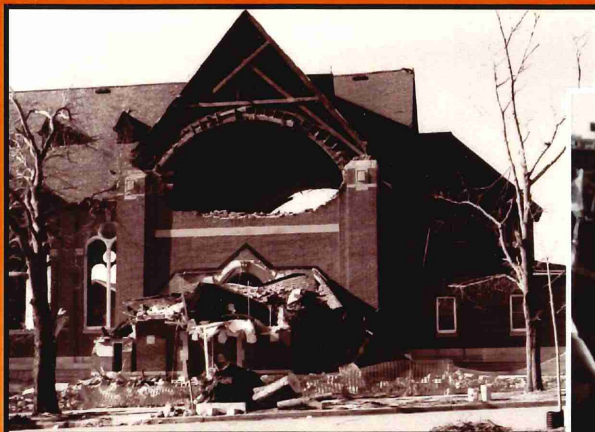




# 1998 Performance Report

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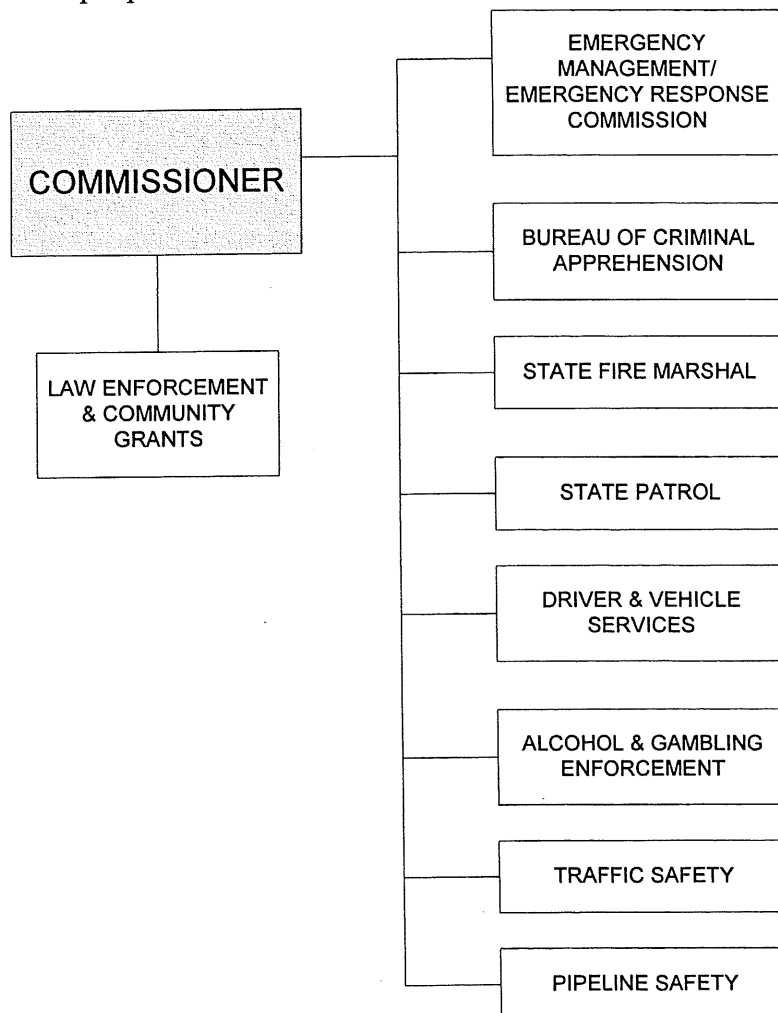
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Public  
Safety

*Safety where we live, work and play*

## DEPARTMENT OF PUBLIC SAFETY MISSION AND GOALS

The mission of the Department of Public Safety is to protect people and property in Minnesota through prevention, regulation enforcement, information and service.

- ❖ Provide leadership and support to government bodies whose responsibilities encompass safety.
- ❖ Assure the safe transportation of people.
- ❖ Inform and educate people on safety issues.
- ❖ Provide timely and effective services in times of emergency and disaster.
- ❖ Provide quality records and documents, in a timely manner, for the use and protection of people and business



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Nearly 30 years ago the Minnesota Legislature created a new agency, the Department of Public Safety, bringing together public safety programs from many agencies. The programs of The Department of Public Safety affect federal, state and local criminal justice, fire safety, emergency management and licensing and inspection agencies; other governmental agencies; private and nonprofit organizations that engage in public safety activities; and the general public.

The vision for the Department is to:

- ❖ Enforce liquor and gambling laws.
- ❖ Provide criminal investigation, forensic science, criminal justice and fingerprint records and criminal justice training.
- ❖ License drivers and register and title automobiles.
- ❖ Provide mitigation, preparedness, response and recovery to disasters.
- ❖ Promote fire safety.
- ❖ Ensure safety on roadways, reduce fatalities, and enforce traffic laws.
- ❖ Administer grant programs that strive to reduce crime in Minnesota communities.

## EXECUTIVE SUMMARY

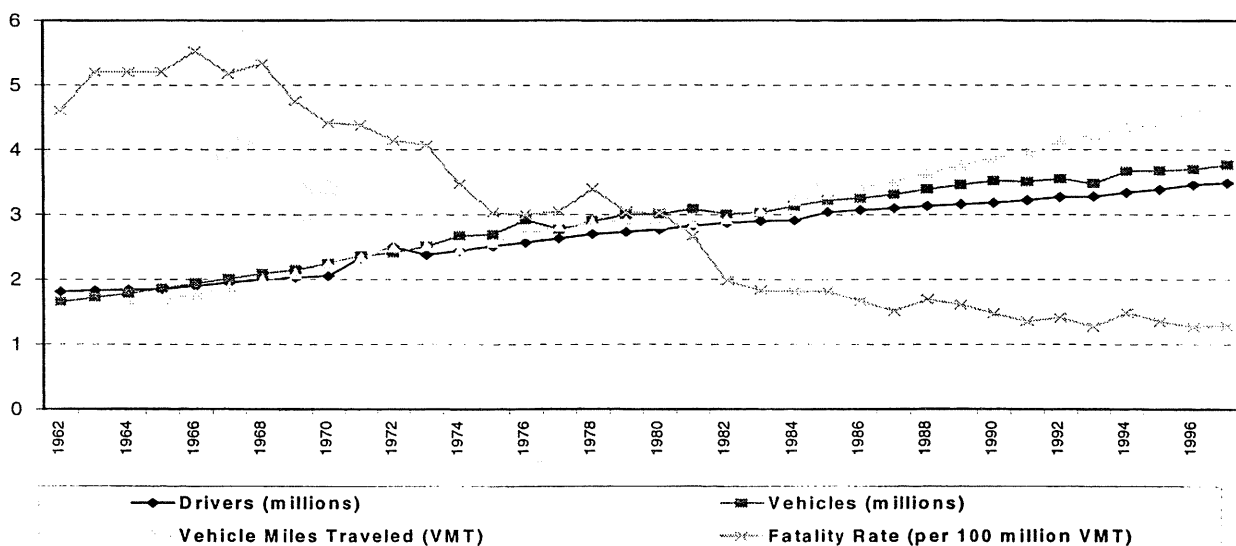
**Safety Where We Live, Work and Play:** The Department of Public Safety impacts the life of every citizen in Minnesota at one time or another. This impact can come through law enforcement and local governmental bodies that have received services from the department, as well as directly through services provided by the department.

In 1997 Minnesota achieved two traffic safety milestones. First, alcohol-related deaths declined to 30% or 178, of the total 600 traffic deaths in the state. The figure of 178 is the lowest that number has been over the period of time we have records for - back to 1984. But it is probably the lowest number over a much longer period than that. National studies during the 1960s and 1970s uniformly concluded that alcohol played a part in over 50% of traffic deaths. And during those decades, such deaths in Minnesota ranged between 692 and 1,060 per year. Except for during the World War II years, total deaths in the state exceeded 500 every year since 1932. Alcohol-related deaths probably reached a fifty-year low in 1997.

Second, since the early 1960s total traffic injuries averaged approximately 45,000 per year. But in the last decade, the severe-injury portion of that total steadily decreased. In 1997, severe injuries to motor vehicle occupants declined below 3,000. We know this is the lowest number since 1984. And it is probably the lowest in decades. Severe injuries included things like dismemberment and permanent brain damage. Substantially reducing these injuries is a tremendous achievement for the state.

The Legislature responded to the anti-drunk-driving social movement and passed new legislation toughening drunk driving laws and saving hundreds of lives over the years. Legislation in the mid 1980s greatly increased seat belt use, helping reduce deaths and severe injuries. The "Minnesota Vehicle Crash Facts" annual publication contains more comprehensive data on traffic safety.

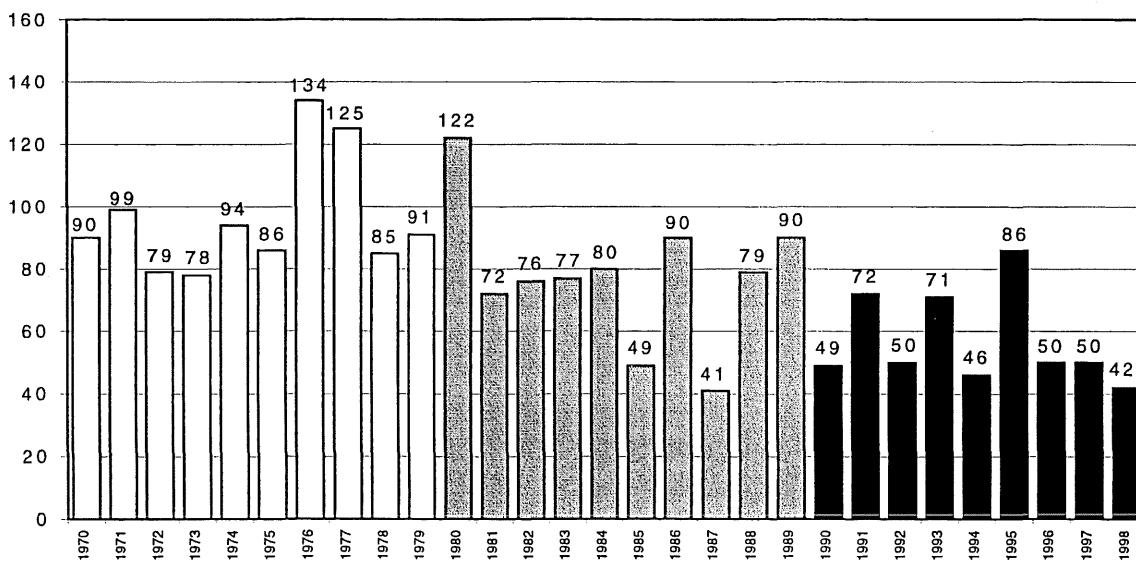
### VEHICLES, DRIVERS, AND FATALITY RATE 1962 - 1997



As the population of Minnesota has continued to grow, from 3.8 million in 1970 to 4.4 million in 1990, fire deaths have decreased. During the decade of the eighties, fire deaths in Minnesota dropped 19% from the levels of the 1970s. In the first eight years of this decade, From January 1990 through December 1997 474 Minnesotans have died in fires. Should this rate continue, the decade of the nineties will see a 24% decrease from the eighties. Clearly, Minnesotans are most at risk for fire death and injury at home. Sixty-eight percent (68%) of the state's fire deaths and 72% of civilian's injuries in 1997 occurred in residential occupancies. Careless smoking (32%) continues in 1997 as the leading cause of fire deaths. Alcohol or other drug use was an impairing factor in 30% of all fire deaths; these fires resulted in fifteen fatalities. The presence or absence of working smoke detectors in dwelling is a critical factor in fire fatalities. In 53% of 34 fire fatalities occurring in dwellings, no smoke detectors were present, or they were present but not working, or it was not known whether detectors were present or functioning.

