Benefit account for line of duty death benefits and statutorily defined continued health benefits for dependents. See the following pages for more information on these programs.

SERVICES PROVIDED

Public Safety Support provides support to all DPS through the following services and strategies:

- Recruit, train, and retain a diverse workforce to deliver excellent public service in specialized job fields
- Ensure safe work environments, manage worker's compensation claims effectively, and provide professional development opportunities
- Administer all benefits to employees
- Investigate allegations of employee misconduct
- Ensure compliance with Americans with Disabilities Act, including reasonable accommodation requests
- Analysis of the department's affirmative action goals and the completion and submission of quarterly, annual, and biannual reports
- Develop and implement the department's Affirmative Action Plan
- Provide communication and outreach to the public, media, stakeholders, and the legislature to deliver life safety information, support transparency, and ensure compliance with the Data Practices Act
- Provide oversight, monitoring, and guidance to properly manage agency wide processes and transactions associated with accounting and budgeting, payroll, procurement, professional/technical and grant contracts, lease coordination, facility management, and asset and inventory management

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Number of Accommodation Requests Granted to comply with state and federal law	Quantity	DPS maintains documentation on requests and responses.	Growing need for accommodations in the workplace. Increase from FY23 to FY24.	In FY24, DPS granted 143 workplace accommodations.
Allegations of Misconduct Investigations through DPS Internal Affairs/Affirmative Action division	Quality	DPS maintains charge documentation, DPS' response, and the final decision by the investigating agency.	Varied.	In FY24, DPS received 9 charges. Five charges were not sustained, and 4 charges are pending.
Protected class discrimination and harassment charges received from state and federal agencies	Quality	Data is collected through compliant and investigative data.	Data tracking began in FY24. DPS has seen an improvement in the average number of days it takes to receive and investigate a complaint.	115 days is the average to complete an investigation.
Number of job audits conducted	Quantity	Internal tracking.	Increase from the previous two-year period.	FY24 = 293 FY23 = 127
Number of vacancies filled	Quantity	Internal tracking.	Consistent with the previous two-year period.	FY24 = 397 FY23 = 360

M.S. Chapter 299A: (<https://www.revisor.mn.gov/statutes/cite/299A>)

Program: Admin and Related Services**Activity: Public Safety Support - Public Safety Officer and Survivor Benefits**

<https://dps.mn.gov/divisions/co/programs/public-safety-officer-benefit-program/Pages/default.aspx>

AT A GLANCE

- DPS has approved 40 requests for benefits totaling over \$6.867 million since fiscal year 2012

PURPOSE AND CONTEXT

The Department of Public Safety provides this benefit to the families of public safety officers who have died in the line of duty to honor their service and sacrifice.

SERVICES PROVIDED

Following completion of the Death Benefit Application and certification by the Commissioner of Public Safety, M.S. 299A.44 (<https://www.revisor.mn.gov/statutes/?id=299A.44>) provides a one-time monetary death benefit to dependents or the estate of public safety officers killed in the line of duty on or after January 1, 1973. Eligibility can be found at M.S. 299A.41 (<https://www.revisor.mn.gov/statutes/?id=299A.41>).

Educational benefits through the Minnesota Office of Higher Education are also available. This benefit is available for dependent children less than 23 years of age (and for children up to 30 years of age with qualifying military service) and the surviving spouse following certification by the Commissioner of Public Safety for the one-time monetary death benefit per M.S. 299A.45 (<https://www.revisor.mn.gov/statutes/?id=299A.45>).

The goal of the benefit is to honor the service of public safety officers who have died in the line of duty and assist with the financial burden of the survivors.

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Number of benefit applications administered	Quantity	Internal tracking.	Between FY2012 and FY2022, the average number of benefits administered was 2.3.	FY23 = 11 FY24 = 6

M.S. 299A.41 through 299A.47 provide the legal authority for the Death Benefit programs and services (<https://www.revisor.mn.gov/statutes/cite/299A>)

Program: Admin and Related Services**Activity: Public Safety Support - Public Safety Officers Continued Healthcare Benefits**

<https://dps.mn.gov/divisions/co/programs/public-safety-officer-benefit-program/Pages/default.aspx>

AT A GLANCE

- DPS provided \$28,358,090 in continued healthcare benefits from fiscal years 2014 to 2024
- Employers apply annually for the continued healthcare benefit

PURPOSE AND CONTEXT

Local units of government, as a public employer, can apply annually by August 1 for the preceding fiscal year to the Commissioner of Public Safety for reimbursement to help defray a portion of the costs associated with continued health insurance coverage as required by law.

SERVICES PROVIDED

The Department of Public Safety (DPS) provides a pro rata share for continued health care coverage to the public employer for each eligible officer or firefighter disabled/killed in the line of duty who meets the eligibility criteria, and qualifying dependents. These funds come from the State of Minnesota's Public Safety Officer's Benefit Account (PSOB). Coverage must continue for the disabled officer or firefighter and, if applicable, the disabled officer's or firefighter's dependents, until the disabled officer or firefighter reaches, or if deceased, would have reached the age of 65. However, coverage for dependents is not continued after the person is no longer a dependent.

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Amount of reimbursements paid.	Quantity	Internal tracking of requests.	See table below. A 2023 session law transferred \$100,000,000 from the general fund into the PSOB account.	See table below.

Fiscal Year	Amount Requested	Amount Reimbursed	Amount not Reimbursed	Percent (%) Reimbursed
2019	\$5,123,572	\$1,367,000	\$3,756,572	26.7%
2020	\$5,905,487	\$1,367,000	\$4,538,487	23.1%
2021	\$6,507,487	\$1,367,000	\$5,140,487	21.0%
2022	\$10,690,618	\$1,367,000	\$9,323,618	12.8%
2023	\$10,574,403	\$1,367,000	\$9,207,403	12.9%
2024	\$14,938,495	\$14,688,090	\$250,405	98.3%

M.S. 299A.465 provides the legal authority for the continued healthcare program and services (<https://www.revisor.mn.gov/statutes/cite/299A.465>)

Program: Admin and Related Services**Activity: Public Safety Support - Soft Body Armor Reimbursement**

<https://dps.mn.gov/divisions/co/programs/public-safety-vest-reimbursement/Pages/default.aspx>

AT A GLANCE

- On average DPS provides 1,500 soft-body reimbursements annually
- Estimated cost per soft-body armor reimbursement for fiscal year 2024 is \$650

PURPOSE AND CONTEXT

The Department of Public Safety (DPS) is required to reimburse local governments and public safety officers for up to one-half the cost of soft-body armor purchases for public safety officers using current resources. In 2023 session law, the legislature revised and expanded the eligibility to public safety officers defined as a “peace officer, firefighter, or qualified emergency medical service provider... certified under 144E.28 and who is actively employed by a Minnesota licensed ambulance service.” (Laws 2023, Chapter 52; M.S. 299A.38).

SERVICES PROVIDED

- The State of Minnesota reimburses public safety officers for half the cost of their soft body armor.
- Local agencies and entities that purchase soft body armor also qualify for reimbursement of up to half of the cost of the purchase.
- Officers do not have to work full-time, but they must have a full-time license to be eligible for reimbursement. Part-time licensed officers are not eligible for reimbursement.
- Reimbursement is for soft body armor only. Tactical ballistic items are not eligible for reimbursement. The program does not reimburse for additional costs including embroidery, alterations, and/or shipping costs.

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Number of vest reimbursements for soft body armor	Quantity	The data is collected in an online database tracking applications received, application status, and amount disbursed.	Applications for reimbursement have increased over time, and the number of applications funded is dependent on the funds available in each fiscal year.	In FY24, 1,785 reimbursement requests were funded. FY23 = 1,285

M.S. 299A.38 (<https://www.revisor.mn.gov/statutes/cite/299A.38>) requires the Department of Public Safety (DPS) to reimburse peace officers and local governments for up to one-half, not to exceed an annually adjusted maximum, for soft-body armor purchases.

Public Safety Support

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	3,168	6,105	6,089	12,575	8,946	8,946	8,386	8,386
2000 - Restrict Misc Special Revenue	1,756	1,300	1,546	1,718	2,114	2,121	2,114	2,121
2001 - Other Misc Special Revenue	1,499	1,621	17,432	25,817	25,099	25,101	25,099	25,101
2700 - Trunk Highway	4,193	4,613	4,578	5,558	5,209	5,209	5,428	5,472
3000 - Federal	1,284	268	269	137	414	414	414	414
3015 - ARP-State Fiscal Recovery		1,000						
Total	11,901	14,908	29,913	45,805	41,782	41,791	41,441	41,494
Biennial Change				48,910		7,855		7,217
Biennial % Change				182		10		10
Governor's Change from Base								(638)
Governor's % Change from Base								(1)
<u>Expenditures by Category</u>								
Compensation	6,663	7,237	8,463	12,056	13,465	13,504	13,124	13,207
Operating Expenses	3,225	5,516	5,111	8,537	4,971	4,941	4,971	4,941
Grants, Aids and Subsidies	2,011	2,132	16,333	25,201	23,335	23,335	23,335	23,335
Other Financial Transaction	1	23	6	11	11	11	11	11
Total	11,901	14,908	29,913	45,805	41,782	41,791	41,441	41,494
Total Agency Expenditures	11,901	14,908	29,913	45,805	41,782	41,791	41,441	41,494
Internal Billing Expenditures	10	12	10	4	4	4	4	4
Expenditures Less Internal Billing	11,890	14,895	29,903	45,801	41,778	41,787	41,437	41,490
<u>Full-Time Equivalents</u>	61.94	67.93	71.46	112.51	112.56	112.56	110.21	110.56

Public Safety Support

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		1,002		2,583				
Direct Appropriation	4,170	5,207	110,051	11,359	10,313	10,313	9,753	9,753
Transfers Out			101,367	1,367	1,367	1,367	1,367	1,367
Cancellations		104	13					
Balance Forward Out	1,002		2,582					
Expenditures	3,168	6,105	6,089	12,575	8,946	8,946	8,386	8,386
Biennial Change in Expenditures				9,391		(772)		(1,892)
Biennial % Change in Expenditures				101		(4)		(10)
Governor's Change from Base								(1,120)
Governor's % Change from Base								(6)
Full-Time Equivalents	5.07	6.16	10.46	30.86	37.00	37.00	33.00	33.00

2000 - Restrict Misc Special Revenue

Balance Forward In	1,086	1,158	1,818	2,247	2,243	1,843	2,243	1,843
Receipts	1,801	1,930	1,975	1,714	1,714	1,721	1,714	1,721
Internal Billing Receipts	1,638	1,775	1,829	1,559	1,559	1,566	1,559	1,566
Balance Forward Out	1,131	1,788	2,247	2,243	1,843	1,443	1,843	1,443
Expenditures	1,756	1,300	1,546	1,718	2,114	2,121	2,114	2,121
Biennial Change in Expenditures				208		971		971
Biennial % Change in Expenditures				7		30		30
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	12.77	12.53	13.38	16.43	14.68	14.68	14.68	14.68

2001 - Other Misc Special Revenue

Balance Forward In	579	629	965	86,959	64,782	43,369	64,782	43,369
Receipts	1,657	2,078	2,297	2,338	2,384	2,386	2,384	2,386
Internal Billing Receipts	46	72	91	70	70	70	70	70
Transfers In			101,367	1,367	1,367	1,367	1,367	1,367
Transfers Out	112	125	239	65	65	65	65	65
Balance Forward Out	625	961	86,958	64,782	43,369	21,956	43,369	21,956
Expenditures	1,499	1,621	17,432	25,817	25,099	25,101	25,099	25,101
Biennial Change in Expenditures				40,129		6,951		6,951

Public Safety Support

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Biennial % Change in Expenditures				1,286		16		16
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	8.80	10.45	12.66	16.93	16.93	16.93	16.93	16.93

2403 - Gift

Balance Forward In	0	0	0			
Receipts	0	0	0			
Balance Forward Out	0	0	0			

2700 - Trunk Highway

Balance Forward In		224		349				
Direct Appropriation	4,391	4,391	4,927	5,209	5,209	5,209	5,428	5,472
Cancellations		1						
Balance Forward Out	198		349					
Expenditures	4,193	4,613	4,578	5,558	5,209	5,209	5,428	5,472
Biennial Change in Expenditures				1,329		282		764
Biennial % Change in Expenditures				15		3		8
Governor's Change from Base								482
Governor's % Change from Base								5
Full-Time Equivalents	34.43	37.85	33.69	46.60	42.27	42.27	43.92	44.27

3000 - Federal

Balance Forward In	6							
Receipts	1,278	268	269	137	414	414	414	414
Expenditures	1,284	268	269	137	414	414	414	414
Biennial Change in Expenditures				(1,147)		422		422
Biennial % Change in Expenditures				(74)		104		104
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.87	0.94	1.27	1.69	1.68	1.68	1.68	1.68

3015 - ARP-State Fiscal Recovery

Public Safety Support

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Direct Appropriation		1,000						
Expenditures		1,000						
Biennial Change in Expenditures				(1,000)		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

Program: Admin and Related Services**Activity: Technology and Support Services (OTSS)**<https://mn.gov/mnit/government/services/exec/>**AT A GLANCE**

- Minnesota IT Services (MNIT) staff provide technology and support services for the department

PURPOSE AND CONTEXT

Minnesota IT Services (MNIT) provides information technology (IT) services to the Department of Public Safety (DPS). MNIT staff support development and maintenance of over 150 DPS applications, update and patch software, and provide security to keep DPS data and systems safe. MNIT works with DPS to evaluate and make IT purchases. Staff are on-call 24/7 to ensure that DPS systems and hardware are operating at peak performance. Access to information systems and applications is monitored, managed, and maintained to keep speed and availability of service, or up time, for critical services at maximum levels.

