Minnesota Department of Public Safety and Department of Transportation
Joint Report on the Expenditure of Section 164 Transfer Funds
2003

04 - 0115

Status Report for FFY 2001 Section 164 Transfer Funds

The funds transferred in FFY 2001 were designated for improvements in access and utility of driver license record information (especially drivers involved in DWI incidents). The agreement between Mn/DOT and DPS was reached in February - 2001, and was approved by NHTSA later that same month.

Within DPS, the project is known as the Improved Minnesota Driver's License Information System (IMDLIS) project. Attached are two documents that provide more detail about IMDLIS.

- The IMDLIS project status report form provides a summary of the progress on the project and plans for future deliverables.
- The IMDLIS project monthly report that provides a detailed report of the executive summary, scheduled milestones and deliverables, accomplishments, and plans and project definition.

Status Report for FFY 2002 Section 164 Transfer Funds

In February, 2002, Mn/DOT and DPS agreed to utilize the funds to update and expand the Transportation Operation Communication Center (TOCC) in Minnesota. These enhancements will aid in the enforcement of impaired driving. The plan was approved in by NHTSA in late February -2002.

Attached is a document that contains an overview of the scope of the project, details funds that were expended during FFY 2003 and sets a timeline for future expenditures during FFYs 2004 and 2005.

FFY 2003 Section 164 Transfer Funds

In February, 2003 Mn/DOT and DPS agreed to fund four projects. Funding was provided for additional deployment of the TOCC, Roadway Safety (hazard elimination), replacement of twisted end guardrails, and the Toward Zero Deaths of alcohol safety initiatives. The Toward Zero Deaths funding was used to provide resources for communities with the highest number of alcohol related fatalities and severe injuries. Coalitions were created to address the impaired driving problem within their community and reduce the number of deaths and severe injuries. Each community has the

opportunity to assess their individual needs and develop programs that will be effective in their community.

Attached are two reports. One details the plan for safety improvements to the highways, bid letting dates and budget. The second report defines the Safe Community project and the coalitions that have been granted funding.

FFY 2004 Section 164 Funds
Because Congress has not yet appropriated the FFY 2004 highway funding, there are not currently any Section 164 transfer funds available to Minnesota. However, in response the problems anticipated problem with the 2:00 a.m. bar closing, MnDOT and DPS have agreed to spend 3.5 million to fund additional state troopers.

Recap of Funding
Below is a table that details funding obligated and expended for each project in 2003 to date.

Fiscal Year	Project	Obligated	Previously Expended	Expended 2003	Funds Remaining
2001	IMDLIS	3,862,716.00	15,814.72	162,933.87	3,683,967.41
2002	TOCC (FY02)	4,022,053.00	600,000.00	3,078,294.63	343,758.37
2003	TOCC (FY03)	3,276,101.00		-	3,276,101.00
	TZD*	1,119,017.00		—	1,119,017.00
	Twisted End	3,271,344.00		72,071.25	3199272.75
	Highway Improvements	1,684,852.00		-	1,684,852.00
2004**	50 Troopers	3,500,000.00		-	

* Currently, $383,950.00 has been encumbered in grants to Safe Community Coalitions. Remaining funds will be available for future years.
** Anticipate nine million, but unknown amount of funding because Congress has not acted.

State of Minnesota
DPS/DVS

IMDLIS Monthly Status Report

Project Name: IMDLIS (Improved Minnesota Drivers License Information System)
Reporting Period: October, 2003
Project Manager: Alan Greene   **Project Sponsors:** DVS Director: Lynn Willenbring
Project Owner: Pat McCormack   Traffic Safety Director: Kathy Swanson

Executive Summary

Overall Status:

	Green (Controlled)			Yellow (Caution)			Red (Critical)			Reason for Deviation
Budget					X					Costs unknown until Design complete
Schedule							X			Conflicting priorities with competing projects
Scope		X								

Green (Controlled) - Project is within Budget, Scope, and on Schedule

Yellow (Caution) - Project has deviated slightly from the plan

Red (Critical) - Project has fallen significantly behind schedule, forecasted to be significantly
over budget, or has taken on tasks that are outside of project scope.