Prevention efforts, particularly those targeting children, the elderly, and other at risk groups are essential to reducing the needless, tragic losses from fire. Continuing efforts to equip homes and educate Minnesotans regarding the benefits of smoke detectors is a priority. The "Fire in Minnesota" annual publication contains more comprehensive data.

**MINNESOTA FIRE DEATHS  
1970 - 1998**

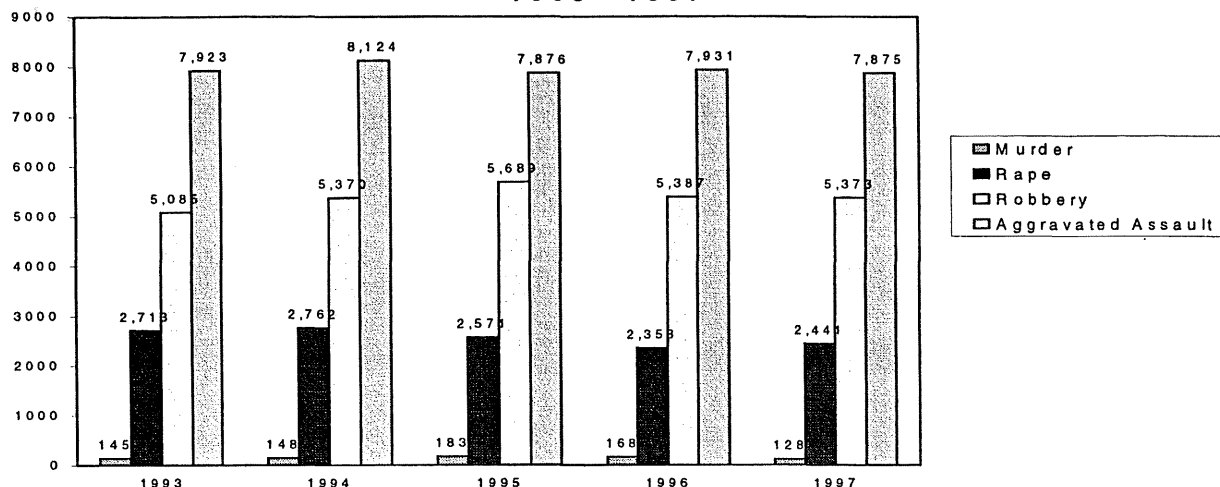


The violent crime rate has leveled. However, violent juvenile crime, gang related and drug related crime is still problematic. Juvenile arrests increased again this year by 1 percent of the total arrests. Juvenile arrests for the age group of 15 to 19 constituted 33 percent of the arrests in 1997. Officer involved shootings, methamphetamine production and its availability continue to be issues. The burgeoning Internet and other crimes involving computers have continued to increase.

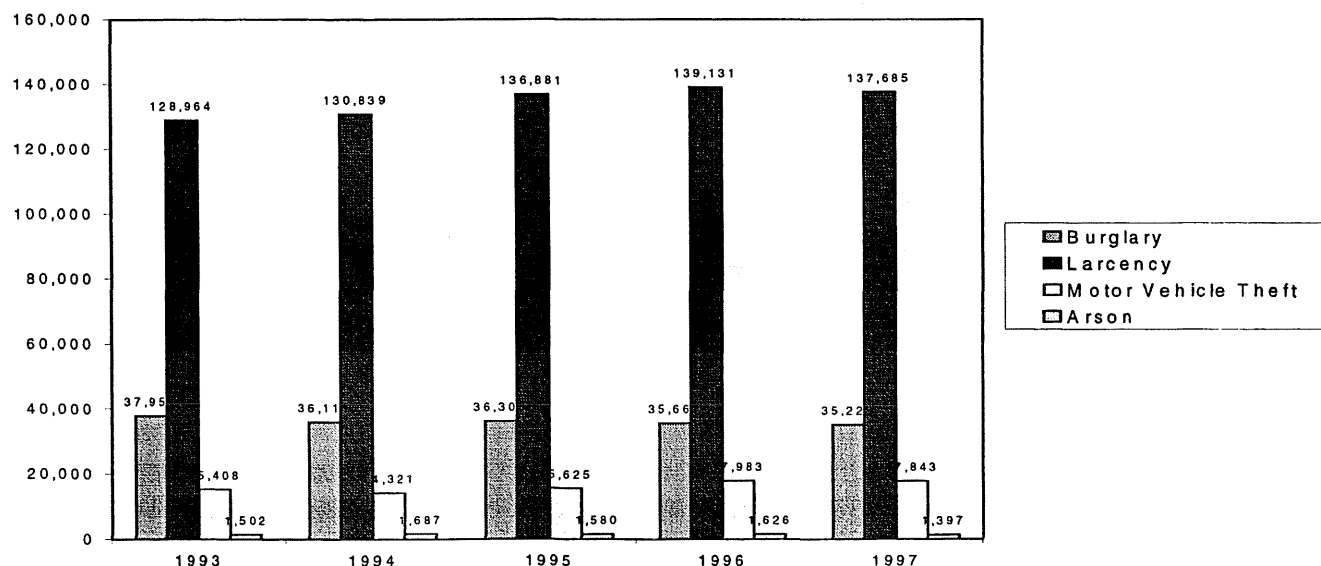
Law enforcement agencies within Minnesota reported 265,561 arrests in 1997. Compared with 251,468

arrest in 1996. 1997 arrest figure represents a 5.6 percent increase. Arrest for adults in 1997 totaled 186,489, compared to 175,631 arrests in 1996, an increase of 6.1 percent. Arrests for juveniles in 1997 for criminal offenses totaled 79,072, compared to 75,387 juveniles in 1996, an increase of 4.8 percent. "Minnesota Crime Information" annual publication contains more comprehensive data

**NUMBER OF VIOLENT CRIMES REPORTED  
1993 - 1997**



**NUMBER OF PROPERTY CRIMES REPORTED  
1993 - 1997**



The first year of the Minnesota Gang Strike Force (MSGF) has proven to be successful. The MSGF built a law enforcement agency from nothing and was able to show a positive impact on criminal gang activity across the state.



To date the MGSF has established six regions throughout Minnesota. Those regions utilized 60 investigators, with the highest concentration of investigators in the Metro Area. The MGSF has developed a statewide computer system to track gangs and the number of confirmed gang members throughout the state. With the aid of information gained from other states, the MGSF developed a model of specific criteria to show gang membership.

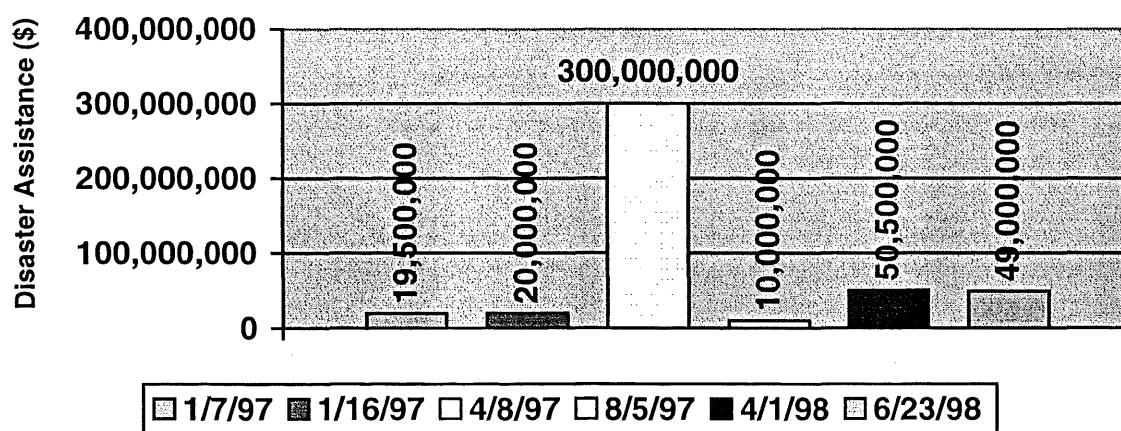
As of December 31, 1998, the MGSF have made 425 arrests, which has resulted in 129 convictions. At this time there are 291 arrests currently pending disposition.

Six presidential disasters were declared during state fiscal years 1997 and 1998. This level of activity is unprecedented. The department responded to each of these disasters by providing on-scene assistance, emergency operations center services, technical assistance, and disaster (financial) assistance. The Minnesota Recovery Task Force, a joint cooperative effort between all state and federal agencies, was active on the major disasters. All state agencies participated in some fashion on at least one of the disasters.

\$449,000,000 in public assistance, individual assistance and hazard mitigation (prevention) funds have been dedicated to helping communities and citizens recover from these six disasters (see figure below). Public assistance is direct aid to local governments to rebuild public infrastructure. Individual assistance is aid to citizens with the greatest needs. Hazard mitigation funding supports projects designed to prevent future losses.