- Services Provided
- Application development and support
- Web development and maintenance including the DPS websites
- Database services
- Hosting
- IT purchasing and contracting
- Local Area Network (LAN), Wide Area Network (WAN), voice, and computing services
- Coordination with MNIT central offices to support laptops, desktops, and workstation management
- IT security services

RESULTS

The security team monitors activity and addresses any issues. Security tools are effectively blocking access and reducing threats to DPS systems. DPS maintains over 20 public-facing websites. On average, the security systems block approximately 1 million events per month, which equates to roughly 19 security events per minute. These events include geo-blocked activities, Distributed Denial-of-Service (DDoS) attacks, bot attempts, and SQL injection attempts.

M.S. Chapter 299A (<https://www.revisor.mn.gov/statutes/cite/299A>)

Technology and Support Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	1,388	1,386	1,636	1,693	1,684	1,684	1,743	1,743
2700 - Trunk Highway	4,273	5,326	5,064	5,102	5,099	5,099	5,387	5,387
Total	5,661	6,712	6,701	6,795	6,783	6,783	7,130	7,130
Biennial Change				1,123		70		764
Biennial % Change				9		1		6
Governor's Change from Base								694
Governor's % Change from Base								5

Expenditures by Category

Operating Expenses	5,660	6,708	6,701	6,795	6,783	6,783	7,130	7,130
Other Financial Transaction	1	4						
Total	5,661	6,712	6,701	6,795	6,783	6,783	7,130	7,130

Technology and Support Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		1		9				
Direct Appropriation	1,388	1,388	1,645	1,684	1,684	1,684	1,743	1,743
Cancellations		3						
Balance Forward Out	0		9					
Expenditures	1,388	1,386	1,636	1,693	1,684	1,684	1,743	1,743
Biennial Change in Expenditures				555		39		157
Biennial % Change in Expenditures				20		1		5
Governor's Change from Base								118
Governor's % Change from Base								4

2700 - Trunk Highway

Balance Forward In		718		3				
Direct Appropriation	4,911	4,911	5,067	5,099	5,099	5,099	5,387	5,387
Cancellations		303						
Balance Forward Out	638		3					
Expenditures	4,273	5,326	5,064	5,102	5,099	5,099	5,387	5,387
Biennial Change in Expenditures				568		32		608
Biennial % Change in Expenditures				6		0		6
Governor's Change from Base								576
Governor's % Change from Base								6

Program: State Patrol**Activity: Patrolling Highways**<https://dps.mn.gov/divisions/msp>**AT A GLANCE**

- Workforce: 734 employees, of which 654 are sworn officers
- More than 615,000 enforcement contacts annually
- More than 23,000 crashes investigated annually
- More than 5,600 impaired driving arrests annually
- More than 17,400,000 miles traveled by State Troopers annually
- More than 63,000 assists to the public annually
- More than 20,000 assists to local law enforcement annually
- More than 55,000 driving complaints on motorists received annually from the public

PURPOSE AND CONTEXT

The Minnesota State Patrol (MSP) enforces 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 our residents through enforcement, education, and assistance.

SERVICES PROVIDED

The Minnesota State Patrol's primary role is the enforcement of laws regulating the use of Minnesota's highways with special emphasis on removing impaired drivers, encouraging seat belt use, ensuring safe speeds, and enforcing distracted driving laws, including Minnesota's hands-free cell phone law. MSP works closely with allied agencies to increase public safety in the state by providing law enforcement services.

RESULTS**In addition to traditional traffic law enforcement, troopers:**

- Investigate motor vehicle crashes
- Provide lifesaving first aid at crash scenes
- Assist stranded motorists
- Educate the public on traffic safety issues
- Partner with stakeholders to increase traffic safety awareness
- Provide aviation law enforcement services
- Investigate motor vehicle title and dealer law crimes
- Assist local and federal law enforcement agencies
- Provide prevention and response capabilities for protests and other tactical situations

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Enforcement contacts with the public. Includes the total number of enforcement actions taken (warnings, citations, and arrests) in all categories such as moving violations, driving while impaired, equipment, registration, commercial vehicles, controlled substances, seatbelts, etc.	Quantity	Minnesota State Patrol Activity Reporting System; input by troopers at the time the enforcement action takes place.	FY20 = 556,234 FY21 = 517,234 FY22 = 542,194 FY23 = 615,254	FY24 = 629,447 This reflects a 12% increase from FY20 to FY24.
Number of impaired driving arrests. Includes all levels of arrests for DWI and Criminal Vehicular Operation/Homicide.	Quantity	Minnesota State Patrol Activity Reporting System; input by troopers at the time the arrest takes place.	FY20 = 4,861 FY21 = 4,497 FY22 = 4,966 FY23 = 5,617	FY24 = 5,771 This reflects a 16% increase from FY20 to FY24.
Number of distracted driving violations. Includes all violations (warnings and citations) of distracted driving to include hands-free enforcement numbers.	Quantity	Minnesota State Patrol Activity Reporting System; input by troopers at the time the enforcement action takes place.	FY20 = 38,536 FY21 = 31,591 FY22 = 34,870 FY23 = 41,302	FY24 = 48,338 This reflects a 20% increase from FY20 to FY24.
Percentage of seatbelt compliance	Quality	Minnesota Office of Traffic Safety	FY20 = 93.4% FY21 = 92.4% FY22 = 93.3%	FY23 = 94.2%
Number of fatal crashes per 100 million miles traveled	Result	Minnesota Office of Traffic Safety	FY20 = 0.72 FY21 = 0.79 FY22 = 0.73	FY23 = 0.64
Percentage of fatal crashes involving impairment	Result	Minnesota Office of Traffic Safety	FY20 = 34% FY21 = 28% FY22 = 32.3%	FY23 = 27.1%
Number of public presentations and community events conducted.	Quantity	State patrol districts	FY22 = 557 presentations; approx. total audience size of 60,232	FY23 = 710 presentations; approx. total audience size of 87,142
Number and hours of Minnesota State Patrol Aviation Unit Missions and Searches	Quantity	Internal record keeping and employee reports from the MSP Flight Section.	FY23 = 929 Traffic Details; 422.2 hours dedicated to search & rescue missions	FY23 is the most recent data.

The State Patrol's legal authority is found in M.S. Chapter 299D (<https://www.revisor.mn.gov/statutes/?id=299D>)

Patrolling Highways

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	12	62	93	331	37	37	37	37
2000 - Restrict Misc Special Revenue	8,190	12,435	6,248	8,467	7,132	7,139	7,132	7,139
2001 - Other Misc Special Revenue	891	748	3,883	4,052	4,152	4,142	4,152	4,142
2403 - Gift	13							
2700 - Trunk Highway	119,984	126,239	146,746	158,195	143,820	143,820	195,397	197,344
2710 - Highway Users Tax Distribution	1,057	1,192	1,121	1,593	1,378	1,378	1,382	1,395
3000 - Federal	1,507	1,992	1,797	1,121	1,146	1,148	1,146	1,148
3015 - ARP-State Fiscal Recovery	1,160	1,963						
4900 - 911 Emergency	1,136	2,798						
Total	133,949	147,429	159,887	173,759	157,665	157,664	209,246	211,205
Biennial Change				52,268		(18,317)		86,805
Biennial % Change				19		(5)		26
Governor's Change from Base								105,122
Governor's % Change from Base								33

Expenditures by Category

Compensation	102,080	105,602	110,705	125,135	125,949	128,291	128,371	132,854
Operating Expenses	25,023	31,185	32,720	40,065	27,228	24,885	27,874	25,350
Grants, Aids and Subsidies	0	4	5					
Capital Outlay-Real Property	5,076	8,328	13,840	4,001	3,800	3,800	52,313	52,313
Other Financial Transaction	1,771	2,310	2,617	4,558	688	688	688	688
Total	133,949	147,429	159,887	173,759	157,665	157,664	209,246	211,205

Total Agency Expenditures	133,949	147,429	159,887	173,759	157,665	157,664	209,246	211,205
Internal Billing Expenditures	109	147	123	42	42	42	42	42
Expenditures Less Internal Billing	133,840	147,282	159,764	173,717	157,623	157,622	209,204	211,163

Full-Time Equivalents

709.47	766.14	733.77	765.08	736.22	736.15	751.27	764.83
---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------

Patrolling Highways

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		25		294				
Direct Appropriation	37	37	387	37	37	37	37	37
Balance Forward Out	25		294					
Expenditures	12	62	93	331	37	37	37	37
Biennial Change in Expenditures				350		(350)		(350)
Biennial % Change in Expenditures				473		(83)		(83)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.87							

2000 - Restrict Misc Special Revenue

Balance Forward In	12,328	15,128	11,610	13,229	12,275	12,666	12,275	12,666
Receipts	8,501	8,011	7,569	7,212	7,212	7,212	7,212	7,212
Transfers In	288	294	309	311	311	311	311	311
Transfers Out	75	61	12	10				
Balance Forward Out	12,853	10,936	13,229	12,275	12,666	13,050	12,666	13,050
Expenditures	8,190	12,435	6,248	8,467	7,132	7,139	7,132	7,139
Biennial Change in Expenditures				(5,910)		(444)		(444)
Biennial % Change in Expenditures				(29)		(3)		(3)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	11.71	15.84	13.45	2.70	2.70	2.70	2.70	2.70

2001 - Other Misc Special Revenue

Balance Forward In	2,053	2,539	5,876	6,313	6,872	7,347	6,872	7,347
Receipts	1,311	1,214	4,321	4,611	4,627	4,639	4,627	4,639
Transfers In		1,989						
Balance Forward Out	2,474	4,994	6,314	6,872	7,347	7,844	7,347	7,844
Expenditures	891	748	3,883	4,052	4,152	4,142	4,152	4,142
Biennial Change in Expenditures				6,297		359		359
Biennial % Change in Expenditures				384		5		5
Governor's Change from Base								0
Governor's % Change from Base								0

Patrolling Highways

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Full-Time Equivalents	4.93	7.01	13.45	11.55	11.51	11.51	11.51	11.51

2403 - Gift

Balance Forward In	20	7	7	60	70	81	70	81
Receipts	0	0	53	10	11	12	11	12
Balance Forward Out	7	7	60	70	81	93	81	93
Expenditures	13							
Biennial Change in Expenditures				(13)		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

2700 - Trunk Highway

Balance Forward In	6,950	14,429	1,980	14,428	73	93	73	93
Direct Appropriation	126,243	128,252	159,722	143,820	143,820	143,820	195,397	197,344
Receipts	6	4	6	20	20	20	20	20
Cancellations	137	14,467	535					
Balance Forward Out	13,078	1,980	14,427	73	93	113	93	113
Expenditures	119,984	126,239	146,746	158,195	143,820	143,820	195,397	197,344
Biennial Change in Expenditures				58,718		(17,301)		87,800
Biennial % Change in Expenditures				24		(6)		29
Governor's Change from Base								105,101
Governor's % Change from Base								37
Full-Time Equivalents	673.48	720.22	692.65	740.29	711.48	711.48	726.51	740.07

2710 - Highway Users Tax Distribution

Balance Forward In	59	130	101	215				
Direct Appropriation	1,129	1,192	1,336	1,378	1,378	1,378	1,382	1,395
Cancellations	6	29	101					
Balance Forward Out	125	101	215					
Expenditures	1,057	1,192	1,121	1,593	1,378	1,378	1,382	1,395
Biennial Change in Expenditures				464		42		63
Biennial % Change in Expenditures				21		2		2

Patrolling Highways

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Governor's Change from Base								21
Governor's % Change from Base								1
Full-Time Equivalents	6.09	6.16	6.07	6.00	5.98	5.91	6.00	6.00

3000 - Federal

Balance Forward In	272	286	344	359	360	361	360	361
Receipts	1,511	2,050	1,812	1,122	1,147	1,149	1,147	1,149
Balance Forward Out	275	344	359	360	361	362	361	362
Expenditures	1,507	1,992	1,797	1,121	1,146	1,148	1,146	1,148
Biennial Change in Expenditures				(582)		(624)		(624)
Biennial % Change in Expenditures				(17)		(21)		(21)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	6.23	9.09	7.95	4.54	4.55	4.55	4.55	4.55