Comments:

o   Project has now moved into the Design Phase. Additional areas of opportunity and new requirements will be investigated throughout project, subject to change control reviews.

o   Document Management sub-project has made some critical decisions which will relieve some schedule constraints, however, timetable has been revised for deployment in February of 2004. The requirements for managing document images, linking to Driver File Folder, and a overall architecture have been established (but not implemented). High-volume production, mid-volume and low-volume scanners have been identified for use in various document capture environments. Image capture and image management software is being reviewed.

o   The Systems Analyst position is filled. Jay Ferenc has initiated the Use Case activities of IMDLIS design (based on Planning Phase JAD results). Design phase is half finished with new issuing applications, duplicates, demographic changes (e.g. name, address, weight), and system support use cases completed. Remaing use cases involve renewals/replacements, withdrawals, and CDL endorsements.

o   Iteration 1 schedule continues to target a July 2004 deployment target (for staged release).

o   A high-level budget has been developed to reflect more detail on personnel and burden costs; however, hardware and software support detail will not be completed until the design and architecture for the IMDLIS project is complete (target is early January, 2004).

o   The Steering Committee met on August 18 (with Technical Committee, Stakeholders, and NHTSA) to review the current architecture for DVS (both DL and MV), the direction for IMDLIS, and approaches for migration of current facilities to IMDLIS. The Steering Committee again met on November 4th to review project status.

o   The Technical Committee has been reconvened to begin the review process for IMDLIS design directions. The Committee met on August 22 to review the IMDLIS options and to better understand the business problems that need to be solved. A second meeting was held on October 15 to review IMDLIS data store and presentation layers (members agreed with choices). Subsequent meetings will be scheduled to review options for platforms, operating systems, and rule-based "engines". The next meeting is tentatively scheduled for December 18 to discuss both operating systems and rules-engines.

o   Posting for a Data/Programming Analyst position remains on hold due to delays in completing grant approvals. Position will be posted with funding by IMDLIS grant to support project and 50% with Motor Vehicle grant funding.

o   The eLearning sub-project has been initiated. This sub-project will support a comprehensive State-wide web-based eLearning plan for IMDLIS processes, combining education and reference material in a common package. eLearning facilities will be based on InterTech's eCampus platform.

Issue Status:

1) Discussion of storage design direction was expanded to include a Technical Committee task force review of options. Consensus was that SAN is the appropriate design. Any decision on hosting of the eventual storage facility will be deferred until the system architecture and design is completed (December-January/2004).

2) Delays in recruiting Data/Program Analyst will delay data base definition. At this point, some delay of project schedule can be expected but the degree is unknown. It is anticipated that existing Operations staff can reduce potential delays by documenting required data fields and directory elements.

Change Status:

Document Management:	New completion date is targeted for February, 2004 due to delays in selecting image capture application software. Represents a critical schedule delay.
eLearning	Implemented as a sub-project to provide consistent training and a source of reference material for IMDLIS business processes. Project will utilize InterTech's eCampus as the service delivery platform.

Risk Status:

IMDLIS Technical Specifications:	Start date for Data/Program Analyst will be delayed until new IMDLIS contract is approved by OTS. Represents a critical schedule delay.
IMDLIS Data Modeling:	Delays in initiating data modeling tasks and selection of directory elements will potentially lead to delays to overall development and deployment schedule. Can be partially ameliorated with existing Enterprise Operations staff or by contracting for these services. Note that contracting is not possible until grant contracts are completed.
Knowledge Extract:	Many administrative and business rules are embodied in earlier and undocumented COBOL applications. The rules are being recovered from what documentation is available as well as from the historical memory of employees. In addition, new business processes may obviate many of these rules which will be replaced with newly developed