The nearly ½ billion dollars of assistance does not include losses covered by insurance or reimbursed from other sources. The assistance total also doesn't include the time and effort donated by volunteers and voluntary organizations. The actual cost of the six disasters declared between July 1, 1996 and June 30, 1998 is at least 1 billion dollars if insurance costs are included. The actual cost is even higher if total economic costs (including agricultural losses) are included. Minnesota has clearly made disaster recovery a priority during the past biennium.

### 1997-1998 Disaster Assistance



There is a lesson in passing the safety milestones of the past three decades. Pressing social problems can be identified, attacked and lessened through intentional effort. Societal values and government action reinforce one another. The support of the legislature, the Governor and the citizens of Minnesota can continue to increase our safety where we live, work and play.

**PROGRAM: EMERGENCY MANAGEMENT****DESCRIPTION OF SERVICES:**

The Division of Emergency Management (DEM) works to reduce or eliminate the effects of natural or technological disasters by providing prevention programs, ensuring emergency preparations, coordinating and participating in state agency response, and providing resources for recovery.

DEM serves the public safety providers in the state through its emergency planning and prevention (mitigation) activities. These activities include the development of planning tools, one-to-one direct assistance with planning, review of local emergency plans, participation in training and exercises, development of hazard mitigation efforts, and administration of various financial planning assistance and grants programs.

The division coordinates and participates in state agency response to emergency situations. Response activities of program staff range from telephone consultation to on-scene visits to leading joint actions in the state Emergency Operations Center during a large-scale disaster. Recovery activities of DEM include coordinating the delivery of disaster assistance via multiple federal and state disaster relief funds. The assistance is directed to individual citizens for recovery from a disaster, and to local governments for rebuilding the local infrastructure. The ultimate goal of recovery is a return to normal conditions for the citizens and community affected by the disaster.

**PROGRAM DRIVERS:**

*Frequency of disasters:* Six presidential disasters were declared in Minnesota during FY 1997-1998. Each disaster response requires a major effort on the part of DEM staff. Approximately 20% of staff are involved with ongoing disaster assistance for long periods of time following a given disaster. These recovery operations can last from 1 to 8 years.

*Requests for emergency management support:* The program provides emergency management assistance to local governments. This includes financial and technical support. The program's financial support depends on federal funding.

**PERFORMANCE GOALS, OBJECTIVES AND MEASURES:**

- Goal 1:** To reduce the impact of disasters on citizens and communities by providing planning, training, exercising, and prevention (mitigation) programs and support.
- Objective 1:** Emergency Preparedness - To implement the four year planning cycle, including planning, training, exercise and information support, through review of 137 county and city plans by the year 2000.
- Measure 1:** The number of county plans reviewed by the state (by federal fiscal year, Oct. 1 - Sept. 30).

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Plans Reviewed						
Actual	34	35	33			
Target				35	32	35

**DISCUSSION OF PAST PERFORMANCE:**

Prior to 1996, staff annually reviewed the plan in each county/city that received emergency management assistance funding. In FY 1996, staff began reviewing a county/city plan once in a four year time period. Other interested parties such as county boards, local public safety groups, and neighboring counties are charged with reviewing the plans in the other three years. This strategy was designed to increase local involvement in the planning process and allow greater flexibility to local planners.

**PLAN TO ACHIEVE TARGETS:**

Progressive emergency management involves planning for hazards, public safety specific response and recovery training, testing of plans and procedures, and assessment of hazards. DEM has been and will be involved with planning through plan reviews and providing planning guidance. Training needs will continue to be supported through a comprehensive training program that addresses all aspects of emergency management. Information on hazards will continue to be made available to planners, responders and the public. Local governmental and private facility involvement will continue to be promoted and fostered through grants programs designed to interconnect local parties.

**OTHER FACTORS AFFECTING PERFORMANCE:**

Local emergency managers write the all hazard emergency plans. The level of commitment on the part of the local government to emergency planning is directly reflected in the plan quality and/or the level of participation in the planning process. DEM can influence local support through limited financial assistance and grants and through staff contact; however, the majority of planning support must come from the local government.

**DEFINITION:**

DEM reviews county and select city all hazard emergency plans for content and currency. A review is a record of direct DEM staff contact with the individual(s) responsible for orchestrating a county/city response to a disaster. This direct contact is the program's best opportunity to provide technical assistance and to promote progressive emergency management efforts.



**PROGRAM: BUREAU OF CRIMINAL APPREHENSION****DESCRIPTION OF SERVICES:**

The Bureau of Criminal Apprehension (BCA), a law enforcement service agency, protects the public by providing investigative assistance, forensic science services, criminal justice information systems and fingerprint identification services, and training to the criminal justice community throughout Minnesota.

*The Criminal Justice Information Services (CJIS) Section* manages several statewide criminal justice databases and systems and manages the communications networks and interfaces necessary to facilitate statewide and nationwide communications.

*The Training and Development Section* provide specialized and advanced training for law enforcement officers throughout the state.

*The Investigation Section* provides expertise in assisting local law enforcement agencies in investigating violent, complex felony investigations. In the role of a law enforcement service agency, the BCA does not initiate cases without the request of a local agency, except of narcotics and public corruption cases.

*Science is neutral* is the basic tenet of the Forensic Science Laboratory-forensic scientist serve as advocates of neither prosecution nor defense, but rather of independent fact as revealed by scientific analysis. The laboratory provides forensic science services, including DNA testing, to the criminal justice community.

**PROGRAM DRIVERS:**

The violent crime rate has leveled. However, violent juvenile crime, gang related crime, officer-involved shooting, methamphetamine production and its availability, and the burgeoning internet and other crimes involving computers have continued to push the demand for the Bureau's investigative and training services. The field of forensic science has been greatly affected by the exponential development of scientific technology. Developments in such diverse areas as genetics and computers are occurring so rapidly that both methods and equipment are outdated almost as quickly as they are brought on line. Fingerprint technology and DNA testing are high-profile examples of this phenomenon. The demand for information has increased dramatically both in the criminal and non-criminal justice communities. This increased demand dictates that we change the way we do business in order to meet the mandates of complete, accurate and timely information. This includes working with the entire criminal justice information community to improve data standards and sharing. Dramatic change in technology and the proliferation of that technology at the local and federal levels requires that we develop new interfaces and capabilities to meet the needs of our clientele.

**PERFORMANCE GOAL, OBJECTIVES AND MEASURES:**

**GOAL:** To prevent increases and reduce the level of crime by providing Bureau-wide mandated services to and in partnership with the criminal justice community of Minnesota.

**Objective 1:** The number of Minnesota P.O.S.T. licensed peace officers receiving advanced and technical professional law enforcement education from BCA-sponsored training, will increase by 5% per year through the year 2000.

**Measure 1:** Peace officers successfully completed an accredited BCA course (# receiving P.O.S.T. credit)

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Actual	2,900	3,050	3,200			
Target				3,500	3,650	3,700

**Measure 2:** Peace officers who are certified by BCA to teach DARE.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Actual	90	100	105			
Target			110	110	115	120

#### DISCUSSION OF PAST PERFORMANCE:

The BCA training and Development Section has established itself as a provider of exceptionally high quality specialized training which is readily accessible to local agencies. This section involves section personnel in an extensive annual planning process, prior to the publication of its course schedule. Special requests or needs and new areas of training are considered as the section plans its training year.

The Bureau is one of only a few certified DARE training centers in the country and all law enforcement agencies in Minnesota, regardless of size, has trained and certified their DARE officers through the Bureau's DARE program since 1989. The BCA takes particular pride in this highly visible, widely accepted youth prevention program. The BCA not only fulfills its statutory obligations to assist law enforcement, but by the virtue of the DARE program, the BCA makes a preventative investment in the youth of Minnesota that will negatively impact the rising level of crime.

#### PLAN TO ACHIEVE TARGETS:

Careful planning and preparation of course offerings, based on the results of an annual or semi-annual training survey of local officers and agencies, will lead to accomplishment of goals. The addition of DARE junior high school and parent components was made to the BCA's curriculum in 1994. The BCA will attempt to implement a DARE program in every school district in Minnesota in order to reach as many of the state's school children as possible.

#### DEFINITION, RATIONALE, DATA SOURCE:

**Definition:** The number of peace officers successfully completing and accredited BCA course or peace officers who are certified by the BCA to teach DARE.

**Rationale:** The number of peace officers completing accredited BCA courses directly reflects enhancement of the professional education level in the law enforcement community. This increase in peace officers trained and certified as DARE instructors correlates to an increased number of children being taught the DARE curriculum in Minnesota schools. These increases will also be enhanced by the addition of junior high and high school DARE programs to the elementary program.

**Data Source:** BCA Training and Development statistics.

**Objective 2:** Respond to 100% of the requests for assistance in the area of crime against children and other violent crimes.

**Measure 1:** Percentage of requests for assistance responded to.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Actual	100%	100%	100%			
Target				100%	100%	100%

**DISCUSSION OF PAST PERFORMANCE:**

For the past several years, the Bureau has, in fact, responded to every request for assistance with violent crime investigations.

**PLAN TO ACHIEVE TARGETS:**

Requests for assistance with crimes against children and other violent crimes will continue to be our highest priority.

**DEFINITION, RATIONALE, DATA SOURCE:**

The BCA, in many instances, is the only resource available to local law enforcement to assist in child abductions, child kidnappings, homicides and suspicious deaths. The Bureau has prioritized its investigative sections to respond to every request for these types of investigations at the expense of requests for assistance in non-violent crimes, drug investigations and even in the training area.

**Objective 3:** The BCA Forensic Science Laboratory will maintain a quality assurance program designed to meet or exceed the requirements of the Accreditation Program of the American Society of Crime Laboratory Directors laboratory Accreditation Board by the year 2000.

**Measure 1:** Laboratory accreditation and annual review:

Accreditation	FY 1996	FY 1997	FY 1998	FY 1999	FY 2001
Actual	Pass	Pass	Pass		
Target				Reaccredit	Pass

**DISCUSSION OF PAST PERFORMANCE:**

The BCA Forensic Science Laboratory applied for Accreditation from ASCLD-LAB and was inspected March 7-11, 1994. Accreditation was granted in the Laboratory's major disciplines on June 18, 1994 for a period of five years. This was contingent on the submission of Annual Accreditation Review Reports due on July 1, 1995 and each subsequent year. The Laboratory will be due for reaccreditation in 1999.

**PLAN TO ACHIEVE TARGETS:**

The BCA Laboratory will maintain a Quality Assurance Program designed to meet or exceed the requirements of ASCLD-LAB.