3015 - ARP-State Fiscal Recovery

Balance Forward In		913						
Direct Appropriation	2,073	1,132						
Cancellations		82						
Balance Forward Out	913							
Expenditures	1,160	1,963						
Biennial Change in Expenditures				(3,124)		0		0
Biennial % Change in Expenditures				(100)				
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	0.14	1.79	0.07					

4900 - 911 Emergency

Balance Forward In	1,377	2,583						
Receipts	2,097	2,204						
Transfers Out		1,989						
Balance Forward Out	2,338							
Expenditures	1,136	2,798						

Patrolling Highways

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Biennial Change in Expenditures				(3,934)		0		0
Biennial % Change in Expenditures				(100)				
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	6.02	6.03	0.13					

Program: State Patrol**Activity: Commercial Vehicle Enforcement**<https://dps.mn.gov/divisions/msp/commercial-vehicles>**AT A GLANCE**

- Workforce: 110 employees
- More than 35,000 commercial motor vehicle and driver safety inspections annually
- Over 25,000 school bus safety inspections annually
- 2,147 reportable commercial motor vehicle crashes with 65 fatalities in FY24
- Over 2,000 commercial motor vehicle drivers placed out of service annually
- Over 6,000 commercial motor vehicles placed out of service annually
- Approximately 300 outreach presentations to the industry annually (e.g., Farmfest, Minnesota Trucking Association, Minnesota School Bus associations, private carriers, other government entities)
- More than 1.3 million commercial motor vehicles weighed annually

PURPOSE AND CONTEXT

The State Patrol Commercial Vehicle Enforcement Section enforces laws regulating the operation and movement of commercial motor vehicles. The goal is to reduce the number of commercial vehicle crashes through enforcement and education, as well as reduce damage to roadways caused by overweight vehicles. There are no other law enforcement agencies dedicated to this type of enforcement for the State of Minnesota.

SERVICES PROVIDED

Enforcement of state and federal laws regulating the size, weight, and operation of commercial motor vehicles includes the following services:

- Staff nine fixed-site weigh stations to ensure compliance with roadway weight limits
- Provide mobile enforcement through random patrols and planned saturations
- Inspect school buses and other passenger-carrying vehicles at fixed sites and during saturations
- Conduct traffic enforcement on passenger cars operating unsafely around commercial vehicles
- Provide training to other agencies and private industry on safe commercial vehicle operation and maintenance
- Develop, administer, and audit the Mandatory Inspection Program to prevent operation of unsafe vehicles
- Enforce laws related to the prohibited use of non-taxed, red-dyed fuel
- Provide industry and stakeholder education aimed at voluntary compliance
- Community engagement at industry events such as Farmfest, Minnesota Crop Production Association, Iron Agriculture show, Minnesota Timber Producers Association, and the Minnesota Trucking Association Truck Driving Championship
- Assist all law enforcement agencies with crash investigations involving commercial motor vehicles

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Number of commercial motor vehicle and driver inspections	Quantity	SafetyNet (a Federal Database storing commercial vehicle inspections)	FY23 = 31,380	FY24 = 35,441 12% increase from FY23 due to added personnel and additional requirements.
Number of school bus safety inspections	Quantity	SafetyNet	FY23 = 24,476	FY24 = 25,086 2.5% increase from FY23 due to additional annual school bus inspection requirements.
Number of pounds for overweight commercial vehicles detected through civil weight enforcement	Quantity	SafeSpect Inspection Software, as well as weekly reports and internal activity systems.	FY23 = 29,262,790	FY24 = 14,996,179 Decrease from FY23 due to hiring a vacancy and training a new coordinator.
Traffic stops on passenger cars near commercial vehicles	Quantity	Weekly reports and internal activity systems.	FY23 = 3,844	FY24 = 4,094 Consistent since FY21.
Percentage of inspected commercial vehicles put out-of-service	Quality	SafetyNet	FY23 = 17.8%	FY24 = 17.9%
Percentage of inspected commercial vehicle drivers put out-of-service	Quality	SafetyNet	FY23 = 7.9%	FY24 = 5.2%

The Minnesota State Patrol's Commercial Vehicle Enforcement Division's legal authority is found in:

M.S. 299D.03 (<https://www.revisor.mn.gov/statutes/?id=299D.03>)

M.S. 299D.06 (<https://www.revisor.mn.gov/statutes/?id=299D.06>)

Commercial Vehicle Enforcement

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

2700 - Trunk Highway	8,654	14,010	11,058	22,811	18,423	18,423	18,861	18,861
3000 - Federal	8,498	9,236	12,884	10,665	11,084	11,084	11,084	11,084
Total	17,152	23,247	23,942	33,476	29,507	29,507	29,945	29,945
Biennial Change				17,020		1,596		2,472
Biennial % Change				42		3		4
Governor's Change from Base								876
Governor's % Change from Base								1

Expenditures by Category

Compensation	12,814	13,465	15,689	24,872	22,716	22,716	23,154	23,154
Operating Expenses	2,863	5,565	4,850	4,428	3,901	3,901	3,901	3,901
Grants, Aids and Subsidies	1,090	1,298	1,614	2,323	2,323	2,323	2,323	2,323
Capital Outlay-Real Property	347	2,694	1,630	1,367	567	567	567	567
Other Financial Transaction	38	225	159	486				
Total	17,152	23,247	23,942	33,476	29,507	29,507	29,945	29,945

Total Agency Expenditures	17,152	23,247	23,942	33,476	29,507	29,507	29,945	29,945
Internal Billing Expenditures	589	485	651	574	594	594	594	594
Expenditures Less Internal Billing	16,563	22,762	23,291	32,902	28,913	28,913	29,351	29,351

Full-Time Equivalents

	92.34	103.03	109.98	96.09	106.38	108.03	108.44	110.09
--	-------	--------	--------	-------	--------	--------	--------	--------

Commercial Vehicle Enforcement

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
2700 - Trunk Highway								
Balance Forward In	525	3,340		4,388				
Direct Appropriation	11,339	10,926	15,446	18,423	18,423	18,423	18,861	18,861
Cancellations	4	256						
Balance Forward Out	3,206		4,388					
Expenditures	8,654	14,010	11,058	22,811	18,423	18,423	18,861	18,861
Biennial Change in Expenditures			11,205		2,977		3,853	
Biennial % Change in Expenditures			49		9		11	
Governor's Change from Base							876	
Governor's % Change from Base							2	
Full-Time Equivalents	50.80	62.57	54.43	74.08	78.69	80.34	80.75	82.40

3000 - Federal

Receipts	8,498	9,236	12,884	10,665	11,084	11,084	11,084	11,084
Expenditures	8,498	9,236	12,884	10,665	11,084	11,084	11,084	11,084
Biennial Change in Expenditures				5,815		(1,381)		(1,381)
Biennial % Change in Expenditures				33		(6)		(6)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	41.54	40.46	55.55	22.01	27.69	27.69	27.69	27.69

Program: State Patrol**Activity: Capitol Complex Security**<https://dps.mn.gov/divisions/msp/>**AT A GLANCE**

- Workforce: 98 employees
- Assists to the public: 5,967 annually
- Security checks completed: 23,600 annually
- Employees on the Capitol Complex: 14,000 annually
- Visitors to the Capitol Complex: More than one million annually
- More than 500 permitted special events on the Capitol Complex annually

PURPOSE AND CONTEXT

The State Patrol Capitol Security section provides law enforcement, safety, and security services for the entire State Capitol Complex, as well as executive protection of the Governor and the Governor's residence.

SERVICES PROVIDED

In addition to an overall law enforcement and security presence, the following services are provided:

- State troopers patrol and provide security on the capitol complex
- State troopers provide dedicated security for the House and Senate Chambers during the legislative session as well as the Minnesota Judicial Center (MJC)
- State troopers and capitol security officers provide security along with the State Patrol Mobile Response Team for protest activities
- Capitol Security officers provide patrols, fixed site security, parking enforcement, and employee/visitor security escorts
- State troopers protect the Governor and other dignitaries, as well as the Governor's residence
- Capitol Security officers and state troopers respond to alarms, medical calls, disturbances, and other police calls for service
- The communications center answers calls from the public, dispatches officers and troopers, and monitors 1,016 security cameras, 377 emergency intercoms, and 105,017 environmental, fire, and security alarm points 24 hours per day, 365 days per year
- The capitol security section manages approximately 13,400 access key cards

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Number of environmental, fire, and security monitoring points	Quantity	MNIT Services	FY23 = 100,850	FY24 = 105,107 The 4% increase from FY23 is due to the implementation of additional integrated security software.
Assists to the public	Quantity	Internal dispatch systems	FY23 = 8,097	FY24 = 5,967
Number of Sworn Troopers assigned to the Capitol	Quantity	Personnel Records	FY23 = 16	FY24 = 16
Number of sustained external complaints investigated by internal affairs because of security contacts.	Quality	Internal Affairs records	FY23 = 0	FY24 = 0
Reported thefts of property or vehicles on the Capitol Complex	Quality	Internal dispatch systems	FY23 = 19	FY24 = 22
Reported robberies on the Capitol Complex	Quality	Internal dispatch systems	FY23 = 1	FY24 = 0

The State Patrol Capitol Complex Security's legal authority is found in M.S. 299E.01 (<https://www.revisor.mn.gov/statutes/?id=299E.01>)

Capitol Complex Security

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	12,538	15,132	15,219	22,674	19,243	19,243	19,243	19,243
2000 - Restrict Misc Special Revenue	44	51	68	61	61	61	61	61
2001 - Other Misc Special Revenue		21	48	41	41	41	41	41
Total	12,582	15,204	15,335	22,776	19,345	19,345	19,345	19,345
Biennial Change				10,325		579		579
Biennial % Change				37		2		2
Governor's Change from Base								0
Governor's % Change from Base								0

Expenditures by Category

Compensation	10,699	11,319	11,724	15,517	17,312	17,385	17,312	17,385
Operating Expenses	1,654	2,886	3,199	6,459	1,633	1,660	1,633	1,660
Capital Outlay-Real Property	90	664	371	500	200	200	200	200
Other Financial Transaction	140	334	41	300	200	100	200	100
Total	12,582	15,204	15,335	22,776	19,345	19,345	19,345	19,345

Full-Time Equivalents

102.48	107.53	98.40	138.08	133.56	131.50	133.56	131.50
---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------

Capitol Complex Security

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In	230	10,589		3,447				
Direct Appropriation	21,609	17,131	18,666	19,227	19,243	19,243	19,243	19,243
Cancellations	0	12,587						
Balance Forward Out	9,301		3,447					
Expenditures	12,538	15,132	15,219	22,674	19,243	19,243	19,243	19,243
Biennial Change in Expenditures				10,222		593		593
Biennial % Change in Expenditures				37		2		2
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	101.73	106.84	97.58	138.04	133.56	131.50	133.56	131.50

2000 - Restrict Misc Special Revenue

Balance Forward In	89	86	89	80	47	36	47	36
Receipts	41	54	59	28	50	50	50	50
Balance Forward Out	86	89	80	47	36	25	36	25
Expenditures	44	51	68	61	61	61	61	61
Biennial Change in Expenditures				34		(7)		(7)
Biennial % Change in Expenditures				35		(5)		(5)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.39	0.45	0.49	0.03				

2001 - Other Misc Special Revenue

Balance Forward In	520	563	583	587	590	593	590	593
Receipts	42	40	52	44	44	44	44	44
Balance Forward Out	562	582	587	590	593	596	593	596
Expenditures	21	48	41	41	41	41	41	41
Biennial Change in Expenditures				69		(7)		(7)
Biennial % Change in Expenditures						(8)		(8)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.36	0.24	0.33	0.01				

Program: Driver and Vehicle Services (DVS)**Activity: Vehicle Services Division**
<https://dps.mn.gov/divisions/dvs/>
AT A GLANCE

- Workforce: 156 employees
- FY24 revenue collected: \$1.8 billion that funds a variety of state services and programs
- Process 1.5 million vehicle titles and 6.5 million vehicle registrations annually
- Support 3,509 auto dealers and 169 deputy registrar offices across the state
- Primary customers: motor vehicle owners, deputy registrars, auto dealers, in- and out-of-state commercial carriers, financial institutions, and state and local public service agencies

PURPOSE AND CONTEXT

The Vehicle Services section of the Driver and Vehicle Services (DVS) division maintains the integrity of the Minnesota motor vehicle title issuance process and the vehicle registration process to ensure accuracy and security, prevent fraud, and protect public safety. DVS ensures the proper collection of fees and taxes that support the state's transportation system and other state programs. Vehicle Services supports large and small communities throughout the state. Customers receive vehicle support services through a variety of ways, including in-person at Town Square in St. Paul, online, mail, and via 169 public and private Deputy Registrar offices located throughout the state.