Scheduled Milestones / Deliverables

Milestone	Scheduled	Current Forecast	Actual	Status
Project Started	8/9/2002		8/9/2002	Complete
Complete Scope Statement	10/29/2002		10/29/2002	Complete
Establish Project Web Site as part of Communications Plan	11/4/2002		11/4/2002	Complete
Complete DVS work unit workflow documentation	1/13/2003	1/13/2003	1/30/2003	Complete
Complete Requirements and Functional Specifications	1/16/2003	1/30/2003	2/27/2003	Complete
Complete Initial BPR Analysis	1/6/2003	2/15/2003	2/27/2003	Complete
Complete Functional Specifications	2/28/2003	2/28/2003	4/11/2003	Complete
Complete Project Plan	3/10/2003	3/10/2003	4/11/2003	Complete
Approve Exit Planning Phase and Entry into Design Phase	2/27/2003	4/28/2003	6/4/2003	Complete
Evaluate Data Store Considerations and obtain Steering Committee approval	5/6/2003	5/30/2003	5/30/2003	Complete
Establish Preliminary Iteration Schedule and Content	5/30/2003	6/23/2003	6/23/2003	Complete
Complete Document Management Sub Project	811/2003	2/9/2004		Yellow ·
Initiate eLearning Pilot	9/23/2003	1/14/04		Green
IMDLIS	12/31/03	5/5/04		Green

Establish Architecture and Functional Design Specifications	4/2/2003	1/13/2004		Yellow
Establish Final Iteration Schedule and Content	12/4/2003	2/24/2004		Yellow
Establish System Technical Specifications and	1/27/2004	2/20/2004		Yellow
Approve Exit Design Phase and Entry into Production Phase	1/28/2004	1/28/2004		Yellow
Complete Technical Specifications	3/12/2004	3/12/2004		Yellow
Initiate Production of Iteration 1	8/15/2003	1/28/2004		Yellow
Pilot Iteration 1	3/5/2004	7/15/2004		Yellow
Post Mortem and Review	4/2/2004	9/27/2004		Yellow
Project Completion	11/6/2006	1/15/2007		Yellow

Accomplishments and Plans

Accomplishments to date:

1.   Project scope (mission, objectives, assumptions and an initial timeline) for requirements gathering and development of an architecture, has been established and approved by Sponsors and Steering Committee. A Change Management Process has been defined and approved.

2.   IMDLIS web site, serving as the IMDLIS Communication Plan anchor, is active and continually being updated. Site contains all information relating to the project (scope, timeline, architecture, project plan, risk management plan). In addition, all pertinent documentation, plans, and issue/change management resolution will be posted on web site for active review and comment.

3.   Documentation of existing workflows complete.

4.   Business Process Reengineering Plan documented and approved.

5.   Completed IMDLIS Business Process Reengineering Matrix prioritization for review and approval.

6.   Business Partner liaisons have been established and their requirements have been incorporated with DVS requirements.

7   Completed IMDLIS Functional Specifications and Requirements Matrix for review and approval.

8.   Working committees established to further explore mutual IMDLIS and Business Partner areas of interest – CriMNet/Interconnectivity and Security/Fraud protection. Initial committee meetings held during February, 2003.

9.   Completed Document Management workflow design, document inventory, scanner selection and architecture. Completion is targeted for February, 2004.

10.   Reviewed and documented business processes for DL Agents.

11.   Completed "White Papers" describing design criteria and direction for data store, architecture and workflow for document management, and security/fraud considerations.

12.   Completed preliminary Iteration schedule and content.

13.   Completed High-level design for DL Issuing process and information storage.

14.   Completed Steering Committee review of Planning (Functional Specifications) Phase and project status.

15. Completed status review of Planning Phase and initiation of Design Phase. Initiated Technical Committee task force to evaluate IMDLIS design criteria and hosting considerations.

16.   IMDLIS Project entry into Design Phase approved

17.   Conducted Security/Fraud Committee with DPS and IMDLIS Business Partners to review options.

18.   Completed basic prototype for IMDLIS web services delivery and presentation screen

19.   Completed design and format for new Driver Services number.

Plans for the next Reporting Period:

1.   Continue project planning for high priority business process reengineering recommendations (returned mail processing, Intoxilyzer support, and automation/reconciliation of DVS initiated mailings.).