**OTHER FACTORS AFFECTING PERFORMANCE:**

ASCLD-LAB accreditation criteria are not static and revisions of criteria have occurred at least twice since the program's inception.

**DEFINITION, RATIONALE, DATA SOURCE:**

Definition: Laboratory Accreditation of Forensic Science Laboratories (Crime Laboratories) is achieved through a national program administered by the Crime Laboratory Directors Laboratory Accreditation Board (ASCLD-LAB). The program demonstrates that the laboratory management, operations, personnel, procedures, equipment, physical plant, security and health and safety procedures meet established standards. Accreditation requires a full review of the laboratory including an on-site inspection. The initial accreditation is granted for five years with annual reviews. Reaccreditation requires a repeat of the initial audit and inspection.

Rationale: Laboratory Accreditation along with it's associated quality assurance and quality control programs are a method of ensuring the highest quality Forensic Science Laboratory service to their clients.  
Data Source: Crime Laboratory Directors Laboratory Accreditation Board and the BCA Laboratory.

**Objective 4:** To reduce the turn around of Forensic Science Laboratory reports by the year 2002 so that 20% are sent in less than one week, 50% in less than 2 weeks and 30% in less than 1 month.

**Measure 1:** Laboratory turn around time

		Actual<	Target>		
Turn around time	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Within 1 Week	11%	7%	7%	10%	10%
Within 2 Weeks	11%	9%	9%	50%	50%
Within 1 Month	23%	21%	21%	40%	40%
More than 1 Month	55%	63%	63%	0%	0%

#### DISCUSSION OF PAST PERFORMANCE:

The BCA Laboratory has significantly expanded its forensic science services since it was established in 1947, both in scope and complexity. In addition the number of submissions has continued to grow as crime has increased and the courts have demanded more scientific analysis of physical evidence.

#### PLAN TO ACHIEVE TARGETS:

The BCA Laboratory plans to implement technology innovations (R&D, new techniques), particularly in the DNA area that will result in significant improvements in turn-around time. Automation in the form of robotics and computerization will be evaluated and implemented whenever possible. Internal focus groups will be established to evaluate ways to streamline processes. Cross training in various scientific specialties and hiring and training new scientist will be done as funding allows.

#### OTHER FACTORS AFFECTING PERFORMANCE:

Increases in submissions.

#### DEFINITION, RATIONALE, DATA SOURCE:

The scientific analysis of physical evidence is often necessary to establish that a crime has been committed, for example in controlled substance identification or alcohol levels determined for DWI's. In addition, such analysis may be necessary to link a suspect to a crime, for example fingerprint and DNA identifications. Timely laboratory result enables law enforcement to more effectively solve and clear crimes.

**Objective 5:** To increase the scope and service of the Midwest Automated Fingerprint Identification Network (MAFIN).

**Measure 1:** Number of remote MAFIN workstations.

	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
Actual	8	12				
Target			13	14	15	15

**DISCUSSION OF PAST PERFORMANCE:**

When the BCA implemented the original MAFIN system in 1978, it was the first operational system in the world. In 1993, the system was replaced with current technology. A goal of that replacement was a system that could be expanded to add other users and enhanced to incorporate newer technology, as it becomes available. The current system has those capabilities. North and South Dakota were interfaced in 1996 and in 1998, MAFIN became fully compliant with the national standards that will facilitate interstate and FBI integration.

**PLANS TO ACHIEVE TARGETS:**

The BCA is moving forward with plans to create the interstate MAFIN network and increase intrastate connections to the MAFIN system. While Wisconsin, Iowa and Nebraska have their own AFIS Systems; plans are underway to allow to cross searching between our systems for identification and crime scene prints.

**OTHER FACTORS AFFECTING PERFORMANCE:**

These high technology systems need constant enhancements to serve increasing demands for immediate identification.

**DEFINITION, RATIONALE, DATA SOURCE:**

The BCA installed the new AFIS system in 1993 and in 1997, the States of North and South Dakota were added to the system. The Ramsey and Hennepin County Sheriff's Offices and the Minneapolis Police Department are connected to the system and are able to conduct their own searches and identifications. St. Paul Police Department, St. Louis County Sheriff's Office and Duluth Police Department have latent terminals allowing them to search and identify prints from crime scenes. Discussion with Iowa, Nebraska and Wisconsin concerning future connectivity has also begun.

**Measure 2:** Number of livescan devices on the network.

	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
Actual	20	32				
Target			55	70	80	100

**DISCUSSION OF PAST PERFORMANCE:**

The BCA began receiving electronically transmitted fingerprint and arrest data in 1993 from Anoka County Sheriff's Office. By receiving the data within a few minutes of booking rather than several days later through the mail, the BCA was able to identify subjects who had lied about their identity before the subject was released. In some cases, there were felony warrants out for the subjects under other names that would not have been discovered through standard name query booking processes.

**PLANS TO ACHIEVE TARGETS:**

The proliferation of livescan throughout the state is critical to the implementation of the Juvenile and Misdemeanor Criminal History Systems as it will provide the tools necessary to allow local agencies to obtain fingerprints on those arrests and enable the BCA to handle workload increases. Several larger sheriff's offices have procured this technology already. The BCA has been deploying livescan and cardscan capabilities during this biennium using state and federal funds.

**OTHER FACTOR AFFECTING PERFORMANCE:**

The use of wideband routed network is critical to the success of electronically transmitted prints.

**DEFINITION, RATIONALE, DATA SOURCE:**

Livescan devices capture fingerprints of arrested individuals electronically and transmit those fingerprints to the BCA within minutes of booking. This timely submission of data allows for quick identification of subjects with active warrants in other jurisdictions. In often detecting use of false identification and linking subjects with active warrants in other jurisdictions. In addition when data is electronically submitted, it reduces the workload at the BCA, as the data does not need to be re-keyed into the state systems. The proliferation of livescan throughout the state is critical to the implementation of the Juvenile and Misdemeanor Criminal History Systems as it will provide the tools necessary to allow local agencies and the BCA to handle workload increases.



**PROGRAM: FIRE MARSHAL****DESCRIPTION OF SERVICES:**

The State Fire Marshal Division exists to reduce the tragic loss of lives and property from fire through investigation, inspection, plan review, regulation, information, education and hazardous materials response activities.

The fire investigation activity provides local fire and police officials with technical assistance in processing a scene to determine cause, in preparing a case for arson prosecution, and providing training for fire officials, law enforcement, and prosecuting attorneys. In 1997, arson continued to be the second leading cause of fire in Minnesota.

The fire and life safety inspection activity provides Minnesota citizens with a minimum level of fire safety in buildings that are mandated for inspections, including public schools (K-12), hotels/motels/resorts, health care facilities, jails/prisons and day care homes and centers.

The plan review activity includes the review of aboveground flammable liquids and liquefied petroleum (LP) gas installations. In addition, an inter-agency agreement with the Department of Children, Families and Learning provides for plan review of public school construction projects.

The fire protection regulation activity ensures that contractors, designers and installers of automatic fire suppression systems are competent and trained and that the systems are installed according to the appropriate codes and standards. This is accomplished through plan reviews and field inspections.

The public fire safety education and data activity provides leadership and focus for preventing identified fire problems from recurring by encouraging behaviors that reduce the risk from fires. In 1998, a juvenile firesetter specialist was added to this activity to reduce the incident and severity of juvenile firesetting. This program is setting up regional resources throughout the state to intervene and assist with juveniles involved in starting fires.

Of increasing concern to the State Fire Marshal is the trend of "de-institutionalization". This occurs where persons who are not able capable of self-preservation (due to age, mental status, or physical impairment) are moved from institutional settings (i.e. nursing homes, state regional treatment centers, etc.) into residential environments (such as assisted living facilities, single family homes, group homes, and foster care). Similar trends are occurring in the corrections field where offenders (especially juveniles) are being placed in residential detention facilities. Both types of populations represent vulnerable segments of society, which need a fire-safe environment in which to reside.

The hazardous materials response activity has established regional hazardous materials emergency response teams and chemical assessment teams throughout the state to respond to hazardous materials emergencies. Many communities throughout the state are unable to provide these types of services due to the cost of equipment, personnel, and training.

**BACKGROUND INFORMATION:**

Measure Types: Activities (A) Workload (W), Data Based on Calendar Year (CY)

Type:	Measure:	CY 1996	CY 1997	CY 1998
A	Number of investigations responded to	636	582	536
W	Number of fires determined to be arson	188	200	187
W	Average # of investigations/investigator/year	53	45	41
W	Average # hours/investigation (based on 1960 hrs/work year)	37	44	48
A	Number of inspections conducted	7,947	8,099	7,775
A	Number of fire safety violations found	19,912	17,063	15,785
W	Average # of inspections/inspector/year	418	426	389
W	Average # hours/inspection (based on 1960 hrs/work year)	4.7	4.6	5.0

Note: Data for 1998 is preliminary; final inspection results have not fully been completed.

**PROGRAM DRIVERS:**

**Arson** continues as the second leading cause of fire in Minnesota. The complexity of an arson case increases the amount of time that must be spent on the investigation and case development.

**Life safety** concerns for building's occupants continue to demand inspection services. The State Fire Marshal Division is recognized as a leader in fire and life safety code development and inspections.

**Training and education** requests from the public and client groups continue to increase. The State Fire Marshal Division is looked to for training in technical areas related to fire codes, fire prevention strategies, juvenile forester intervention, fire and arson investigation, and hazardous materials training.

**Plan review** functions continue to increase each year. Much of the increase is in response to the robust economy and the current construction boom in Minnesota.

**PERFORMANCE GOAL, OBJECTIVE AND MEASURE:**

<b>Goal:</b>	To reduce the number of residential fire deaths involving absent or non-functioning smoke detectors and to increase the proper use of smoke detectors in residences.
<b>Objective:</b>	To reduce the number of fire deaths in which absent or non-functioning smoke detectors are identified as a factor to no more than twenty-five (25) percent of the total deaths, through educational initiatives, by the year 2000.
<b>Measure:</b>	Percent of deaths in which absent or non-working smoke detectors are identified as a factor on State Fire Marshal investigation reports and on the Minnesota Fire Incident Reporting System (MFIRS) reports.

Percentage of Smoke Detectors Present or Non-functioning	CY 1994	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999
Actual	25%	64%	25%	23%		
Target		31%	30%	28%	26%	25%

**PLAN TO ACHIEVE TARGETS:**

The main factor in achieving this target is the cooperation of local fire and social service agencies.