SERVICES PROVIDED

- Issue license plates to make roadways safer through improved accuracy, readability, and reflectivity
- Issue certificates of title to provide evidence of ownership, mileage, and the existence of security interests and brands to protect consumers and financial institutions
- Collect revenue and perform audits to ensure the correct payment of taxes and fees – the state uses this revenue to improve highway safety and roadway standards
- Regulate 3,509 auto dealers and 169 deputy registrars and ensure that the correct payment of taxes and fees are received to protect consumers

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Vehicle titles issued	Quantity	MNDRIVE	Consistent with last year	FY24 = 1,524,263
Vehicle registrations issued	Quantity	MNDRIVE	Slight increase from last year	FY24 = 6,455,048
Vehicle plates produced and distributed by MINNCOR	Quantity	MINNCOR	Double plates have decreased by just under 7% since FY22 but single plates have increased about 9%	FY24 = 1,228,508

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Vehicle plates issued	Quantity	MNDRIVE	Down by approximately 1 million plates from FY23 (3,433,885 issued in FY23)	FY24 = 2,425,204
Disability parking certificates issued	Quantity	MNDRIVE	Fluctuates, down from FY23 but up from FY22	FY24 = 172,250
Vehicle inspections performed	Quantity	MNDRIVE	Continues to increase as more sites are opened	FY24 = 24,791
Dealer inspections performed	Quantity	MNDRIVE	Slightly lower than prior year	FY24 = 1,157
International Registration Plan (IRP) & International Fuel Tax Agreement (IFTA) account audits performed	Quantity	IRP IFTA database	The agreement requires 3 percent of accounts are audited. Audits are up from the prior year, but the number performed can fluctuate based on the number of accounts.	FY24 = 181

The legal authority for the Vehicle Services Division of DVS is found in Minnesota Statutes:

Chapter 168 Vehicle Registration, Taxation, Sale (<https://www.revisor.mn.gov/statutes/cite/168>)

Chapter 168A Vehicle Titles (<https://www.revisor.mn.gov/statutes/cite/168A>)

Chapter 168B Abandoned Motor Vehicles (<https://www.revisor.mn.gov/statutes/cite/168B>)

Chapter 221 Motor Carriers (<https://www.revisor.mn.gov/statutes/cite/221>)

Chapter 297B Sales Tax on Motor Vehicles (<https://www.revisor.mn.gov/statutes/cite/297B>)

Vehicle Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
--	----------------	----------------	----------------	------------------	----------------------------	--	---	--

Expenditures by Fund

1000 - General	4,481		6,000	133				
2000 - Restrict Misc Special Revenue	35,601	35,362	38,974	59,511	51,562	51,562	56,388	58,082
2403 - Gift	0	0						
2710 - Highway Users Tax Distribution	686							
3000 - Federal				100				
Total	40,768	35,362	44,974	59,744	51,562	51,562	56,388	58,082
Biennial Change				28,588		(1,594)		9,752
Biennial % Change				38		(2)		9
Governor's Change from Base								11,346
Governor's % Change from Base								11

Expenditures by Category

Compensation	13,546	12,064	13,477	18,174	18,748	19,351	18,748	19,351
Operating Expenses	26,981	22,853	30,135	40,267	31,512	30,909	36,338	37,429
Other Financial Transaction	241	445	1,362	1,303	1,302	1,302	1,302	1,302
Total	40,768	35,362	44,974	59,744	51,562	51,562	56,388	58,082

Full-Time Equivalents

185.07	157.54	156.05	206.01	202.39	202.37	202.39	202.37
---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------

Vehicle Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In	10,704							
Direct Appropriation			6,000	133	0	0	0	0
Cancellations	6,223							
Expenditures	4,481		6,000	133				
Biennial Change in Expenditures				1,652		(6,133)		(6,133)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	6.33	0.02						

2000 - Restrict Misc Special Revenue

Balance Forward In	560	6,015	932	8,744	1,039	1,183	1,039	1,183
Direct Appropriation	36,732	27,299	28,283	28,837	28,737	28,737	31,868	31,868
Open Appropriation	3,925	16,080	17,206	21,500	21,500	21,500	23,195	24,889
Receipts	1,508	1,717	2,587	2,557	2,557	2,557	2,557	2,557
Transfers In	145	161	165	165	165	165	165	165
Transfers Out	1,253	1,087	1,456	1,253	1,253	1,253	1,253	1,253
Cancellations	199	13,891						
Balance Forward Out	5,819	932	8,744	1,039	1,183	1,327	1,183	1,327
Expenditures	35,601	35,362	38,974	59,511	51,562	51,562	56,388	58,082
Biennial Change in Expenditures				27,522		4,639		15,985
Biennial % Change in Expenditures				39		5		16
Governor's Change from Base								11,346
Governor's % Change from Base								11
Full-Time Equivalents	178.74	157.52	156.05	206.01	202.39	202.37	202.39	202.37

2403 - Gift

Balance Forward In	0	0						
Receipts	28	30	35	25	25	25	25	25
Transfers Out	28	30	35	25	25	25	25	25
Balance Forward Out	0							
Expenditures	0	0						
Biennial Change in Expenditures				0		0		0

Vehicle Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Biennial % Change in Expenditures				(100)				
Governor's Change from Base								0
Governor's % Change from Base								

2710 - Highway Users Tax Distribution

Direct Appropriation	686							
Expenditures	686							
Biennial Change in Expenditures				(686)		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

3000 - Federal

Receipts				100				
Expenditures				100				
Biennial Change in Expenditures				100		(100)		(100)
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

Program: Driver and Vehicle Services (DVS)**Activity: Driver Services**
<https://dps.mn.gov/divisions/dvs/>
AT A GLANCE

- Workforce: 302 employees
- Credentials: process 1.8 million driver's license cards and 175,490 identification (ID) cards annually
- Testing: conduct 631,636 driver's license knowledge and skills exams annually
- Driving privilege sanctions:
 - Suspended, canceled, or revoked driving privileges of 115,049 drivers
 - 23,080 participants are currently enrolled in the Ignition Interlock Device Program
- Primary customers include Minnesota residents, driver's license agents, Minnesota courts, motor carriers, driver education programs, and CDL driving schools

PURPOSE AND CONTEXT

The Driver Services section of the Driver and Vehicle Services (DVS) division maintains the integrity of Minnesota driver licenses (DL), and the identification (ID) issuance process to ensure accuracy and security, prevent fraud, and protect public safety. DVS ensures the proper collection of fees and taxes that support the state's transportation system and other state programs designed to protect the safety of the public. DVS also tests drivers' knowledge of the laws of Minnesota roadways by administering driver knowledge and skill exams.

SERVICES PROVIDED

- Issue DLs and IDs after verification of identity and residency to ensure one person, one credential, and compliance with state and federal laws
- Administer driver knowledge and skills exams to measure the competence of drivers
- Deny or withdraw driving privileges from those drivers who do not qualify or violate the law
- Regulate 138 full-service DL agents and 59 limited-service DL agents to ensure that the correct documents and fees are received to protect consumers

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Total DL cards issued by type: <ul style="list-style-type: none"> • Standard • Real • Enhanced 	Quantity	MNDRIVE	Increase from prior years, mostly in Real ID and Enhanced credentials	1,765,335 (FY24 total) <ul style="list-style-type: none"> • 1,132,181 - standard • 396,694 - real • 236,460 - enhanced
ID cards issued	Quantity	MNDRIVE	Increase from prior years due to DL For All Initiative	FY24 = 175,490

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Driver Testing - written, road, and commercial. By type: <ul style="list-style-type: none"> • Class D knowledge • Class D skills (road test) • Commercial knowledge • Commercial pre-trip and skills (road test) • Motorcycle knowledge • Motorcycle skills (road test) • Fringe knowledge & skills tests (moped, etc.) 	Quantity	MNDRIVE	Fluctuates year to year, up from prior year data.	FY24 = 631,636 (total) <ul style="list-style-type: none"> • 329,663 Class D knowledge • 157,639 Class D skills (road test) • 86,874 Commercial knowledge • 32,241 Commercial pre-trip and skills (road test) • 18,150 motorcycle knowledge • 6,366 motorcycle skills (road test) • 703 other knowledge and road tests (ex: moped, etc.)
Total participants in Ignition Interlock Device Program <ul style="list-style-type: none"> • Number of new participants enrolled • Number of participant completions 	Quantity	MNDRIVE SQR	Slightly lower new enrollment but completions are steady	FY24 = 23,080 (total) <ul style="list-style-type: none"> • 10,580 - new enrollments • 5,435 - participant completions

The legal authority for the Driver Services Division of DVS comes from the following Minnesota Statutes:

Chapter 65B Vehicle Insurance (<https://www.revisor.mn.gov/statutes/cite/65B>)

Chapter 169 Traffic Regulations (<https://www.revisor.mn.gov/statutes/cite/169>)

Chapter 171 Drivers' Licenses and Training Schools (<https://www.revisor.mn.gov/statutes/cite/171>)

Chapter 221 Motor Carriers (<https://www.revisor.mn.gov/statutes/cite/221>)

Driver Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
2000 - Restrict Misc Special Revenue	38,663	38,863	38,399	53,555	47,210	47,211	47,675	47,354
3000 - Federal	468	617	416	1,587	1,850	1,850	1,850	1,850
Total	39,132	39,480	38,814	55,142	49,060	49,061	49,525	49,204
Biennial Change				15,344		4,165		4,773
Biennial % Change				20		4		5
Governor's Change from Base								608
Governor's % Change from Base								1
<u>Expenditures by Category</u>								
Compensation	24,738	24,001	24,348	30,674	30,805	31,632	30,945	31,765
Operating Expenses	14,388	14,879	14,415	24,342	18,255	17,429	18,580	17,439
Grants, Aids and Subsidies			24					
Capital Outlay-Real Property		177	0	126				
Other Financial Transaction	5	424	28					
Total	39,132	39,480	38,814	55,142	49,060	49,061	49,525	49,204
Total Agency Expenditures	39,132	39,480	38,814	55,142	49,060	49,061	49,525	49,204
Internal Billing Expenditures	34	31	25	6	17	6	17	6
Expenditures Less Internal Billing	39,098	39,449	38,790	55,136	49,043	49,055	49,508	49,198
<i>Full-Time Equivalents</i>	336.13	327.96	301.48	361.86	371.34	371.34	372.34	372.34

Driver Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
2000 - Restrict Misc Special Revenue								
Balance Forward In	1,612	10,523	2,065	8,064	2,688	2,963	2,688	2,963
Direct Appropriation	45,285	40,074	44,068	47,816	47,122	47,122	47,587	47,265
Receipts	10,443	10,605	11,126	11,126	11,126	11,126	11,126	11,126
Transfers In	282	289	362	363	363	363	363	363
Transfers Out	10,437	10,574	11,159	11,126	11,126	11,126	11,126	11,126
Cancellations		9,963						
Balance Forward Out	8,522	2,090	8,064	2,688	2,963	3,237	2,963	3,237
Expenditures	38,663	38,863	38,399	53,555	47,210	47,211	47,675	47,354
Biennial Change in Expenditures				14,427		2,467		3,075
Biennial % Change in Expenditures				19		3		3
Governor's Change from Base								608
Governor's % Change from Base								1
Full-Time Equivalents	331.13	323.40	298.20	357.86	367.34	367.34	368.34	368.34

3000 - Federal

Receipts	468	617	416	1,587	1,850	1,850	1,850	1,850
Expenditures	468	617	416	1,587	1,850	1,850	1,850	1,850
Biennial Change in Expenditures				917		1,697		1,697
Biennial % Change in Expenditures				84		85		85
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	5.00	4.56	3.28	4.00	4.00	4.00	4.00	4.00

Program: Driver and Vehicle Services (DVS)**Activity: Support Services**
<https://dps.mn.gov/divisions/dvs/>
AT A GLANCE

- Workforce: 89 employees
- FY24 Total Calls Received: 1.5 million
- FY24 Emails Resolved: 197,402 completed
- Primary customers include DVS business partners (including deputy registrar offices), DVS exam and inspection stations, law enforcement, Minnesota courts, Minnesota auto dealers, DMV offices from other states

PURPOSE AND CONTEXT

The Support Services section of the Driver and Vehicle Services (DVS) division provides support and assistance to customers and DVS business partners. Support is provided through a variety of means including via phone and email through the DVS Public Information Center (PIC). The DVS PIC is one of the largest call centers in the state of Minnesota. It provides service to the public, deputy registrars, and law enforcement through 21 phone lines, email, and online service channels. The Support Services section also handles millions of pieces of incoming and outgoing mail, fulfills record requests, and audits MNDRIVE data users to ensure compliance with federal and state data privacy laws.