2.   Continue Document Management sub-project.

3.   Continue validation of retention periods for each document and develop draft document retention schedule for approval. Assumed to be a long term and continuing effort. IMDLIS will automatically apply the current retention periods at the time of purging.

4. Continue development of Issuing Use Cases and definition of business rules/statutes for IMDLIS Issuing Model.
5. Continue development of screen prototype and standards.
6. Conduct Technical Committee to evaluate IMDLIS data store, server, operating systems, database options, and rules-based application engines.
7. Complete requirements for image capture management software and evaluation of candidate vendors.
8. Initiate eLearning pilot program (using DL Agent Reconciliation Report training).
9. Begin data modeling and complete directory definition.

Project Definition

Project Description	Project funding from a Federal Grant, focused on Section 164 of TEA-21 Penalty Transfer (Repeat DWI Offender Sanctions), intended to enhance access, accuracy and utility of Driver Services information, thereby improving traffic safety and problem driver management and , reducing license fraud, and, where appropriate to project mission, improving customer service and Driver Services operational efficiencies.
Project Definition	This project's purpose is to completely redesign the Minnesota Driver's License database for enhanced access and utility of driver record information in order to improve traffic safety and strengthen enforcement of problem driver sanctions, especially drivers involved in DWI incidents. Project objectives include: improved law enforcement access to information 24/7, both locally and over the Internet; improved reporting and records system through the automation of case management of problem drivers' driving privileges; allow for interaction with relational databases used by the criminal justice community.
Scope	Improve problem driver management and traffic safety and reduce license fraud, and, where appropriate to primary mission, improve customer service and improve Driver Services operational efficiencies.

Business Objectives	1	Focus on a flexible, consistent, and "paperless" e-Government systems approach to the Driver License Information System.
	2	Ensure information currency and 24 x 7 access to information by law enforcement and court systems when needed, to improve both public safety operations and customer service.
	3	Automate problem driver case management to enable removal of problem drivers from Minnesota roads by authorities and improve public safety.
	4	Provide integration between DVS databases and those used by court, law enforcement, and other agencies to ensure that all of the information appropriate to ensuring public safety can be available through a single interface.
	5	Improve license issuance process to limit opportunity for applicants to obtain fraudulent driver licenses and to improve customer service.
	6	Improve reporting and records management to facilitate law enforcement and court systems access, improve customer service, be responsive to changing conditions, and to support research and decision analysis.
	7	Encourage data entry at the source of data to improve availability and accuracy of information.
	8	Automate Driver Services workflow wherever possible to improve customer service and operational efficiency

IMDLIS

DVS
Driver &
Vehicle Services

Project Status Report Form

IMPROVED MINNESOTA DRIVER'S LICENSE INFORMATION SYSTEM PROJECT PROGRESS REPORT

Project Name: Improved Minnesota Driver's License Record System Project (IMDLIS)

Report for FY 2003

Project Sponsors: Office of Traffic Safety Director, Kathy Swanson
Driver and Vehicle Services Acting Director, Pat McCormack

Project Champion: Pat McCormack

Project Manager: Alan Greene

Brief Project Description

This mission of this project is to improve the State's management of problem drivers and to reduce the incidence of driver license fraud. The objective is to completely redesign the Minnesota Driver's License information to ensure that enhanced access and utility of driver record information will enable and improve traffic safety and strengthen enforcement of problem driver sanctions, especially drivers involved in DWI incidents.

Project objectives include: improved law enforcement access to information 24/7, improved reporting and records system through the automation of case management of problem drivers' driving privileges; interaction with relational databases used by the criminal justice community; and utilization of e-government web services.