**OTHER FACTORS AFFECTING PERFORMANCE:**

The ability to reach parents and care-givers in non-traditional ways is critical. Additional factors affecting outcomes are:

- providing school fire safety curriculum in elementary schools having take-home components for parents dealing with information on keeping matches and lighters out of the reach of children,
- homes having smoke detectors, and
- cooperation with local fire departments and social service agencies to provide smoke detectors to high risk populations who cannot afford them.

**PROGRAM: STATE PATROL****DESCRIPTION OF SERVICES:**

The Minnesota State Patrol exists to ensure a safe environment on Minnesota's roadways, and within the capitol complex.

To accomplish this mission, the State Patrol provides police traffic services for the safe and efficient movement of traffic through enforcement, education and assistance. In addition, the State Patrol provides security for the Governor, the Governor's family and residence, the legislature and capitol complex. The State Patrol also provides assistance to the public and public service agencies at all levels, and provides driver and vehicle inspections for determining compliance with state and federal laws governing the operations of motor carriers and commercial motor vehicles. The State Patrol investigates traffic collisions, and initiates immediate remedial action on motor vehicle law violations and all criminal activity encountered.

**BACKGROUND INFORMATION:**

Measures of activities (A), Other Data (O)

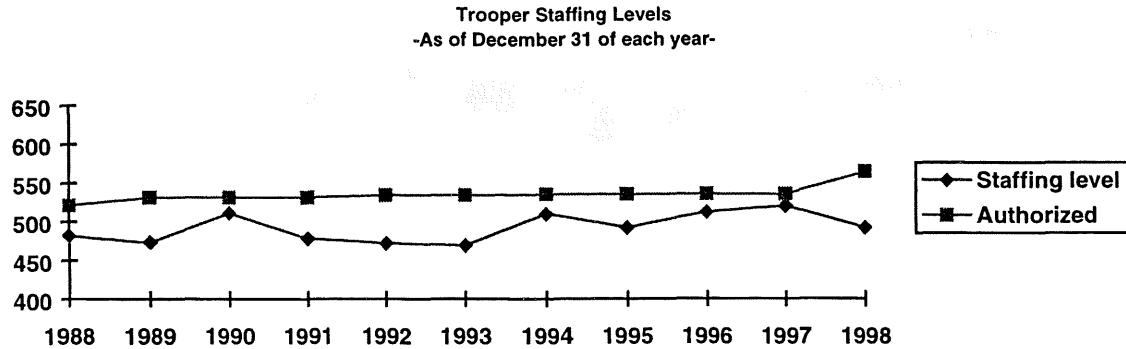
Type	Measure	FY 1997	FY 1998
A	No. of arrests for DWI	4,874	5,322
A	No. of arrests and warnings for speeding	164,829	185,073
A	No. of arrests and warnings for seat belt violations	46,677	47,491
A	No. of commercial vehicle arrests and warnings for seat belt violations	2,092	2,320
A	No. of commercial vehicle inspections	49,602	41,152
A	No. of school bus inspections	4,605	5,687
A	No. of motorist assistance	148,485	137,395
A	No. of citizens reached w/ educational programs	3,546,743	2,750,997
A	Hours spent patrolling	389,353	392,081
A	Average annual miles patrolled per Trooper	29,077	30,221
O	Actual # of Troopers available for duty	510	492
O	Authorized Trooper positions	535	564

**PROGRAM DRIVERS:**

Increases in registered motor vehicles/licensed drivers lead to an increase in the miles of vehicular travel on an annual basis. Increases in both areas challenge the State Patrol to maintain the same level of service while dealing with more vehicles and more miles driven. Increases in the number of motor vehicles, licensed drivers and vehicular miles traveled contributes to increased traffic congestion, especially in the Metropolitan area, compounding traffic control management and necessitating expedient incident control to minimize impediments to efficient traffic flow.

States with strong traffic safety legislation and consistent enforcement are more likely to be effective at changing individual behavior and reducing injuries and fatalities. Judicial action through sentencing and court case law decisions either strengthen or weaken the ability to fulfill the intent of these laws. The key to the success of traffic safety programs is innovative leadership on traffic safety issues from the executive and legislative branches.

Engineering and design standards for vehicle performance can help prevent crashes from occurring. Motor vehicle inspection programs ensure that vehicles have safety equipment intact and working properly. When there is a crash, vehicles designed for safety can increase survivability. Passenger protection systems in vehicles, if used, can eliminate injuries or reduce their severity.



Source: DPS-Personnel

### PERFORMANCE GOALS, OBJECTIVES AND MEASURES:

**Goal 1:** To reduce the incidence of alcohol/drug impaired driving.

**Objective 1:** Reduce the percentage of motor vehicle crash fatalities caused by alcohol/drug impaired drivers to 30% by the year 2002.

**Measure 1:** Percentage of traffic fatalities classified as "alcohol-related".

	CY1995	CY1996	CY1997	CY1998	CY1999	CY2000	CY2002
Actual	41%	36%	30%				
Target	35%	40%	38%	36%	34%	32%	30%

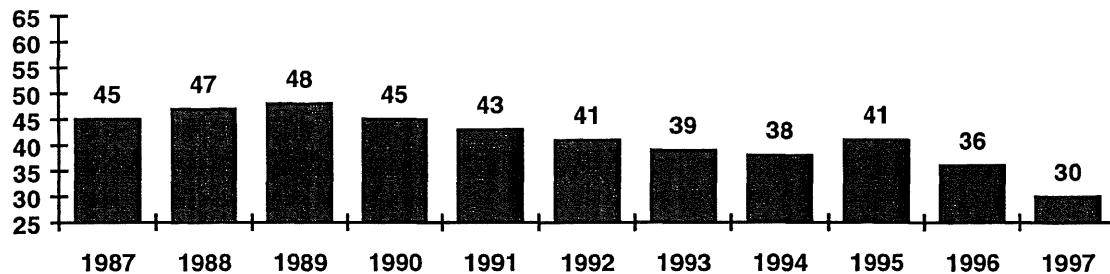
CY-Calendar Year

### DISCUSSION OF PAST PERFORMANCE:

The trend for the percentage of known alcohol-related fatalities has steadily declined over the previous ten years. In CY 1997, the number of alcohol-related fatalities was the lowest on record. It is estimated that actual number of alcohol-related fatalities is higher than known alcohol-related fatalities because not all drivers in fatal crashes are tested for alcohol, however, the number of drivers tested has increased to 90% in recent years. The deterrent effect of administrative driver license sanction and criminal punishment has had a role in this increase in drivers tested. In spite of a lower staffing level due to attrition,

CY 1998 State Patrol arrests for DWI increased by 9% over 1997. The increase was in part due to the enhanced enforcement and education through *Arrive Alive*, *Safe & Sober* and *Operation Nightcap* campaigns. This increase indicates the high priority placed on DWI enforcement. Aggressive DWI enforcement has proven to be effective in reducing the incidence of driving after drinking. Fewer drinking drivers will result in fewer fatalities.

PERCENTAGE OF FATAL CRASHES DETERMINED TO BE ALCOHOL-RELATED



Source: MNDPS-Office of Traffic Safety

#### PLAN TO ACHIEVE TARGET:

Identification and removal of the drinking driver remains a high priority. Aggressive pursuit of the forfeiture of motor vehicles used in committing DWI offenses, and continued participation in *Safe and Sober* and *Operation Nightcap* campaigns.

#### OTHER FACTORS AFFECTING PERFORMANCE:

Judicial decisions which affect the methodology or procedures used in enforcement of impaired driving law may impact the ability to perform as noted. An increase in the authorized complement of Trooper positions would provide for increased patrol coverage and decrease average calls for service workload. Additional Troopers would provide for increased proactive preventative enforcement.

Advances in technology or impairment recognition methodologies will improve the ability of troopers to identify impaired drivers. The ability to readily identify drivers at lower levels of impairment will increase the deterrent effect and decrease the incidence of impaired driving.

**Goal 2:** To increase the use of motor vehicle occupant restraints.

**Objective 1:** Increase the percentage of driver and front seat occupant seat belt use to 80% by the year 2002 through enforcement and education.

**Measure 1:** Percentage of motorists properly restrained.

	CY 1994	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Actual	57%	65%*	64% *	65%			
Target				67%	70%	73%	76%

#### DISCUSSION OF PAST PERFORMANCE:

Estimates indicate that 50% of the deaths from injuries to unbelted motor vehicle occupants could have been prevented had occupants used seat belts. As seat belt use has increased, fatalities and serious injuries have declined. Legislation requiring seat belt use and consistent enforcement of seat belt laws combined with educational programs has proven to increase use.



*Safe & Sober* is a federally funded campaign to increase enforcement of DWI and seat belts laws. This program provides funding for overtime work assignments dedicated to DWI and seat belt law enforcement during identified peak hours and locations. After the introduction of the *Safe & Sober* campaign, seat belt usage rates "jumped" from 57% in CY 1994 to 65% in 1995.

#### PLAN TO ACHIEVE TARGET:

*Arrive Alive*-The *Arrive Alive* program is an enforcement and educational campaign designed to reduce the number of traffic collision injuries and fatalities on roadways in Minnesota. The program will focus on the importance of seat belts, driver attitude, excess speed and impaired driving. Seat belt and child restraint use is also a primary area of emphasis for the eleven State Patrol Safety Education Troopers.

Development of innovative marketing and educational strategies encourages greater voluntary compliance.

#### OTHER FACTORS AFFECTING PERFORMANCE:

Legislation has had an important role in altering behavior to increase seat belt use. Observational surveys showed a 12 percentage point increase in use after the first seat belt law went into effect in 1986, about a 15 point increase after the \$10 fine was added in 1988, and about a 5 point increase when the fine was increased to \$25 in 1991. Studies in other states indicate that an additional increase in usage rates occurs when a seat belt law is changed from secondary to primary enforcement. The seat belt usage rate in Minnesota appears to have leveled at 65%. Primary enforcement can have a dramatic effect on seat belt usage by allowing Troopers to directly change the behavior of persons not using seat belts rather than only when an additional moving violation is observed.

On January 1, 1993, the State of California upgraded its seat belt law from secondary enforcement to primary enforcement. Seat belt observations conducted in early 1993 indicate that the law change has produced nearly an 18 percent increase in driver seat belt use. Current estimates indicate that Minnesota would effect a 15-percentage point increase in seat belt usage with the enactment of a primary enforcement law.