SERVICES PROVIDED

- Answer inquiries and assists Minnesotans, stakeholders, and business partners
- Provide copies of DVS records in accordance with state and federal data privacy laws
- Process refunds for customers
- Ensure compliance with records retention policies
- Manage access to DVS data through online applications and auditing users
- Prepare, scan, index, and verify driver license and motor vehicle documents and images
- Perform mailroom and print room tasks

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Total Calls Received (Mon-Fri, holidays excluded)	Quantity	Cisco Unified Intelligence Center (CUIC) tracking and reports.	Consistent with last year.	FY24 = 1,490,224
Total Emails Resolved	Quantity	EGain software tracking and reports.	Increase over last year.	FY24 = 197,402 completed
Audit requests completed	Quantity	Weekly Unit Tracking Report	Decrease over last year due to staffing.	FY24 = 484

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Business partner trainings completed	Quantity	Tracked by DVS Training Department as sessions are offered to Deputy Registrars (DR) and Dealers	Participation in training sessions has increased from prior years.	FY24 = 144 sessions offered, totaling 192 hours with a total of 10,722 DRs and Dealers attending <ul style="list-style-type: none"> 8,092 Deputy Registrars 2,630 Dealers
Record requests fulfilled	Quantity	MNDRIVE	Requests have decreased due to deputy registrars being able to run requests	FY24 = 34,202
Incoming mail pieces processed	Quantity	Internal tracking	Incoming mail volume is decreasing	FY24 = 674,848
Outgoing mail pieces processed	Quantity	Internal tracking	Outgoing mail volume is decreasing.	FY24 = 2,549,031

he legal authority for DVS is found in Minnesota Statutes:

Chapter 168 Vehicle Registration, Taxation, Sale (<https://www.revisor.mn.gov/statutes/cite/168>)

Chapter 168A Vehicle Titles (<https://www.revisor.mn.gov/statutes/cite/168A>)

Chapter 168B Abandoned Motor Vehicles (<https://www.revisor.mn.gov/statutes/cite/168B>)

Chapter 169 Traffic Regulations (<https://www.revisor.mn.gov/statutes/cite/169>)

Chapter 171 Drivers' Licenses and Training Schools (<https://www.revisor.mn.gov/statutes/cite/171>)

Chapter 221 Motor Carriers (<https://www.revisor.mn.gov/statutes/cite/221>)

Chapter 297B Sales Tax on Motor Vehicles (<https://www.revisor.mn.gov/statutes/cite/297B>)

Support Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
2000 - Restrict Misc Special Revenue	17,433	25,621	25,353	28,464	28,619	28,648	28,619	28,648
2117 - Natural Resource Misc Statutory	10	2	2	3	3	3	3	3
2401 - Reinvest In Minnesota-Gifts	6	6	6	8	8	8	8	8
2403 - Gift	163	152	151	162	152	152	152	152
6000 - Miscellaneous Agency	59,026	60,531	61,284	66,691	66,784	66,784	66,784	66,784
Total	76,639	86,311	86,796	95,328	95,566	95,595	95,566	95,595
Biennial Change				19,175		9,037		9,037
Biennial % Change				12		5		5
Governor's Change from Base								0
Governor's % Change from Base								0

Expenditures by Category

Compensation	658	800	975	2,020	2,048	2,072	2,048	2,072
Operating Expenses	16,833	24,701	24,198	26,295	26,422	26,427	26,422	26,427
Grants, Aids and Subsidies	43	193	254	254	254	254	254	254
Other Financial Transaction	59,105	60,617	61,369	66,759	66,842	66,842	66,842	66,842
Total	76,639	86,311	86,796	95,328	95,566	95,595	95,566	95,595

Full-Time Equivalents

7.41	9.01	9.36	18.15	18.15	18.15	18.15	18.15
-------------	-------------	-------------	--------------	--------------	--------------	--------------	--------------

Support Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
2000 - Restrict Misc Special Revenue								
Balance Forward In	22,793	28,928	27,402	24,128	18,558	12,621	18,558	12,928
Direct Appropriation				212	0	0	0	0
Receipts	22,897	22,870	23,759	22,682	22,682	22,682	22,989	23,295
Transfers Out			1,680					
Balance Forward Out	28,257	26,177	24,128	18,558	12,621	6,655	12,928	7,575
Expenditures	17,433	25,621	25,353	28,464	28,619	28,648	28,619	28,648
Biennial Change in Expenditures				10,763		3,450		3,450
Biennial % Change in Expenditures				25		6		6
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	6.91	8.62	9.18	17.90	17.90	17.90	17.90	17.90

2117 - Natural Resource Misc Statutory

Balance Forward In	13	9	9					
Receipts	1,818	2,273	2,611	2,598	2,598	2,598	3,023	3,023
Transfers Out	1,812	2,271	2,618	2,595	2,595	2,595	3,020	3,020
Balance Forward Out	9	9						
Expenditures	10	2	2	3	3	3	3	3
Biennial Change in Expenditures				(7)		1		1
Biennial % Change in Expenditures				(55)		13		13
Governor's Change from Base								0
Governor's % Change from Base								0

2401 - Reinvest In Minnesota-Gifts

Balance Forward In	44		0					
Receipts	6,237	6,701	6,764	6,502	6,502	6,502	6,502	6,502
Transfers Out	6,274	6,695	6,758	6,494	6,494	6,494	6,494	6,494
Balance Forward Out		0						
Expenditures	6	6	6	8	8	8	8	8
Biennial Change in Expenditures				2		2		2
Biennial % Change in Expenditures				21		12		12
Governor's Change from Base								0
Governor's % Change from Base								0

Support Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
--	----------------	----------------	----------------	------------------	----------------------------	--	---	--

2403 - Gift

Balance Forward In	40	9	7	10				
Receipts	132	150	154	152	152	152	152	152
Balance Forward Out	9	7	10					
Expenditures	163	152	151	162	152	152	152	152
Biennial Change in Expenditures				(2)		(9)		(9)
Biennial % Change in Expenditures				(1)		(3)		(3)
Governor's Change from Base								0
Governor's % Change from Base								0

6000 - Miscellaneous Agency

Balance Forward In	1	1	1					
Receipts	59,026	60,530	61,284	66,691	66,784	66,784	66,784	66,784
Balance Forward Out	1							
Expenditures	59,026	60,531	61,284	66,691	66,784	66,784	66,784	66,784
Biennial Change in Expenditures				8,418		5,593		5,593
Biennial % Change in Expenditures				7		4		4
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.50	0.39	0.18	0.25	0.25	0.25	0.25	0.25

Program: Office of Traffic Safety (OTS)<https://dps.mn.gov/divisions/ots/>**AT A GLANCE**

- Workforce: 21 employees
 - Partners with staff in other Department of Public Safety divisions including Alcohol and Gambling Enforcement, Bureau of Criminal Apprehension, Driver and Vehicle Services, Office of Communications, and the State Patrol
- Anchoring co-chair of the statewide Toward Zero Deaths traffic safety program and provide 8 regional coordinators
- Administer \$16.5 million in annual funding from the National Highway Traffic Safety Administration.
- Provide 200 grants to 310 units of government and nonprofit agencies to change behavior related to traffic safety culture
- Four Law Enforcement Liaisons who provide outreach and support to over 300 partner law enforcement agencies
 - Provide research, analysis, and program evaluation to determine project effectiveness, traffic crash causation trends, and to identify emerging challenges
 - Administer special revenue funding for the statewide Motorcycle Safety Training Program
 - Administers the Child Passenger Safety (CPS) special revenue account which funds the statewide Child Passenger Safety and Occupant Restraint program
 - Administer the statewide MNCrash system

PURPOSE AND CONTEXT

The Office of Traffic Safety (OTS) provides statewide leadership, guidance, resources, policy development, and support for all aspects of traffic safety in Minnesota. OTS accomplishes this by supporting agencies and projects that prevent traffic fatalities and serious injuries by changing driver behavior and fostering a culture of safety on all Minnesota roads. Our programs serve all Minnesotans, local units of government, nonprofit agencies, and our fellow state government agencies and divisions. OTS provides leadership and support for the Advisory Council on Traffic Safety as well as the Toward Zero Deaths (TZD) program. TZD is a partnership between DPS, the Minnesota Department of Transportation, and Minnesota Department of Health.

SERVICES PROVIDED

OTS provides research, planning, oversight, and management for federal and state funded traffic safety programs that support public education and outreach, traffic enforcement, policy development, and community traffic safety programs. OTS serves as the host for the Road Safety Information Center providing analytic and research capabilities for a diverse group of stakeholders. OTS accomplishes this mission through close collaborative partnerships with the Alcohol and Gambling Enforcement division, Bureau of Criminal Apprehension, Driver and Vehicle Services, Minnesota State Patrol, Office of Communications, Minnesota Department of Transportation, Minnesota Department of Health, tribal, county, and municipal governments, Minnesota State Colleges and Universities, and traffic safety advocate organizations including AAA Minnesota, the Minnesota Safety Council, Mothers Against Drunk Driving (MADD), and Minnesotans for Safe Driving.

OTS strategies:

- Utilize research-based, data-driven countermeasures to prevent traffic crashes across the state, incorporating high-visibility enforcement with public outreach and education

- Advocate for voluntary compliance with a focus on the four primary causes of serious and fatal motor vehicle crashes: Speeding, wearing no seat belt, impairment due to drugs or alcohol, and distracted driving such as cell phones, eating, or reading
- Build partnerships with other state agencies and local and national stakeholders to address traffic safety in a holistic and collaborative statewide effort

OTS staff are the recognized resource experts on impaired driving, teen drivers, motorcycle safety, occupant protection, pedestrian and bicycle safety, distracted driving, and older drivers. One key element to our operations is the robust and nationally recognized motor vehicle crash reporting system MNCrash. Through robust data analysis, our skilled research team identifies key focus areas that will prevent serious and fatal crashes. These results are then shared with our program coordinators who implement proven countermeasures designed to improve driver behavior and compliance.

Our premier and statutorily required annual report, titled Minnesota Motor Vehicle Crash Facts, is one of the most comprehensive documents of its type in the nation. This report contains a specific addendum that documents impaired driving data and trends. It also serves as the foundation for many research projects and public data requests and supports the state's Strategic Highway Safety Plan. OTS also supports and contributes to Minnesota's participation in the Fatal Analysis Reporting System (FARS), the national database detailing fatal motor vehicle crash data.

RESULTS

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Traffic Fatalities	Result	MNCrash reports and Fatality Analysis Reporting System (FARS).	Had been stable (less than 400 per year). Pandemic brought significant increases. Some recent reduction, but not to pre-pandemic level.	FY23: 411
Unbelted Fatalities	Result	MNCrash reports and FARS.	Stable. Small increase at height of pandemic. Recent reduction, but not to pre-pandemic level.	FY23: 83
Alcohol-Related Fatalities	Result	MNCrash reports and FARS.	Stable, with modest increase at height of pandemic. Recent reductions near pre-pandemic level.	FY23: 109
Distraction-Related Fatalities	Result	MNCrash reports and FARS.	Stable – average 28 per year over last 7 years; high of 34 (2019), low of 22 (2022)	FY23: 30
Speed-Related Fatalities	Result	MNCrash reports and FARS.	Had been stable. Pandemic brought alarming increases (171 in 2021). Recent reductions slowly approaching pre-pandemic level.	FY23: 114
Motorists Observed Wearing Seat Belts (%)	Result	Federally mandated annual statewide observational seat belt survey	Consistently exceed federal requirement of 90 percent; state numbers have increased for each of the last three years.	FY23: 94.2%

Annual Crash Facts Publication: M.S. 169.10 (<https://www.revisor.mn.gov/statutes/?id=169.10>)

Motorcycle Safety Education Program: M.S. 171.335 (<https://www.revisor.mn.gov/statutes/cite/171.335>)

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<i>Expenditures by Fund</i>								
1000 - General	1,839	11,108	12,544	23,088	8,495	8,495	4,495	4,495
2000 - Restrict Misc Special Revenue	697	1,026	1,102	5,030	1,306	1,306	1,306	1,306
2001 - Other Misc Special Revenue		132	18					
2403 - Gift			10	7				
2700 - Trunk Highway	493	473	691	765	802	802	1,360	1,366
3000 - Federal	17,080	20,060	26,150	41,737	41,176	41,176	41,176	41,176
Total	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
Biennial Change				58,234		(7,584)		(14,462)
Biennial % Change				110		(7)		(13)
Governor's Change from Base								(6,878)
Governor's % Change from Base								(7)
<i>Expenditures by Activity</i>								
Traffic Safety & Research	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
Total	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
<i>Expenditures by Category</i>								
Compensation	1,951	2,249	2,324	3,725	4,242	4,367	5,188	5,319
Operating Expenses	5,344	6,226	10,284	15,529	9,494	9,800	8,494	8,800
Grants, Aids and Subsidies	12,812	24,318	27,720	51,371	38,041	37,610	34,653	34,222
Capital Outlay-Real Property				1	1	1	1	1
Other Financial Transaction	2	6	186	1	1	1	1	1
Total	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
<i>Expenditures by Agency</i>								
Total Agency Expenditures	20,110	32,799	40,515	70,627	51,779	51,779	48,337	48,343
Internal Billing Expenditures	130	174	129	246	245	245	245	245
Expenditures Less Internal Billing	19,979	32,625	40,386	70,381	51,534	51,534	48,092	48,098
<i>Full-Time Equivalents</i>								
	19.03	22.69	20.41	29.65	29.98	29.98	31.59	31.64