Project Milestones	Status
Formation of Executive Steering Committee to Determine Funding and Project Plan and Timeline	Spring, 2001
Feasibility Study and Risk Assessment of the IMDLIS. (Funds other than the 164 Transfer Funds were used to support this milestone.)	December 31, 2001 Completion
Executive Steering Committee Determines the Scope and Funding for IMDLIS	January –February 2002
Project Manager hired to implement project's approved recommendations in Phase Two and Three as outlined in IMDLIS Feasibility Study's recommendations.	Project Manager hired August 6, 2002

Project Milestones	Status
Project Plan and Development iteration completed	September 2002
Scope Document completed to define boundaries of project	Scope and Assumptions approved October, 2002
Existing workflows for all DVS Units documented; functional requirements for those workflows gathered and documented.	Functional Specifications completed December 2002
Business Process Reengineering Plan completed.	Plan completed for business process reengineering and initiated March 2003
Hire Systems Analyst to develop Design Specifications based on Business Process Reengineering and Requirements	Systems Analyst hired June 6, 2003
Architecture planning	Design Specifications planned for completion October 2003
Detailed development plan	Planned to Complete Technical Specifications January 2004
Document Management Sub-project initiated to address timely and efficient access to driving record-related documents	Planned for completion February 2004
Development of Iteration One to support more secure Issuing of DL and to support Access to problem driver hearing reports.	Planned to Complete Iteration One July-August 2004

Accomplishments

1. The Executive Steering Committee approved IMDLIS Scope document identifying the overall mission statement, business objectives, assumptions, organization, high-level architecture, issue and change management processes. The Driver Compliance Improvement Project and the Reduction of Issuance Fraud Project, identified during the Feasibility Study, to be incorporated into the IMDLIS Project.
2. Additional funding from a grant awarded to DVS to strengthen its Commercial Driver License program is to be targeted to assist in improving the DL information system to allow for the electronic transmission of conviction information to other states and relational interfaces with other applications to facilitate data collection and interpretation.
3. Interagency Agreement signed to initiate the IMDLIS project.
4. Project Plan and Functional Specifications completed and initiated preliminary business process reengineering.
5. Development of project design and architecture initiated.
6. Business partner communication channels established so that business partner needs are addressed during the project design and iterations.
7. Document Management Sub-project committee is working on solutions to provide updated easy-to-access information on problem drivers, such as DWI offenders, to the criminal justice community.
8. Advisory Security and Fraud Committee convened to explore mutual security concerns and methodologies for managing identification fraud, especially as it relates to problem drivers.
9. Advisory Technical Committee appointed to advise project staff on IMDLIS architecture, technical selection criteria, and technology.

NHTSA – Federal Fiscal Year 2003 164 Transfer Funds Update

The Transportation Operation Communication Centers (TOCC's) are primarily a rural deployment of communication infrastructure, enabling both enforcement and the prevention of all crashes including alcohol-related incidents. Rural Minnesota is where a majority of fatal DWI crashes occur. The ability to respond in a timely manner is highly dependent on communication. The ability to coordinate responses from both Mn/Dot and the State Patrol is especially critical in the rural areas.

The TOCC project will enable the troopers to access the Drivers and Vehicle information systems that are critical in expediting the arrest of the drunk driver and determining the level of charge. Providing officers with the necessary access to information and the tools to complete their work and return to the road for Patrol is of extreme importance to the overall enforcement and safety of all travelers in Minnesota.

The project is funded by several different federal and state resources. The NHTSA 164 transfer funds only provide a portion of the estimated $30 million needed to implement the entire TOCC program throughout the state. The 164 transfer funds have provided $600,000 in federal fiscal year 2002 and $3,422,053 in federal fiscal year 2003.

Specifically, the NHTSA transfer funds will be directed toward the following alcohol impaired countermeasures:

- Provide access to the Driver and Vehicle information system. This will expedite decisions about the level of DWI charge and ensure that all levels of the DWI laws are enforced.
- Enable a more comprehensive and automated approach to incident management and the reporting and tracking of violations.
- Support the use of electronic submission of crash reports and violations. This will allow for more timely access to other enforcement agencies who query the driver and vehicle information system.
- Improve officer safety. Apprehending DWI offenders can be one of the most dangerous activate on the roadway for officers. The improved communication system supported by the TOCC project will provide information about officer location , allow real time identification of the driver at the scene and improve emergency dispatch ability.