**Goal 3:** Improve the safety environment of the capitol complex

**Objective 1:** Reduce the incidents of violence in the workplace by 15% by the year 2000

**Measure 1:** Number of violence in the workplace incidents reported to Capitol Security by capitol complex employees and customers.

	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Actual	33	50	33	33		
Target			33	27	24	20

#### DISCUSSION OF PAST PERFORMANCE:

Violence in the workplace is those incidents of assault and threats to persons that occur within the confines of the capitol complex. This includes incidents of domestic assault, terroristic threats, bomb threats, and assaultive behavior by employees and visitors. With the exception of CY 1996, the annual number of reported assaults has remained consistent at nearly three per month. A survey of capitol complex employees in 1994 indicated that 21% of respondents were concerned with violence in the workplace.

**PLAN TO ACHIEVE TARGETS:**

Increase capitol security officer visibility with greater emphasis on bicycle and foot patrol in higher risk areas. Communication of crime prevention and personal safety services available through crime prevention officers. Encourage employees to utilize security officer escort services.

**OTHER FACTORS AFFECTING PERFORMANCE:**

The St. Paul Police Department has indicated that over 225 incidents of assault were reported in the immediate area surrounding the capitol complex. The surrounding area has the potential to adversely impact safety in and around the capitol complex.

**PROGRAM: DRIVER AND VEHICLE SERVICES (DVS)****DESCRIPTION OF SERVICES:**

*Vehicle Title and Registration* collects revenues from vehicle registration and sales taxes, issues certificates of title, maintains vehicle title and registration records, regulates motor vehicle dealers, inspects salvage and re-constructed vehicles, monitors the production and distribution of license plates and tabs, and registers bicycles. Transactions can be initiated by the public at the DVS office in St. Paul, by mail or at 172 independent, public or private, deputy registrar offices located statewide.

*Interstate Registration and Reciprocity* administers the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) which provide for uniform collection of registration and fuel taxes throughout the United States and Canada. Through registration in Minnesota, as their base state, carriers can establish and maintain one license and report on the interstate operation of their vehicles only to Minnesota. The DVS "Prorate Office" collects taxes due from the Minnesota carriers and ensures that each jurisdiction receives its appropriate share. Conversely, the cooperating states and provinces ensure that Minnesota receives its appropriate share of the revenue they collect. DVS is also involved in many federal and state Commercial Vehicle Operations (CVO) projects to bring new and advanced technologies to the trucking industry.

*Licensing Drivers* includes the following.

1. *Driver Examination* administers written and oral driver knowledge tests, conducts driving skills road tests and regulates licensed driver training schools. Driver examining is provided at 93 full-time and part-time locations statewide.
2. *Driver Licensing and Records* issues driver licenses, instruction permits and non-driver identification cards, and maintains driver history and traffic accident records. Services are provided throughout the state at the DVS office in St. Paul, any of 14 DVS field offices, or any of 125 independent, public or private, driver license agent offices.
3. *Driver Evaluation* evaluates medical and vision reports, conducts hearings on drivers who violate traffic laws or who are involved in accidents, issues limited licenses, and conducts reviews and hearings on compliance with re-licensing requirements.

**BACKGROUND INFORMATION:**

	FY 1996 Actual	FY 1997 Actual	FY 1998 Actual	FY 1999 Target	FY 2000 Target	FY 2001 Target
<b>Vehicle Registration And Title</b>						
• Titles Issued	1,540,020	1,535,013	1,631,387	1,670,000	1,710,000	1,750,000
• Renewal Notices Mailed	3,625,775	4,281,839	4,086,193	4,708,400	4,168,000	4,800,000
• Renewals Processed	3,268,836	3,757,989	3,467,349	4,050,300	3,617,400	4,245,000
<b>Interstate Registration And Reciprocity</b>						
• Motor Carrier Accounts	5,630	5,757	5,892	5,950	6,000	6,050
• Vehicles Registered	62,428	62,228	61,254	61,500	61,500	61,500
<b>Driver Examinations - All Types</b>						
• Knowledge - Written	446,074	440,735	475,934	476,000	476,000	476,000
• Knowledge - Oral	3,742	4,100	4,749	4,800	4,800	4,800
• Skills - Road	159,675	162,679	176,959	177,000	177,000	177,000
<b>Driver Licensing And Records</b>						
• Licenses/Cards Issued	1,271,191	1,296,133	1,254,466	1,290,000	1,330,000	1,370,000
• No Fault Incidents	22,411	22,546	22,262	22,485	22,935	22,165

**DEPARTMENT OF PUBLIC SAFETY****1998 PERFORMANCE REPORT**

• Accident Records	123,742	98,625	106,771	119,000	123,000	120,000
Driver Evaluation						
• Privileges Withdrawn	152,987	166,079	175,360	189,400	204,500	220,990
• Hearings Conducted	35,570	35,778	35,191	36,165	37,725	38,500
• Reports Evaluated	63,858	67,002	66,949	68,390	69,805	71,300
• Limited Licenses Issued	13,769	14,536	15,827	16,145	16,470	16,800
Public Information Calls						
• Vehicle Registration	588,806	604,852	574,153	662,100	750,000	850,000
• Driver License	392,537	403,235	382,768	441,384	500,000	560,000
• Driver Evaluation	190,757	188,092	195,687	199,715	203,710	207,750

**PROGRAM DRIVERS:**

Many state, federal, and international social and economic trends impact on DVS service needs. The size and demographics of local populations, local job markets and, even, elections affect need for driver examination services and driver licenses and non-driver identification cards. New and used car sales affect the need for vehicle title and registration transactions as well as license plates and tabs. State and federal legislative changes and mandates also significantly affect services required and provided. For example, increasing penalties for driving infractions or losing driving privileges for non-payment of child support increases license suspensions and issuance of limited driver licenses and license plates. Using driver licenses for identification or for non-driving information (living wills, firearms certification, etc.) results in increased need for collecting and sharing information and issuing licenses and identification cards.

**STRATEGIES AND PERFORMANCE:**

**Goal 1:** To improve the quality and timeliness of application processing and to interface with all customers, external or internal, electronically.

**Objective 1:** To decrease the processing time for database updates, in part, by increase the percentage of deputy registrars filing updates electronically.

**Measure 1a:** Percentage of deputy registrars filing electronically.

**Measure 1b:** Number of work days to process database updates.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Deputy Registrars						
Actual	0%	0%	0%			
Target				3%	10%	20%
Database Updates						
Actual	2.3	4.5	8.8			
Target				5.0	5.0	5.0

**DISCUSSION OF PAST PERFORMANCE:**

All records, other than renewals, added to the title and registration database are hand entered. This takes an enormous amount of time and is damaging to the employees that perform the work.

**PLAN TO ACHIEVE TARGETS:**

To move some duties from the manual to the electronic processing. Motor vehicle dealers will download "held for resale" transactions and a number of deputy registrars will electronically transfer daily reports.

This will allow for electronic updating of the mainframe database and balancing of the reports. The feasibility of renewing motor vehicle registrations by the public through the Internet is being explored as well.

#### OTHER FACTORS AFFECTING PERFORMANCE:

A variety of economic, social, and demographic factors affect transaction volume because they have direct and indirect impacts on vehicle sales, transfer, migration and retention.

**Goal 2:** To manufacture and distribute license plates and tabs statewide as necessary to meet anticipated sales demand.

**Objective 1:** To maintain a statewide 2.4 month supply (175,000 pairs) of passenger license plates.

**Measure 1:** Number of passenger plates in the statewide end-of-year (EOY) inventory at point-of-sale.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Inventory, EOY (Pairs)						
Actual	126,120	68,120	172,600			
Target				(135,291)	(144,692)	(240,843)

#### DISCUSSION OF PAST PERFORMANCE:

License plates are needed for all vehicles registered in Minnesota for the first time and for vehicles whose existing license plates are over seven years old and must be replaced by law. The number of plates sold during FY 1997 and FY 1998 exceeded the number anticipated when the plate manufacturing budget was requested. This led to a depletion of the statewide license plate inventory in FY 1997 and an increase in the number of plates that were manufactured and distributed in FY 1998 to replenish the statewide inventory. Current and future sales are also expected to exceed the old estimates. The net impact is that the license plate manufacturing budget will be exhausted with about three months remaining in the biennium.

#### PLAN TO ACHIEVE TARGETS:

DVS in cooperation with Minnesota Correctional Industries, which manufactures and distributes license plates for DVS, will attempt to ensure that end-of-year shortages are managed in an equitable fashion to minimize statewide disruption in the sale of license plates and to ensure that stocks are replenished in an efficient and equitable fashion once funding is made available at the beginning of the next year.

#### OTHER FACTORS AFFECTING PERFORMANCE:

Statewide economic and demographic factors affect the number of new vehicles sold, the number of vehicles that migrate with residents into and out of the state, and the length of time an older vehicle is kept in service which, in turn, affect the need for license plates.

**Goal 3:** To improve quality of the IRP and IFTA program by improving business functions through computer system enhancements.

**Objective 1** To reduce processing time by reducing redundancy of required data entry via system interfaces and participating in a federal pilot for electronically submitted applications.

**Measure 1:** Number of work days to process title and prorate registration applications.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Title and Prorate Applications						
Actual	8.0	7.0	5.5			
Target				4.0	2.0	2.0

#### DISCUSSION OF PAST PERFORMANCE:

Data maintained is not currently interfaced or integrated with other agencies, which regulate and maintain data on commercial vehicle operations. In many cases this results in double entry which delays data collection as well as information processing and dissemination.

#### PLAN TO ACHIEVE TARGETS:

To participate in the IRP and IFTA National Clearinghouses established to maintain the required information for all member jurisdictions by electronically transmitting data information and funds. In addition, DVS will participate in the federally sponsored commercial vehicle information system network pilot project for allowing carriers to electronically submit applications and registration and fuel tax information and for electronically supplying data to roadside enforcement.

**Goal 4:** To ensure that only those drivers who have demonstrated that they have reached a minimum level of knowledge and skills would be considered safe drivers and be eligible for Minnesota driving privileges. To develop and conduct appropriate tests to meet this goal.

**Objective 1:** To maximize the use of existing driver examination resources by conducting 476,000 written test of driver knowledge and 177,000 road tests of driving skills.