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		6,637	4,161	13,477				
Direct Appropriation	7,983	7,970	22,288	9,611	8,495	8,495	4,495	4,495
Cancellations		21	428					
Balance Forward Out	6,144	3,478	13,477					
Expenditures	1,839	11,108	12,544	23,088	8,495	8,495	4,495	4,495
Biennial Change in Expenditures				22,685		(18,642)		(26,642)
Biennial % Change in Expenditures				175		(52)		(75)
Governor's Change from Base								(8,000)
Governor's % Change from Base								(47)
Full-Time Equivalents	0.48	1.04	2.56	3.85	3.90	3.90	2.90	2.90

2000 - Restrict Misc Special Revenue

Balance Forward In	921	1,572	2,089	2,524				
Receipts	1,254	1,244	1,468	1,250	1,250	1,250	1,250	1,250
Transfers In	53	57	70	256	56	56	56	56
Transfers Out				200				
Balance Forward Out	1,532	1,847	2,524					
Expenditures	697	1,026	1,102	5,030	1,306	1,306	1,306	1,306
Biennial Change in Expenditures				4,409		(3,520)		(3,520)
Biennial % Change in Expenditures				256		(57)		(57)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.33	0.81	1.11	2.29	2.20	2.20	2.20	2.20

2001 - Other Misc Special Revenue

Receipts	132	18						
Expenditures	132	18						
Biennial Change in Expenditures				(115)		(18)		(18)
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

2403 - Gift

Office of Traffic Safety

Program Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Balance Forward In	15	15	16	7				
Receipts	0	0	1					
Balance Forward Out	15	16	7					
Expenditures			10	7				
Biennial Change in Expenditures				17		(17)		(17)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

2700 - Trunk Highway

Balance Forward In		18		10				
Direct Appropriation	494	494	701	755	802	802	1,360	1,366
Cancellations		39						
Balance Forward Out	1		10					
Expenditures	493	473	691	765	802	802	1,360	1,366
Biennial Change in Expenditures				491		148		1,270
Biennial % Change in Expenditures				51		10		87
Governor's Change from Base								1,122
Governor's % Change from Base								70
Full-Time Equivalents	2.80	2.86	3.09	3.73	3.23	3.23	5.84	5.89

3000 - Federal

Balance Forward In	968	35	829	566				
Receipts	16,139	20,027	25,888	41,171	41,176	41,176	41,176	41,176
Balance Forward Out	26	1	566					
Expenditures	17,080	20,060	26,150	41,737	41,176	41,176	41,176	41,176
Biennial Change in Expenditures				30,747		14,465		14,465
Biennial % Change in Expenditures				83		21		21
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	15.42	17.98	13.65	19.78	20.65	20.65	20.65	20.65

Program: Minnesota Office of Pipeline Safety (MNOPS)<https://ops.dps.mn.gov>**AT A GLANCE**

- Workforce: 22 employees
 - Routine inspection of interstate and intrastate pipeline companies that operate over 72,000 miles of pipelines in Minnesota
- Pipeline operators: 99
 - Education provided to over 5,000 homeowners, utility operators, excavators, and emergency responders throughout Minnesota in 2023
 - Over 600 pipeline safety inspections conducted throughout Minnesota in 2023

PURPOSE AND CONTEXT

The Minnesota Office of Pipeline Safety (MNOPS) protects lives and the environment through natural gas and hazardous liquid pipeline inspections, enforcement, accident and incident investigations, and education, and through investigating and enforcing state excavation laws.

There are over 72,000 miles of natural gas and hazardous liquid pipelines in Minnesota. These pipelines deliver natural gas and other petroleum products to homes, industry, and businesses. MNOPS ensures pipelines are safe and works statewide to prevent underground utility damage.

SERVICES PROVIDED

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Pipeline related inspection, investigation, and training hours	Quantity	Inspection, investigation, or training records	FY23 = 6,651	FY24 = 6,889
Number of damage prevention statute non-compliances cited	Quantity	Enforcement records	FY23 = 153	FY24 = 175
Number of fatalities at pipeline incidents in Minnesota	Results	Pipeline and Hazardous Material Safety Administration records	FY23 = 0	FY24 = 0

The following statutes provide authority to MNOPS to conduct the programs noted above:

Excavation Notice System in M.S. Chapter 216D (<https://www.revisor.mn.gov/statutes/?id=216D>)

Natural Gas Pipeline Safety in M.S. 299F.56 - 299F.641 (<https://www.revisor.mn.gov/statutes/?id=299F.56>)

Office of Pipeline Safety Legal Authority in M.S. Chapter 299J (<https://www.revisor.mn.gov/statutes/?id=299J>)

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
--	----------------	----------------	----------------	------------------	----------------------------	--	---	--

Expenditures by Fund

1000 - General			277	843	560	560	560	560
2000 - Restrict Misc Special Revenue	1,195	1,767	1,699	2,961	2,795	1,593	2,795	1,593
3000 - Federal	1,754	1,660	1,825	4,400	4,235	3,448	4,235	3,448
Total	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601
Biennial Change				5,630		1,185		1,185
Biennial % Change				88		10		10
Governor's Change from Base								0
Governor's % Change from Base								0

Expenditures by Activity

Pipeline Safety	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601
Total	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601

Expenditures by Category

Compensation	2,271	2,439	2,667	3,403	3,392	3,469	3,392	3,469
Operating Expenses	672	815	957	4,667	4,068	2,002	4,068	2,002
Grants, Aids and Subsidies		6						
Capital Outlay-Real Property		167	169	128	124	124	124	124
Other Financial Transaction	5	1	8	6	6	6	6	6
Total	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601

Total Agency Expenditures	2,948	3,428	3,802	8,204	7,590	5,601	7,590	5,601
Internal Billing Expenditures	5	14	68	213	213	213	213	213
Expenditures Less Internal Billing	2,943	3,413	3,733	7,991	7,377	5,388	7,377	5,388

Full-Time Equivalents

	19.65	19.99	19.68	20.61	20.61	20.61	20.61	20.61
--	-------	-------	-------	-------	-------	-------	-------	-------

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In				283				
Direct Appropriation			560	560	560	560	560	560
Balance Forward Out			283					
Expenditures			277	843	560	560	560	560
Biennial Change in Expenditures				1,120		0		0
Biennial % Change in Expenditures						(0)		(0)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents			1.01	1.15	1.00	1.00	1.00	1.00

2000 - Restrict Misc Special Revenue

Balance Forward In	2,730	2,852	2,699	2,684	1,346	174	1,346	174
Direct Appropriation	1,443	1,443	1,443	1,443	1,443	1,443	1,443	1,443
Receipts	152	450	242	180	180	180	180	180
Cancellations		278						
Balance Forward Out	3,130	2,699	2,685	1,346	174	204	174	204
Expenditures	1,195	1,767	1,699	2,961	2,795	1,593	2,795	1,593
Biennial Change in Expenditures				1,698		(272)		(272)
Biennial % Change in Expenditures				57		(6)		(6)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	7.12	7.15	6.86	4.36	4.41	4.41	4.41	4.41

3000 - Federal

Balance Forward In	907	1,243	2,461	1,601	1,168	1,168	1,168	1,168
Receipts	1,168	1,982	966	3,967	4,235	3,448	4,235	3,448
Balance Forward Out	321	1,565	1,602	1,168	1,168	1,168	1,168	1,168
Expenditures	1,754	1,660	1,825	4,400	4,235	3,448	4,235	3,448
Biennial Change in Expenditures				2,811		1,458		1,458
Biennial % Change in Expenditures				82		23		23
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	12.53	12.84	11.81	15.10	15.20	15.20	15.20	15.20

Department of Public Safety

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Transit Admin 20.528	FTA Light Rail Safety State Oversight. - Assist states with safety oversight of rail fixed guideway public transportation not regulated by the Fed Railroad Admin.	\$ 269	\$ 137	\$ 414	\$ 414	State Match	1.97
National Highway Traffic Safety Admin 20.600	NHTSA Highway Safety Basic Media Relations - Provides grant monies to fund programs for Office of Communications to support Office of Traffic Safety in planning and implementing statewide communications efforts to influence driver behaviors and improve traffic safety.	\$ 299	\$ 482	\$ 482	\$ 482		3.63
National Highway Traffic Safety Admin 20.608	NHTSA Highway Safety Basic Media Relations - provides grant monies to fund programs for Office of Communications to support Office of Traffic Safety in planning and implementing statewide communications efforts to influence driver behaviors and improve traffic safety.	\$ 35	\$ 14	\$ -	\$ -		0.28
	Program 01: Administration & Related Services Total	\$ 602	\$ 633	\$ 896	\$ 896		5.88
Dept. of Transportation Federal Motor Carrier Safety Administration Grants (FMCSA) 20.218	Motor Carrier Safety Assistance Program (MCSAP) ; Border Grant; New Entrant Safety Assurance Program (NESAP) - Provides financial assistance to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV) through consistent, uniform and effective CMV safety programs. Ensures that commercial motor vehicles operating within the international border region perform in a safe manner and do not transport contraband materials. Establishes requirements to improve the safety performance of new US and Canadian motor carriers.	\$ 12,251	\$ 10,071	\$ 10,250	\$ 10,250	State Match & MOE	24.39
Dept. of Transportation Federal Motor Carrier Safety Administration Grants (FMCSA) 20.237	High Priority Grant: - Increases CMV and non-CMV traffic enforcement including programs such as Ticketing Aggressive Cars and Trucks (TACT).	\$ 299	\$ 260	\$ 500	\$ 500		1.69

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Dept. of Transportation Federal Highway Administration (FHWA) 20.205	Red Dye Fuel: Fuel enforcement project. - Grant issued through MnDOT from the Surface Transportation Act funding to facilitate the inspection of fuel used in motor vehicles for on-highway use to ensure proper fuel taxes have been applied.	\$ 334	\$ 334	\$ 334	\$ 334		0.41
Dept. of Transportation National Highway Traffic Safety Administration (NHTSA) 20.616	Funds from NHTSA and Grants issued through the DPS Office of Traffic Safety (OTS) - provide funding for Travel, Impaired Driving, Seat Belt Enforcement, Support, Drug, and Drug Recognition Experts (DRE). The State Patrol also administers grant to local agencies under Impaired Driving and Seat Belts to enforce DWI and Seat Belt Laws.	\$ 683	\$ 455	\$ 455	\$ 455		1.64
Dept. of Transportation National Highway Traffic Safety Administration (NHTSA) 20.608	Funds from NHTSA and grants issued through the DPS Office of Traffic Safety - to provide funding for Impaired Driving. The State Patrol also administers grants to local agencies under impaired driving to enforce DWI laws and is a key tool in the Towards Zero Deaths (TZD) effort.	\$ 431	\$ 154	\$ 154	\$ 154		1.00
Dept. of Transportation National Highway Traffic Safety Administration (NHTSA) 20.600	Funds from NHTSA and grants issued through the DPS Office of Traffic Safety - provide funding for Travel, Support, Seat Belt Enforcement, Speed, Distracted, Move Over, and Drug Recognition Experts.	\$ 683	\$ 512	\$ 537	\$ 539		1.16
	Program 05: State Patrol	\$ 14,680	\$ 11,786	\$ 12,230	\$ 12,232		30.29
Department of Transportation Federal Motor Carrier Safety Administration 20.232	Commercial Driver's License Information System (CDLIS) Program Improvement. - Used to target technical modifications to State's database in order to meet CDLIS specifications and pass structured testing, to achieve compliance with requirements of unresolved elements of the Motor Carrier Safety Improvement Act of 1999 (MCSIA), and to address findings of the CDL audits.	\$ 77	\$ 1,337	\$ 1,500	\$ 1,500		1.00
National Highway Traffic Safety Administration 20.608	Ignition Interlock - Used to administer and oversee the Ignition Interlock Program to enhance public safety by giving eligible DWI offenders the opportunity to have ignition interlock devices installed in their vehicles to ensure they are driving safely and legally.	\$ 338	\$ 350	\$ 350	\$ 350		2.59
	Program 07: Driver & Vehicle Services	\$ 416	\$ 1,687	\$ 1,850	\$ 1,850		3.59