The TOCC project builds on that effort and the access to the new system on a more statewide basis especially in the more rural areas where the need is the greatest. It also compliments other existing projects, which are currently underway.

The NightCAP program focuses on impaired drivers through out the state by combining

local, county and the State Patrol into one or two night saturations. These programs can be even more successful if better access to information in rural areas is provided to officers on the road. The benefit of having the additional DWI forms in their squad cars will be possible using mobile data computers used to access the forms and the driver's license system. Technology has improved and the future automation of all reports, violations, crash information would not be possible without the backbone or infrastructure improvements necessary in these rural corridors.

The TOCC deployment supported with these funds is currently in these areas:

- Marshall District / I90 corridor
- St. Cloud Area / 169 corridor
- Detroit Lakes / Hwy 10 corridor
- Duluth Area/ Hwy 61 Corridor

The following list provides details about the type of equipment that has been purchased to support the deployment:
1. Microwaves - Radio equipment that is used to communicate from one tower to the next tower. The method of transmission is a digital signal.
2. Antennas – This is the radiating device for the microwave equipment. It also included the conductor, connectors, and mounting hardware to secure the equipment to the tower.
3. Power Supplies – This device converts household current into a voltage that the Microwave radios need to operate.
4. Channel Banks – This is the device that coverts audio signals into digital signals that the microwave radio is capable of transmitting.
5. Communication Tower – This is the tower pieces (steel). It does not include any funds for the assembly or construction of the tower. Mn/Dot will cover the construction costs.
6. Tower Safety/Security - Costs include the fencing for the communication tower and the equipment enclosure.
7. Electrical Equipment - Includes the equipment enclosure for the Microwave, power supplies, and the Channel banks. Ensures the access of electrical power to the equipment enclosure.
8. Console – Includes the electronic equipment necessary for the operator to interface the radio system.
9. Base Station Equipment - Electrical equipment for base stations that receive the digital signals for the communication towers.
10. Line circuits - These circuits receive the transmissions at a central location. (Water's Edge Building in Roseville)
11. Mobile Data Equipment– will support the mobile data computers (MDC's) that access the system.
12. Technical Support for State Patrol MDC deployment.

The project is administered by the Department of Public Safety's Office of Traffic Safety

through an interagency grant contract with Mn/Dot. Both agencies work together to ensure the project is completed in a timely manner.

The amount budgeted for federal fiscal year 2003 was $3,422,053. The actual amount expended $3,078,294. The remaining unspent funds $343,759 will be added to the current federal fiscal year 2004 budget of $3,276,101 for a total budget for the project of $3,616,860.

The following is an estimated project schedule for the upcoming year:

- October - December 2003 – Interagency agreement executed with Mn/Dot.
- January – September 2004 - Bidding and purchase of all equipment outlined in project with Mn/Dot.
- March – September 2003 – Installation of all major equipment.
- December 2004 - Final Report on Project and Financial Status.

TOCC Deployment Future plans Federal Fiscal Year 2005 Funds

With both the MDC's and the CAD/AVL systems scheduled to be deployed and functional in FY 2004, it is the plan of the TOCC working group to focus FY 2005 deployment on building out the MDC wireless communication infrastructure. That is the addition of towers where there is an identified need, the deployment of MDC antennas and base stations at existing and new towers, and the continued build out of the digital microwave system.

It is estimated that 80% of FY 2005's budget will be dedicated to the further build out of the radio communications infrastructure. Currently coverage includes approximately 70% of state in terms of area. As deployment moves forward, the State Patrol will assess the gaps in coverage and develop a prioritized list of additional deployment locations.

It is estimated that the other 20% of the FY 2005 budget will be committed to software development. The State Patrol intends to automate roadside report writing and submission tasks. The automation of these tasks will free up State Patrol Officers to spend a higher percentage of their time on patrol. For crash reports, the automation of the reporting tasks is expected to improve the accuracy of crash data.