**Measure 1:** Number of written and road tests conducted.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Written Tests						
Actual	446,074	440,735	475,934			
Target				476,000	476,000	476,000
Road Tests						
Actual	159,675	162,679	176,959			
Target				177,000	177,000	177,000

#### DISCUSSION OF PAST PERFORMANCE:

DVS has developed and administered quality tests of driver's knowledge and skills. The quantitative demand for such tests is, however, severely taxing the capacity to deliver the tests in a timely fashion. In the metropolitan area, particularly, waiting lines are prevalent.

#### PLAN TO ACHIEVE TARGETS:

To ensure that existing resources are utilized to their maximum effectiveness.

#### OTHER FACTORS AFFECTING PERFORMANCE:

While the demand for testing the traditional clientele of new young drivers has increased somewhat, a major problem has been the need to test adult drivers who are recent immigrants, speak and read little or no English and did not drive previously. These individuals need time-consuming oral tests involving interpreters and, as there is no training requirement for adults, they are often unprepared and take the skills tests multiple times before passing.



**PROGRAM: ALCOHOL AND GAMBLING ENFORCEMENT****DESCRIPTION OF SERVICES:**

The Alcohol and Gambling Enforcement (AGED) program enforces laws and regulations relating to liquor licensing and legal and illegal gambling activities.

Liquor enforcement protects the health and safety of the state's youth by enforcing the prohibition against sales to underage people. The division acts to maintain balance and stability in the alcoholic beverage industry through management of liquor licensing, education, enforcement, and regulatory programs. The division initiates enforcement actions and imposes civil penalties for violations of M. S. Chapter 340A. Gambling Enforcement routinely receives complaints of criminal and civil violations from both gambling regulatory agencies and the public. The division has become the primary investigative agency and conducts investigations of all such complaints where appropriate.

Gambling Enforcement is designated to ensure compliance in Tribal/State Compacts. Numerous background checks are conducted in determining compliance of employees of Tribal Governments. Gambling Enforcement also has the responsibility of licensing manufacturers and distributors of gambling devices, which also requires a thorough background investigation into these corporations prior to licensure. Gambling Enforcement also provides law enforcement services upon request to the Gambling Control Board, the Lottery, and Pari-Mutual Race Commission, as well as conducts an annual security audit of State Lottery Facilities.

**BACKGROUND INFORMATION:**

Licenses/permits issued or approved FY 1995 8256, FY 1996 8353, FY 1997 8456, FY 1998 8556. FY 1995 conducted 2714 alcohol investigations/inspections, 23,043 gambling investigations/criminal checks; 1996 conducted 3095 alcohol investigations/inspections, gambling investigations/criminal checks 24,015, 1997 conducted 3474 alcohol and gambling investigation/inspections; 22,000 alcohol and gambling criminal checks. In FY 1998 conducted 2687 alcohol and gambling investigations/inspections, 21,455 alcohol and gambling criminal checks.

**PROGRAM DRIVERS:**

M. S. Chapter 340A and Minnesota Rule 7515 and its interpretation, as well as social values, and economic factors all have a direct affect in the success in achieving liquor enforcement goals. Alcohol enforcement is a subject eliciting conflicting value opinions among legislators, local regulators, and the general public, values that range from indifference to prohibition. Alcohol enforcement must balance these two extremes to maintain the integrity of the law and the industry. The division is constantly under press to redefine the liquor statutes to accommodate the increasingly changing societal attitudes and practices.

Enforcement of Charitable Gambling Laws, Tribal Casino gambling, increases in lawful forms of gambling has created a tremendous increase in complaints, background investigations, and a need to protect the integrity of the industry. Public awareness of the problems inherent in gambling such as theft and forgery has underscored the need to report illegal activities. New forms or changes in gambling, which have been authorized by the legislature will have a dramatic affect on gambling enforcement and its activities.

**PERFORMANCE GOALS, OBJECTIVES AND MEASURES:**

- Goal 1:** To implement Office of Juvenile Justice and Delinquency Program to Combat Underage Drinking.
- Objective 1:** To impose civil penalties as provided for under M. S. 340A.415, either locally or by AG to all establishments that fail compliance checks conducted under this program.
- Measure 1:** Number of establishments imposed with civil penalty for sale of alcohol to underage person.

	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
# of underage invest.						
Actual	56	57	23			
Target				60	80	80
% of civil penalties						
Actual	NA	NA	13%			
Target				100%	100%	100%

**DISCUSSION OF PAST PERFORMANCE:**

Past performance with *Badges and Business* and *REEACT* programs, both of which focused on the underage compliance issue was regrettably inconclusive. The *REEACT* Program ended September 1997, which is reflected in the decline of compliance investigations during fiscal year 1998. Access to alcohol by underage persons has persisted in the state. *Combating Underage Drinking* is a new federally funded program initiated in October 1998 with promising outcomes and rapid results. The funding is expected to continue until May of 2002 through the Office of Juvenile Justice and Delinquency prevention, which will be a basis for long term statistics. This new program will continue to permit local law enforcement agencies, licensing authorities, community and civic organizations, and the AGED to interact and develop positive partnerships as it relates to reducing access of alcohol to underage persons with their respective jurisdictions. Certainly past programs have heightened awareness and encouraged consequences of illegal actions on the part of careless liquor licensees, but the new *Combating Underage Drinking* program puts these consequences into action as provided for within Chapter 340A.

**PLAN TO ACHIEVE TARGETS:**

The focus of the *Combating Underage Drinking* program is to address the incidence of underage persons purchasing alcohol from liquor stores, bars, and restaurants, obtaining alcohol through adult providers, direct sales from manufacturers and through the World Wide Web or Internet. The program also addresses the use of false identification by underage persons. The program will provide funding to local law enforcement to conduct compliance checks or if requested, the AGED will conduct the compliance checks at licensed establishments within a respective jurisdiction. Agents from AGED will also conduct educational seminars in communities if they so desire. Underage persons under the direction of local law enforcement or AGED will attempt to purchase alcohol from licensed liquor establishments. In the event a sale takes place, swift and appropriate civil penalties will be imposed by AGED, and many times criminal sanctions will also be imposed by local law enforcement against sellers.

**OTHER FACTORS AFFECTING PERFORMANCE:**

Factors which may affect performance continue to be the level of participation by local communities, the challenge of obtaining statistics regarding criminal or civil action taken at the local level, and at times

political and social indifference toward the seriousness of an underage alcohol consumption problem within a particular community.

**Goal 2:** Reduce the amount of prohibited persons and entities from involvement in legal gambling through background investigations and checks.

**Objective 1:** To process 90% of the criminal record checks within 10 days of receipt.

**Measure 1:** Number of requests for criminal record check investigations.

# of requests	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Actual	24,015	22,000	21,455	21,500	21,500	21,500
Target						
% processed within 10 days						
Actual	N/A	N/A	90%			
Target				90%	90%	90%

#### DISCUSSION OF PAST PERFORMANCE:

The Alcohol and Gambling Enforcement Division has maintained a 100% completion for requests for criminal record checks.

#### PLAN TO ACHIEVE TARGETS:

This objective has top priority.

#### OTHER FACTORS AFFECTING PERFORMANCE:

Background investigations are completed in conjunction with regulatory agencies that administer the forms of legalized gambling. Changes in state law can increase or decrease the number of individuals or entities that require background investigations. Also, any expansion of gambling or the extreme popularity of Tribal Gaming creates more employment in the industry.

**PROGRAM: TRAFFIC SAFETY****DESCRIPTION OF SERVICES:**

The mission of the Office of Traffic Safety (OTS) is to reduce the number and severity of traffic crashes in Minnesota by planning, managing, coordinating, and evaluating traffic safety activities using federal, state, and local resources, and by providing statistical information about traffic crashes. To carry out this mission, OTS coordinates Minnesota's participation in the National Highway Traffic Safety Administration's federal grant program. (M.S. Section 4.075 establishes the existence of the highway safety program.) In addition to the federal grant program OTS coordinates and manages several state-funded programs, including a motorcycle safety program, a bicycle safety program, and a program to distribute child safety seats to low-income families. Minnesota also participates in the Fatal Analysis Reporting System, a national database on fatal motor vehicle crashes; the FARS Program (analyst and assistant) is a part of OTS.

**PROGRAM DRIVERS:**

**Exposure factors:** The number of licensed drivers, the number of registered vehicles, and the number of miles traveled all contribute to the number of crashes that happen each year in Minnesota. In addition, the number of drivers in high-risk age categories (ages 15 to 34) is a factor in our program's success.

**Seat belt use:** Regardless of who or what caused the crash, the best preventive medicine for injury from traffic crashes is seat belt use. Higher belt use rates mean fewer deaths and less severe injuries, and anything that increases belt use has a positive effect on traffic safety.

**Legislative, administrative, and judicial support:** States with pivotal traffic safety legislation (primary belt use and tough impaired driving laws) are more likely to be effective in reducing injuries and fatalities; in addition, states with certain laws are eligible for special federal funding to use on these programs. The role of the courts should not be underestimated; court decisions either uphold or disable traffic safety laws.

**PERFORMANCE GOALS, OBJECTIVES AND MEASURES:**

**Goal 1:** Reduce the number and severity of traffic crashes in Minnesota.

**Objective 1:** The statewide motor vehicle fatality rate per one hundred million vehicle miles traveled will be 1.00 by the year 2002.

**Measure 1:** The fatality rate per one hundred million vehicle miles traveled.

Fatality Rates	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Actual	1.35	1.26	1.28			
Target				1.25	1.20	1.10

**Goal 2:** Decrease the cost of traffic crashes in Minnesota.

**Objective 1:** The estimated cost of crashes in Minnesota will be held to under \$1 billion by 2002.

**Measure1:** The cost of crashes is estimated using the National Safety Council's figures.

Cost of Crashes (Millions)	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Actual	\$1611.8	\$1,578.1	\$1456.8			
Target				\$1350.0	\$1250.0	\$1,100.0

**DISCUSSION OF PAST PERFORMANCE:**

The fatality rate per hundred million vehicle miles traveled is the standard measure of a state's traffic safety performance. Minnesota's rate is routinely lower than the national rate. When our program began, the rate was over 5.5; now, the rate is under 1.5: this represents a substantial improvement over the past 30 years. It must be noted that the number of miles traveled and the number of traffic fatalities drive the rate each year; in other words, the rate could go down even if fatalities go up provided the amount of travel increases proportionately. Traffic fatalities increased in both 1997 and 1998. In 1997, the increase in travel was not sufficient to offset the increase in fatalities, so the rate went up (from 1.26 in 1996 to 1.28 in 1997). VMT figures for 1998 are not yet available, so it is impossible to know whether 1998's increase in fatality will also lead to a higher fatality rate.