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
National Highway Traffic Safety Administration 20.600	National Highway Traffic Safety Administration (NHTSA) 402 Traditional Funds - used to plan, coordinate, implement, encourage, monitor and evaluate traffic safety programs designed to change driver behavior; provide grant funds to governmental agencies so they can conduct related programs. Also includes 164HE funding for Hazard Elimination projects at MNDOT.	\$ 10,496	\$ 15,605	\$ 15,605	\$ 15,605	Match	15.93
National Highway Traffic Safety Administration 20.608	NHTSA 164AL and 164PM - Repeat DWI Offender Support state and local activities to improve operations related to DWI including paid media.	\$ 7,795	\$ 14,270	\$ 14,270	\$ 14,270		0.03
National Highway Traffic Safety Administration 20.614	Fatal Accident Reporting System (FARS) - Collect, analyze, code and contribute information on Minnesota's fatal traffic crashes to the national FARS database maintained by NHTSA.	\$ 102	\$ 125	\$ 125	\$ 125		1.00
National Highway Traffic Safety Administration 20.616	NHTSA - NHTSA 405b,c,d,e,f Various Uses	\$ 7,757	\$ 11,457	\$ 10,288	\$ 10,288	MOE for 405b, 405c, 405d	5.12
National Highway Traffic Safety Administration 20.614	State Electronic Data Collection (SEDC) - Improve and standardize state electronic crash data systems to align to the most recent federal guidance, which will increase accuracy, timeliness and usability of data on fatalities and injuries.	\$ -	\$ 280	\$ 888	\$ 888	Match	0.00
	Program 11: Office of Traffic Safety Total	\$ 26,150	\$ 41,737	\$ 41,176	\$ 41,176		6.12
Transportation 20.700	Pipeline Safety Operations - Inspection and investigation of inter and intra-state pipelines. *Moe - by law OPS is allowed to invoice Pipeline Operators up to \$1,441,000.	\$ 1,687	\$ 4,137	\$ 4,068	\$ 3,281		20.78
Transportation 20.721	Damage Prevention One Call - Investigation and enforcement pertaining to Minnesota's Damage Prevention (Gopher State One Call) laws in follow up to complaints and utility damages.	\$ 43	\$ 47	\$ 47	\$ 47		0.00
Transportation 20.72	State Damage Prevention Grant - Education, investigation and enforcement pertaining to Minnesota's Damage Prevention (Gopher State One Call) laws.	\$ 64	\$ 97	\$ 97	\$ 97		0.32
Transportation 20.725	Pipeline Safety Underground Natural Gas Storage Grant - Inspection and investigation of intrastate underground natural gas facilities per Minnesota Statute 299F.	\$ 31	\$ 119	\$ 23	\$ 23		0.05
	Program 20 Office of Pipeline Safety Total	\$ 1,825	\$ 4,400	\$ 4,235	\$ 3,448		21.15

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
	Public Safety - Transportation Federal Fund [3000 Fund] Total	\$ 43,674	\$ 60,243	\$ 60,387	\$ 59,602		67.03
Homeland Security Federal Emergency Management Agency 97.008	Homeland Security. Nonprofit Security Grant Program (NSGP) - This program plays a significant role in the implementation of the National Preparedness System by supporting the development and sustainment of core capabilities. The program provides funding support for statutorily eligible costs to include target hardening and other physical security enhancements and activities to nonprofit organizations that are at high risk of terrorist attack.	\$ 2,563	\$ 10,884	\$ 10,679	\$ 10,463		
Homeland Security Federal Emergency Management Agency 97.029	Flood Mitigation Assistance (FMA). - This program makes federal funds available to states, U.S.. territories, Indian tribal governments, and local communities to reduce or eliminate the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program (NFIP).	\$ 384	\$ 2,700	\$ 350	\$ 350		
Homeland Security Federal Emergency Management Agency 97.036	Disaster Assistance Grants (Public Assistance) - Funding provided to the state after a presidential declaration of a major disaster. Provides assistance to local governments, state agencies, Indian Tribes and eligible private-non-profit entities to cover 75% of emergency costs and infrastructure repair/replacement costs resulting from the disaster. The State/Locals are responsible for a 25% Match.	\$ 207,337	\$ 161,315	\$ 161,315	\$ 161,315	Match	17.69
Homeland Security Federal Emergency Management Agency 97.039	Hazard Mitigation Grant Program (HMGP) - Provides grants to States and local governments to implement long-term hazard mitigation measures after a major disaster declaration. The purpose of the HMGP is to reduce the loss of life and property due to natural disasters and to enable mitigation measures to be implemented during the immediate recovery from a disaster.	\$ 18,893	\$ 13,211	\$ 13,284	\$ 13,287	Match	4.12
Homeland Security Federal Emergency Management Agency 97.042	Emergency Management Performance Grant (EMPG) - This program supports state emergency planning, training, and exercise programs. It also supports hazard mitigation, operational readiness, and regional support, including grants to counties to support local emergency management programs.	\$ 6,668	\$ 8,721	\$ 6,085	\$ 6,085	Match	17.88

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Homeland Security Federal Emergency Management Agency 97.042	Emergency Management Performance Grant (EMPG-ARPA). - This program supports state emergency planning, training, and exercise programs. It also supports hazard mitigation, operational readiness, and regional support, including grants to counties to support local emergency management programs.	\$ 1,371	\$ -	\$ -	\$ -	Match	
Homeland Security Federal Emergency Management Agency 97.047	Pre-Disaster Hazard Mitigation Program. - This program provides funding to States and communities for cost-effective hazard mitigation activities that reduce injuries, deaths, and property damage. Building Resilient Infrastructure and Communities (BRIC) support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a new FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program.	\$ 1,642	\$ 3,937	\$ 10,737	\$ 11,537		0.10
Homeland Security Federal Emergency Management Agency 97.052	Emergency Operations Center Grant Program (EOC) - is intended to improve emergency management and preparedness capabilities by supporting flexible, sustainable, secure, strategically located, and fully interoperable EOCs with a focus on addressing identified deficiencies and needs. Fully capable emergency operations facilities at the state and local levels are an essential element of a comprehensive national emergency management system and are necessary to ensure continuity of operations and continuity of government in major disasters or emergencies caused by any hazard.		\$ 1,750	\$ 2,500	\$ 2,500	Match	
Homeland Security Federal Emergency Management Agency 97.067	State Homeland Security Grant Program (SHSP) - This program provides funding for a number of statewide homeland security preparedness and prevention activities through planning and training, equipment acquisitions and exercises. Urban Area Security Initiative (UASI) - This program provides funding for urban areas preparedness and prevention activities through planning and training and equipment acquisitions and exercises. Operation Stonegarden (OPSG) - Enhance law enforcement and border security operations with states bordering Canada. Safety spectrum for radio communications.	\$ 22,189	\$ 10,099	\$ 10,099	\$ 3,087		7.98

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Homeland Security Federal Emergency Management Agency 97.137	State and Local Cybersecurity Grant Program (SLCGP) - to assist state, local, and territorial (SLT) governments with managing and reducing systemic cyber risk. Through funding from the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, the SLCGP enables DHS to make targeted cybersecurity investments in SLT government agencies, thus improving the security of critical infrastructure and improving the resilience of the services SLT governments provide their community.	\$ 3,605	\$ 9,080	\$ 8,000	\$ 8,000		
Homeland Security and Federal Emergency Management 97.143	This program provides funding to States and communities for cost-effective hazard mitigation activities that reduce injuries, deaths, and property damage. Building Resilient Infrastructure and Communities (BRIC) support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a new FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program.	\$ -	\$ 1,100	\$ 1,100	\$ 1,100		
	Program 02 Homeland Security & Emergency Management Total	\$ 264,652	\$ 222,797	\$ 224,149	\$ 217,724		47.77
US Department of Justice 16.741	Forensic Deoxyribonucleic Acid Backlog Reduction - The goals and objectives of these programs are to improve infrastructure and analysis capacity so that DNA samples can be processed efficiently and cost-effectively and to provide needed support to allow the lab to process backlogged DNA cases that would otherwise not be analyzed in a timely manner.	\$ 1,335	\$ 2,302	\$ 2,802	\$ 2,802		1.00
US Department of Justice 16.554	National Criminal History Improvement Program - funding enables States to improve criminal history records through technology projects that improve public safety by facilitating accurate and timely identification of persons by enhancing the quality, completeness and accessibility of the nation's criminal history record systems.	\$ 2,339	\$ 4,349	\$ 5,349	\$ 5,349		1.72
US Department of Justice 16.543	Internet Crimes Against Children - engage in proactive investigations, forensic examinations, and effective prosecutions of Internet crimes against children.	\$ 359	\$ 1,678	\$ 2,178	\$ 1,878		2.71

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
US Department of Justice 16.75	Adam Walsh - Design, develop and implement a new web-based predatory offender database.	\$ 320	\$ 564	\$ 764	\$ 764		
Comprehensive Opioid Abuse 16.754	Drug Monitoring Initiative (DMI) - project is to establish a coalition of stakeholders, develop a geographic information system (GIS) to understand local drug trends, support the creation of investigative, preventative and treatment systems.	\$ 52	\$ -	\$ -	\$ -		
US Department of Justice 16.71	Anti-Heroin Task Force - advances public safety funding to investigate illicit activities related to heroin and opioids.	\$ 1,704	\$ 2,453	\$ 3,227	\$ 2,028		3.63
Forensic DNA Lab Efficiency 16.741	DNA Efficiency - project; hire two full time technicians and one purchase a high capacity liquid handling robot.	\$ 18	\$ -	\$ -	\$ -		1.00
Comprehensive Opioid Abuse 16.838	Opioid Abuse-COSSAP - goal is to provide financial and technical assistance to states, units of local government, and Indian tribal governments to develop, implement, or expand comprehensive efforts to identify, respond to, treat, and support those impacted by illicit opioids, stimulants and other drugs of abuse.	\$ 1,067	\$ 713	\$ 713	\$ 713		0.37
National Highway Traffic Safety Administration 20.608	DWI Analytics - staffing to support work related to DWI Analytics.	\$ 1,653	\$ 2,055	\$ 2,230	\$ 2,233		1.00
National Highway Traffic Safety Administration 20.616	2017 Lab Full Time Technicians - staffing support to improve DWI case turnaround time and testing repertoire.	\$ 567	\$ 462	\$ 578	\$ 588	Match (70/30 for one position)	3.22
National Highway Traffic Safety Administration 20.616	eCharging Program - to fund additional development and deployment of DWI processing.	\$ 602	\$ 901	\$ 901	\$ 901		0.28
US Department of Justice 16.742	Paul Coverdell Forensic Improvement program - provides funding to the forensic science laboratory for improved efficiency and productivity of operations. This funding is available for non-DNA related casework.	\$ 94	\$ 186	\$ 186	\$ 186		0.01
Department of Homeland Security 97.067	Minnesota Joint Analysis Center - Funding supports coordination of information sharing functions between federal, state, local and tribal law enforcement agencies as well as other public safety agencies and the private sector. The center collects, evaluates, analyzes and disseminates information regarding organized criminal, terrorist and all-hazards activity in the state while complying with state and federal law to ensure the rights and privacy of all.	\$ 767	\$ 1,353	\$ 1,497	\$ 1,522		6.60

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Edward Byrne Memorial 16.738	St. Cloud Drug Lab - The JAG Program provides states, tribes, and local governments with critical funding necessary to support a range of program areas including law enforcement, prosecution and court, prevention and education, corrections and community corrections, drug treatment and enforcement, planning, evaluation, and technology improvement, crime victim and witness initiatives and mental health programs and related law enforcement and corrections programs, including behavioral programs and crisis intervention teams.	\$ 68	\$ 242	\$ 242	\$ 242		0.75
Office of Justice Programs 16.833	SAKI-The Sexual Assault Kit Initiative - administered by BJA, provides funding through a competitive grant program to support multi-disciplinary community response teams engaged in the comprehensive reform of jurisdictions' approaches to sexual assault cases resulting from evidence found in previously un-submitted sexual assault kits (SAKs).	\$ 462	\$ 1,771	\$ 1,462	\$ 1,342		5.88
US Department of Justice CFDA 16.32	MDH Labor Trafficking - Federal funds from the U.S. Department of Justice, Office of Justice Programs to intervene with and prevent the sex and labor trafficking of children and youth in Minnesota	\$ 17	\$ -	\$ -	\$ -		
Dept of Homeland Security (FEMA) 97.132	The Targeted Violence and Terrorism Prevention (TVTP) - Grant Program provides funding for state, local, tribal, and territorial governments; nonprofits; and institutions of higher education with funds to establish or enhance capabilities to prevent targeted violence and terrorism.	\$ 79	\$ 622	\$ -	\$ -		0.25
Department of Justice 16.71	COPS Anti-Methamphetamine Program - advance public safety by providing funds to investigate illicit activities related to the manufacture and distribution of methamphetamine. Funding under this award program will be used by the state law enforcement agency to locate and investigate such illicit activities.	\$ -	\$ 1,248	\$ 1,248	\$ 1,248		