The TOCC Working Group, which includes representatives from both Mn/Dot and the State Patrol have started planning for FY 2005 and beyond. One of the first steps will be an assessment of coverage gaps and development of a build-out strategy. Additionally, the TOCC Working Group will identify and address training needs and will develop an operations and maintenance plan in preparation for the transition from deployment to operations. The operations and maintenance plan will address the roles and responsibilities of the agencies and identify funding sources.

Local Agency Benefits

The Minnesota State Patrol will be the first but certainly not the only law enforcement agency to reap the benefits of the TOCC initiative. The entire TOCC statewide integrated system has been designed in such a way that city, county, state and federal law enforcement agencies will be able to participate. Other agencies will be able to utilize the infrastructure and become partners and users of Computer Aided Dispatch (CAD), and Mobile Data Computers (MDC).

Other agencies that choose to use this integrated system will not have to incur the design, development and capital costs of the communication infrastructure. In all likelihood, most agencies would not have the resources required to develop such systems independently. Through the TOCC program, law enforcement agencies across Minnesota will have the opportunity to leverage the TOCC investment and share in safety and efficiency benefits of the CAD and MDC systems.

Safe Community Grants (Alcohol-Related)

Safe Communities is a strategy for addressing motor vehicle injuries at a local level within the content of a community's entire injury problem. Safe Community Coalitions involve law enforcement, local government, schools, courts, businesses, employers, health departments, and faith communities, as well as community and advocacy organizations who have a common goal of reducing traffic fatalities and injuries. Through partnerships and collaboration, Safe Communities spread program ownership and delivery systems throughout the community. Citizen involvement and input are essential to establish community priorities for identified traffic safety problems. When citizens actively participate in problem identification, they are more apt to assume responsibility and ownership for shaping solutions and share in both the successes and challenges of their program.

The goal of reducing traffic crashes, injuries and fatalities is not a goal for law enforcement alone. This is a shared goal and it can take an entire community's efforts to reduce the number of people killed and injured on Minnesota's roads. Research has found that wearing a seat belt during a crash is the most effective measure a person can take to survive a crash and prevent serious injury. In a car, seat belts increase the likelihood of surviving a fatal crash by almost 50 percent; in pick-up trucks it increases by 65 percent. The use of alcohol and drugs while driving is a deadly combination. Safe Community coalitions are encouraged to develop strategies to reduce these incidents and address these issues.

The Office of Traffic Safety identified thirteen counties in Minnesota that have the highest rate of alcohol-related fatalities from 1998 to 2000. The thirteen counties are Anoka, Dakota, Hennepin, Ramsey, Scott, Washington, Cass, Crow Wing, Olmsted, Otter Tail, St. Louis, Stearns, and Wright. A special grant was made available to Safe Community coalitions proposing to address the use of alcohol and drugs while driving in these counties. The Safe Community coalitions may be county-wide or a city (or cities) within the county. The goal of this project is to increase the use of passenger restraints and decrease the number of fatalities and serious injuries while addressing the use of alcohol and drugs while driving.

Safe Community grants were awarded to the following counties for Federal Fiscal Year 2004. The chart shows the name of the grantee and the area of the state where the grant will be focusing.

2004 Safe Community Coalitions

Grantee (Alcohol)	Location
Crow Wing County Health	Crow Wing County
Dakota County Public Health	Apple Valley, Eagan
Fairview Range Regional Health Services	Hibbing, Chisholm, Cherry
Mille Lacs County Community Health Services	Mille Lacs County
Mpls Medical Research Foundation	Hennepin County
Northland Community Schools, ISD 118	Longville, Remer, Boy River, Outing, Federal Dam (Cass Co)
NW Hennepin Human Services Council	Brooklyn Center, Maple Grove
Olmstead County Public Health Services	Olmstead County
Pine River PD	Pine River (Cass Co)
Safe Communities of Wright County	Wright County
Scott County Human Services	Scott County
Southern Anoka Co Community Consortium	Columbia Heights, Hilltop, Fridley
Stearns County Department of Human Services	Stearns County
Washington County Dept of Public Health and Environment	Washington County