The cost of crashes is another important measure of program effectiveness because it allows a method for quantifying improvements seen from reducing injury severity. Even when the number of injuries stays the same, if substantially fewer of them are severe (and, therefore, more of them are minor) the cost to Minnesota is reduced. In recent years, we have seen a reduction in the number of serious injuries and an overall decline in the cost of crashes. Costs peaked at \$1,656,600,000 in 1994; in 1997, the estimated cost of crashes in Minnesota was \$1,456,800,000.

**PLANS TO ACHIEVE TARGETS:**

OTS works to achieve these goals by providing funds to state and local governmental agencies to enforce relevant traffic laws or provide public information and education materials about the issues. OTS will continue to emphasize programs in its two top priority areas: impaired driving and occupant protection. Impaired driving is the single greatest contributor to serious and fatal traffic crashes: whenever/wherever impaired driving is reduced, traffic crash injuries and fatalities are also reduced. Occupant protection is the single greatest reducer of injury severity: increased belt use means fewer deaths and less severe injuries.

We currently devote a large portion of our resources to the *Safe & Sober* Campaign, which involves local, county and state law enforcement agencies and combines waves of traffic law enforcement with public information messages. In addition, *Safe & Sober* provides training to law enforcement officers who work on the program; training in Occupant Protection Enforcement and Usage (OPUE), Standardized Field Sobriety Testing (SFST), and Advanced SFST is available. We have supported *Safe & Sober* for five years, and we believe it is a major factor in the increase in seat belt use and the reduction in fatalities that are classified as alcohol-related.

We continue to seek ways to increase seat belt use. Based on the experience of other states, the most efficient and effective way to boost belt use would be to make non-use a primary offense (meaning officers could stop anyone not wearing a safety belt). If we are unable to persuade lawmakers to take this step, increased belt use will come more slowly, and we will expand our efforts to find messages and methods that will reach people who do not currently wear their seat belts.

Impaired driving is an area in which substantial improvement has taken place – and one in which a great deal more remains to be done. Thirty years ago, over half the traffic fatalities were alcohol-related; in 1997, 30% were classified as alcohol-related. The population of drivers is continually changing, which means we must continue to modify our messages about the dangers of impaired driving. Our philosophy is unchanged, however: focus the messages and programs on groups with the greatest problem. This means (currently) that we focus on young, legal drinkers (21 to 34 year olds); when crash rates for that age group improve, we will turn our focus to a new problem area.

**PROGRAM: PIPELINE SAFETY****DESCRIPTION OF SERVICES:**

The Minnesota Office of Pipeline Safety exists to protect Minnesota lives and property through the implementation of a quality assurance program of gas and hazardous liquid pipeline inspection, accident investigation and public education. Conduct safety inspections of all pipeline facilities as authorized by state law and the United States Department of Transportation (USDOT). Promote damage prevention, enforce the Gopher State One Call (GSOC) system law, support an emergency notification center, and maintain technical data and maps on pipelines. Provide education through participation in utility coordinating committees, the GSOC, public speaking opportunities, the Minnesota State Fair exhibit, pipeline operator training and damage prevention seminars. Field offices are located in Mankato, Grand Rapids and Detroit Lakes.

**PROGRAM DRIVERS:**

*Tragic consequences of pipeline accidents:* Although pipeline accidents take relatively few lives and are really quite rare when compared to incidents of fires, car accidents or even plane crashes, the public's reaction and attention to these incidents is dramatic. Our goal in the Office of Pipeline Safety is to never have another pipeline accident that results in lives lost. Although hard to effectively measure the effect of our work in accidents prevented we have to believe that our presence, aggressive inspections, and educational efforts have had and are continuing to have a positive influence toward preventing a situation in which a major incident might occur.

*Aging pipelines:* Along with other infrastructures within the state, pipelines continue to age. MnOPS works to assure that pipelines do not operate beyond their useful life. We do this by monitoring the operators' maintenance, testing procedures and results. MnOPS also reviews operators' policies regarding replacement of aging pipelines.

*Increase in digging:* Because the number of pipelines continues to increase, need for repair and maintenance of lines steadily increases as well. The increase in digging necessary to maintain these lines increases the importance of accurate location and safe excavation practices. New technology to computer map the state's pipelines will assist in focusing state inspection resources to areas of highest risk.

**Goal 1:** To increase the safe operation and maintenance of Minnesota pipeline systems and facilities.

**Objective 1:** To increase the safety of the public by lowering the leak repair rate per mile of pipelines ratio to .2375 by end of CY 1999.

**Measure1:** The total number of leak repairs reported divided by the total miles of pipe in the system.  
Calendar year

# of leaks	Base						
repaired	1994	1995	1996	1997	1998	1999	2000
Actual	13,420	9,706	10,435	10,682			
Target					13,159	12,907	12,618
Miles of pipe							
Actual	45,196	47,488	49,366	51,226			
Target					52,763	54,346	55,916
Ratio	.2969	.2044	.2114	.2085			
Target			.2850	.2731	.2494	.2375	.226



**PAST PERFORMANCE, PLANS TO ACHIEVE TARGETS:**

The Code of Federal Regulations (CFR), Title 49, Part 195 and 191 requires operators to report the number of leaks repaired each calendar year. Operators detect leaks through routine inspections, by conducting tests with detection instruments, by complaints from the public and notification as a result of third party damage. The number of leaks repaired every year constitutes a measure of how well the operators are running their system. Well-run systems should have fewer leaks. A good proactive inspection and enforcement program by MnOPS should help the operators prevent leaks. The current methods of completing the Federal forms may change because of clarifications or interpretations by the Federal Office of Pipeline Safety. This could significantly alter the trend analysis. Although reporting this data is mandated and MnOPS is reasonably confident that the operators are accurately reporting, it needs to be noted that MnOPS is not able to substantiate its accuracy beyond spot checks and review of repair records during inspections. Additionally, there may be some differences in the operators' interpretation of what a leak repair constitutes.

The operators with the highest annual leak repairs at the end of CY 1997 (latest full year of data) in each type of pipeline category will be identified and notice provided that a specialized inspection will be conducted. A preventive monitoring program will be coordinated with the operator and MNOPS will monitor progress. The operators' type of pipeline and leak repair, along with the specialized inspection format will be identified by Q3, FY 1999.

**Goal 2:** To increase the safety of Minnesota citizens by enforcing the one-call damage prevention program and educate the public about safe excavation practices. (M.S. Chapter 216D)

**Objective 1:** To increase the number of calls to the Gopher One Call Notification Center by 15% annually through 1999, in order to decrease the number of accidental hits.

**Measure 1:** The total number of phone calls to the notification center known as the Gopher State One-Call Center.

	Base 1994	1995	1996	1997	1998	1999	2000
Incoming Calls							
Actual	498,900	487,376	498,602	525,271	637,694		
Target		573,735	560,482	573,392	604,062	694,671	798,871
Percent increase		-2.3%	2.30%	5.30%	21.40%		

Calendar year

Target based on pervious year's performance

**DISCUSSION OF PAST PERFORMANCES, PLANS TO ACHIEVE TARGET:**

Because of our presence and aggressive program of public awareness, we fully expect that calls into the Gopher State One-Call Center will continue to increase over the next few years. Public education on damage prevention has increased significantly over the last 5 years. In 1998 over 90 presentations were given to over 6000 excavators, operators, and homeowners. We would interpret this trend to be positive, indicating continued heightened awareness by the public of the existence and importance of our programs designed to prevent accidents and incidents.

In CY 1998, incoming calls to the Gopher State One-Call (GSOC) increased significantly due to our education efforts, weather conditions and economy.

**DEFINITION, RATIONALE, DATA SOURCE:**

M.S. Section 216D.03 required the Commissioner of Public Safety to approve a nonprofit corporation for establishing a central notification center for excavators. The center assists in identifying companies and municipalities with underground utilities in the vicinity of the proposed excavation. Excavators are required to call the center and can not begin digging for 48 hours allowing time for the underground utility to be marked.

The Office of Pipeline Safety is a key member of the Gopher State One-Call Board. The success of the "call before you dig" program can be measured by the heightened awareness of excavators and homeowners as measured by increasing phone calls to the center. The overall effectiveness of this activity is related to decreasing number of lines hit by excavators. The source of this data is through the Gopher One-Call Center that records all incoming and outgoing phone call inquiries. The center is self-supporting; no general funds are used on this program.

**Goal 3:** To increase public safety and environmental protection by focusing pipeline inspection resources to areas of highest potential risk.

**Objective 1:** Routine inspections and emergency response will be enhanced by the use of the computerized mapping system.

**Measure 1:** To expand the computerized pipeline mapping system so pipeline, river, population and road information can be accessed quickly to assess public safety concerns.

Miles of pipeline Mapped	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Actual	310	1,200	*	*	**	**
Target		1,200	1,200	1,200	2,000	2,000

\*Federal funds available only for testing state repository standards, limited new mapping. However, 87 county reference maps were completed in 1998.

\*\*New federal grant will allow increased mapping over next 5 years.

**DISCUSSION OF PAST PERFORMANCES/PLANS TO ACHIEVE TARGET:**

Since 1995, the Office of Pipeline Safety's pipeline mapping initiative has received three U.S. Department of Transportation, Research and Special Programs grants to develop a statewide large scale map of major transmission lines, computerize detailed mapping of five pipelines, evaluate interstate issues with Wisconsin, and pilot test a state/national repository for all pipeline data. Minnesota was recently notified that it has been accepted to be one of 9 national repositories for all future pipeline data. Funding for this new project is a 50/50 match up to 5 years. This grant will result in completion of the first detailed statewide Geographic Information System map of all pipeline transmission lines. It will link to other state and federal natural resource data and connect to a congressionally mandated national information system for emergency response and inspection planning.

**DEFINITION RATIONALE, DATA SOURCE:**

This objective builds on existing geographical information stored in the Minnesota Planning Office's Land Management Information System. New pipeline data have been added to existing natural resources, infrastructure, and population data already stored at Minnesota Planning. An automated pipeline mapping system for the state's major transmission lines will facilitate statewide response and assist in focusing limited inspection resources to areas of the state with the highest risk to population centers and environmentally sensitive areas.