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Department of Justice 16.036	DNA Capacity Enhancement for Backlog Reduction (CEBR) Program - use a multifaceted approach to increase capacity with an eye on reducing overall backlog, even as DNA case submissions continue to increase. The plan includes an optimization of liquid handling robots that will automate a recently validated method to extract DNA from samples collected as part of all case types to include carjacking and robbery cases along with homicides and sexual assaults.	\$ -	\$ 1,010	\$ 2,010	\$ 2,010		
	Program 03 Bureau of Criminal Apprehension Total	\$ 11,501	\$ 21,909	\$ 25,387	\$ 23,806		28.42
US Department of Transportation 20.703	Hazardous Materials Emergency Preparedness (HMEP) - This program supports hazardous materials incident preparedness-related planning, training, and exercises, local public safety support group development, and special projects that involve hazardous materials accident/incident preparedness.	\$ 182	\$ 704	\$ 700	\$ 700		0.27
US Department of Homeland Security 97.043	State Fire Training System Grant Program - The State Fire Marshal Division along with Minnesota State (M-State) and the host Fire Departments will be responsible to market the 10 proposed classes. The State Fire Marshal Division will write one contract with M-State to provide instruction, printing of materials to include a National Fire Academy Student Manuals for each student, suitable facilities and projection capabilities. The State Fire Marshal Division will provide and up to date Instructional materials to the instructors, post the classes on our training website, take registration online, and print a state certificate.	\$ 10	\$ 20	\$ 20	\$ 20		

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
US Consumer Product Safety Commission (CSPC) 87.003	Carbon Monoxide Poisoning Prevention Grnt Program (COPPGP) - Under the Nicholas and Zachary Burt Memorial Carbon Monoxide Poisoning Prevention Act, (NZB Act), the U.S. Consumer Product Safety Commission (CPSC) operates the Carbon Monoxide Poisoning Prevention Grant Program (COPPGP). The purpose of the COPPGP is to provide state, local and tribal governments assistance to help promote the installation of carbon monoxide alarms and develop training and public education programs, with the goal of preventing carbon monoxide poisoning of low-income families, children, and the elderly in dwelling units and other facilities, and to promote the health and public safety of citizens throughout the United States.		\$ 200	\$ 200	\$ 200		
	Program 04: State Fire Marshal Total	\$ 192	\$ 924	\$ 920	\$ 920		0.27
National Highway Traffic Safety Admin. 20.608	Servers & Serving Alcohol & Gambling Enforcement Division - conducts statewide training for local law enforcement agencies to conduct alcohol awareness training in their communities to licensed alcohol retailers, tribal councils, community event officials. The agency also provides training to local law enforcement to educate and enforce regulations prohibiting the selling and serving of alcoholic beverages to obviously intoxicated customers with the goal of taking drunk drivers off the road before they get to their vehicle.	\$ 85	\$ 3	\$ -	\$ -		1.00
	Program 10 Alcohol and Gambling Enforcement Total	\$ 85	\$ 3	\$ -	\$ -		1.00
U.S. Department of Justice (USDJ) 16.576	Victims of Crime Act (VOCA) - Victim Compensation Grant (COMP) is received annually from the U.S. Department of Justice (USDJ), Office for Victims of Crime (OVC). Funds are used to reimburse crime victims and their family members for financial losses incurred due to a crime involving personal injury or death. The VOCA compensation grant is a match of state spending.	\$ 1,177	\$ 3,982	\$ 2,888	\$ 2,852		0.75
U.S. Department of Justice (USDJ) 16.575	Victims of Crime Act (VOCA) - Grant is received annually from USDJ, OVC. This funding is awarded to programs that provide direct support services and advocacy for victims of child abuse, domestic violence, general crime and/or sexual assault.	\$ 23,032	\$ 27,571	\$ 25,303	\$ 25,000	State Match	11.11

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
U.S. Department of Justice (USDOJ) 16.588	Violence Against Women Act (VAWA) - Grant is received annually from USDOJ, Office on Violence Against Women (OVW). These funds support projects that develop and strengthen effective law enforcement and prosecution strategies and strengthen victim services in cases involving violence against women.	\$ 2,067	\$ 5,284	\$ 4,000	\$ 4,000	State Match	1.48
U.S. Department of Health and Human Services (HHS) 93.671	Family Violence Prevention Services Act (FVPSA) - Grant is received annually from the U.S. Department of Health and Human Services (HHS). Grant funds are for emergency shelter and related assistance for battered women and their children.	\$ 2,171	\$ 3,003	\$ 2,500	\$ 2,500	State Match	0.47
U.S. Department of Justice (USDOJ) 16.017	Sexual Assault Services Program (SASP) - Grant is received annually from USDOJ, OVW. These funds are awarded to programs that provide direct intervention and related assistance for victims of sexual assault.	\$ 760	\$ 1,525	\$ 1,000	\$ 1,000		0.14
U.S. Department of Justice (USDOJ) 16.738	Edward Byrne Memorial Justice Assistance Grant (JAG) - Grant is received annually from USDOJ, BJA. These funds are granted to state, tribal and local entities to support activities that will prevent and control crime and improve the functioning of the criminal and/or juvenile justice systems. This program requires that 58% of the total award be passed through to tribal or local agencies.	\$ 3,145	\$ 5,653	\$ 3,700	\$ 3,700		0.75
U.S. Department of Justice (USDOJ) 16.738	Byrne State Crisis Intervention Program Formula Grant (SCIP) - provides funds to implement state crisis intervention court proceedings and related programs or initiatives, including but not limited to, extreme risk protection order programs that work to keep guns out of the hands of those who pose a threat to themselves and others, mental health courts, drug courts, and veteran treatment courts.	\$ 20	\$ 3,703	\$ 3,703	\$ 3,703		
U.S. Department of Justice (USDOJ) 16.738	Assistance Grant, Sex Offender Registration and Notification Act (JAG SORNA) - Grant is given annually from USDOJ, BJA, to state, territories, and tribal entities to strengthen the nationwide network of sex offender registration and notification programs.	\$ 132	\$ 238	\$ 340	\$ 340		
U.S. Department of Justice (USDOJ) 16.593	Residential Substance Abuse Treatment for State Prisoners (RSAT) - Grant is received annually from USDOJ, BJA. Funds support the development and implementation of residential substance abuse treatment programs in state and local correctional facilities.	\$ 277	\$ 378	\$ 350	\$ 350	State Match	0.09

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
U.S. Department of Justice (USDOJ) 16.742	Paul Coverdell Forensic Science Improvement (NFSIA) - Grant is received annually from USDOJ, National Institute of Justice (NIJ) and awarded to certified forensic labs to help improve the quality and timeliness of forensic science services.	\$ 264	\$ 444	\$ 656	\$ 656		0.01
U.S. Department of Justice (USDOJ) 16.54	Juvenile Justice Title II - Grant is received from USDOJ, Office of Juvenile Justice and Delinquency Prevention (OJJDP) to assist in ensuring compliance with the four core requirements of the federal Juvenile Justice and Delinquency Prevention Act and to support activities and goals established by the state advisory group, the Juvenile Justice Advisory Committee (JJAC). A dollar for dollar match is required for the administrative portion of this award.	\$ 906	\$ 2,012	\$ -	\$ -		0.95
U.S. Department of Justice (USDOJ) 16.609	Project Safe Neighborhood (PSN) - Grant is received from USDOJ, BJA to create a results-oriented, collaborative approach by utilizing law enforcement, community partnerships, and strategic enforcement efforts to reduce violent crime.	\$ 260	\$ 930	\$ 477	\$ 477		0.03
U.S. Department of Justice (USDOJ) 16.833	National Sexual Assault Kit Initiative (SAKI) - Grant is received from USDOJ, BJA to address the growing number of unsubmitted sexual assault kits in law enforcement custody and to help provide resolution for victims when possible.	\$ 698	\$ 486	\$ 800	\$ 800		0.10
U.S. Department of Justice (USDOJ) 16.582	Crime Victim Compensation Program Assessment - Grant is received from USDOJ, OVC to conduct a critical assessment of victims' access to the Minnesota Reparations program and implement recommendations to enhance crime victim access to compensation funding.	\$ 29	\$ -	\$ -	\$ -		0.02
U.S. Department of Health and Human Services (HHS) 93.671	American Rescue Plan Act: Family Violence Prevention and Services Act (FVPSA) Domestic Violence Shelter and Supportive Services Supplemental - This is a supplemental award in an existing federal grant program dedicated to the support of emergency shelter and related assistance for victims of domestic violence and their children to prevent, prepare for, and respond to COVID-19 and increase supports for survivors.	\$ 2,993	\$ 1,082	\$ 300	\$ -		0.61

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
U.S. Department of Health and Human Services (HHS) 93.671	American Rescue Plan Act: Family Violence Prevention and Services Act (FVPSA) COVID Testing Supplemental - This is a supplemental award in an existing federal grant program dedicated to the support of emergency shelter and related assistance for victims of domestic violence and their children. Grants will be distributed to organizations that provide these services.	\$ 886	\$ 76	\$ 50	\$ -		0.33
U.S. Department of Health and Human Services (HHS) 93.497	American Rescue Plan Act: Family Violence Prevention and Services Act (FVPSA) - Sexual Assault and Rape Crisis Services and Supports - assists states, territories, tribal governments, and community efforts to assist sexual assault survivors and address the increasing need for virtual access and emergency services as a result of COVID-19.	\$ 673	\$ 1,739	\$ 500	\$ -		1.05
U.S. Department of Justice (USDOJ) 16.582	Building Technology Capacity for Victim Service Providers - assessing victim service providers' technological needs and gaps and increasing services to culturally specific victims of crimes in need of housing resources by reducing barriers.	\$ 56	\$ 407	\$ 350	\$ 350		0.02
U.S. Department of Justice (USDOJ) 16.735	Prison Rape Elimination Act (PREA) - Grant funding for USDOJ to state and local jurisdictions to prevent and eliminate prisoner rape between inmates in state and local prisons and jails.	\$ 49	\$ 108	\$ 100	\$ 100		
U.S. Department of Justice (USDOJ) 16.827	Building Local Continuums of Care to Support Youth Success (OJJDP FY2023) - This award will support a training and technical assistance provider to help states and local communities build the capacity of their service networks for youth through asset mapping, gap analysis, and service delivery planning, including strategic financing information, education, and sustainability planning across the continuum of care for youth.		\$ 825	\$ -	\$ -		
	Program 21 Office of Justice Programs Total	\$ 39,596	\$ 59,446	\$ 47,017	\$ 45,828		17.91
Homeland Security Federal Emergency Management Agency 97.067	State Homeland Security Program (SHSP) - Funding supports the implementation of State Homeland Security Strategies for training and exercise needs for acts of terrorism and other catastrophic events.	\$ 376	\$ -	\$ -	\$ -		
	Program 28 Emergency Communications Total	\$ 376	\$ -	\$ -	\$ -		-

Federal Agency and ALN	Federal Grant Name Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Homeland Security Federal Emergency Management Agency 20.703	Hazardous Materials Emergency Preparedness Grant program (HMEP) - Funds used to provide hazardous response training and planning exercises for firefighters and first response agencies.	\$ 140	\$ -	\$ -	\$ -	Match	
	Program 29 MN Board of Firefighters Training and Education Total	\$ 140	\$ -	\$ -	\$ -		-
	Public Safety - Public Safety Federal Fund [3000 Fund] Total	\$ 316,543	\$ 305,079	\$ 297,473	\$ 288,278		95.37
	Federal Fund [3000 Fund] – Public Safety Agency Total	\$ 360,217	\$ 365,322	\$ 357,860	\$ 347,880		162.40

Narrative

The Department of Public Safety receives federal funds for a wide variety of operations and projects impacting the Safety of Minnesota citizens. These grants come from a variety of federal agencies, each with their own application, award, expenditure, reporting and reimbursement processes and procedures. Most of the federal funds are ongoing grants that serve specific operations and projects implemented by the Department of Public Safety. The Department relies on these funds in managing their budget.

Larger grants include funds for Highway Traffic Safety (NHTSA), Disaster Assistance, Homeland Security, Motor Carrier Safety (MCSAP), Impaired Driving, and Victims of Crime (VOCA). Other grants the Department receives include funds for Law Enforcement, Internet Crimes Against Children, Distracted Driver, and Violence Against Women (VAWA).

Several of the federal grants require matching funds, or maintenance of effort commitments. These vary by federal agency and specific grant. The Department agrees to these commitments when accepting the federal grant award. Matches are covered with existing Department budgets and in some cases by local governments. Maintenance of effort commitments are managed within the budget and require tracking of certain expenditures and a related reporting process. Department federal awards that require a match or maintenance of effort commitment are identified in the table above.

Award estimates are based on past experience and current communication with the Department division staff and federal contacts. We do not anticipate any major trends that impact funding at this time.