Each of these grantees will be addressing the issue of impaired driving in a variety of ways. The common denominator is educating the public with different types of awareness campaigns, providing education on the issue in high schools, senior centers, to patients in health care facilities, employers, and releasing public service announcements and articles. Each community has identified what is unique to that community and the best method of approaching their community. Each will be working with the members of their communities to strengthen their coalitions and raise public awareness of the problems their community is facing. These problems not only include the loss of lives but also have a negative economic impact on the community.

The total amount of money awarded to these grantees is $383,950.00. The grants are for the period from October 15, 2003 to September 30, 2004.

Safety Improvements to Roadways

An interagency grant was made with the Minnesota Department of Transportation (MnDOT) to provide safety improvements to roadways using Section 164 Transfer Funds. Various needed improvements were identified in the different districts. The projects are listed below with the bid letting dates. It is anticipated that most of the projects will be completed by September 30, 2004.

District 1

Installation of advanced warning flashers at the following locations:

> TH 53 and Ugstad Rd - Hermantown
> TH 53 and Midway Rd - Duluth
> TH 2 and Midway Rd (CSAH 13) - Duluth
> TH 53 and Grant/Park - Eveleth

Total cost of the project will not exceed $90,000.00. Bid letting date: June 2003

District 2

Install left turn lanes on TH 2 East Bound Lane & West Bound Lane in Crookston from Frontage Rd to Memorial Drive at the following locations:

> Frontage Rd   East Bound Lane
> Stephens Dr   West Bound Lane
> Stephens Dr   East Bound Lane
> Sunset Ave   East Bound Lane
> Memorial Dr   West Bound Lane

Total cost of the project will not exceed $160,000.00. Bid letting date: September 2003

District 3

Install a traffic signal at TH 24 and CSAH 8 in Sherburne County.
Install Cable Barrier at TH 24 in Sherburne County

Total cost of the project will not exceed $180,000.00. Bid letting dates: February and September 2004

District 4

Install a traffic signal and add left turn lanes and right turn lanes at the intersection of TH 59 and CSAH 6, south of Detroit Lakes.

Total cost of the project will not exceed $105,000.00. Bid letting date: March 2004

District 6

Replace and upgrade existing regulatory and guide signing on TH52 in Olmsted and Goodhue Counties between Cannon Falls and Pine Island.

Total cost of the project will not exceed $269,852.00. Bid letting date May 2004

District 7

Add an acceleration lane for turning traffic, lengthen the existing left turn lane and lengthen the raised island to create a longer area of separation between opposing lanes of traffic at the intersection of TH 14 and Nicollet County CSAH 37.

Total cost of the project will not exceed $130,000.00. Bid letting date: January 2004

District 8

Rebuild the signal at TH 12 and CSAH 41 in Willmar.

Total cost of the project will not exceed $100,000.00. Bid letting date: September 2003

Metro District (4 projects)

1) Median cable barrier

   Install median cable barrier on TH 94 between the TH 94/TH 494 split and TH 101 in Rodgers.

   Total cost of the project will not exceed $200,000.00. Bid letting date: October 2003

2) Intersection lighting

   Add intersection lighting at the following locations:

   TH 25 & TH 5 in Carver County
   TH 65 & 145th Ave NE in Anoka County
   TH 65 & 147th Ave NE in Anoka County
   TH 65 & 153rd Ave NE in Anoka County

   Total cost of the project will not exceed $50,000.00. Bid letting date July 2003

3) Signal phase

   Change the signal phase at TH 65 and Constance Boulevard NE in Ham Lake to allow for split-phasing (allowing one direction of travel on Constance Boulevard NE at a time).

   Total cost of the project will not exceed $25,000.00. Bid letting date: September 2003

4) Temporary signal

Add a temporary signal at TH 36 and CSAH 17.

Total cost of the project will not exceed $375,000.00. Bid letting date: October 2003