

**Minnesota Department of Public Safety and Department of Transportation
Joint Report on the Expenditure of Section 164 Transfer Funds
2004**

05 - 0184

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 project is called Improved Minnesota Driver License Information System (IMDLIS). The agreement between Mn/DOT and DPS was reached in February 2001, and was approved by NHTSA later that same month.

Spending on the IMDLIS project is slower than we had anticipated, but the project does appear to be on track.

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.

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 impaired driving programs that will be effective in their community.

FFY 2004 Section 164 Funds

The Department of Public Safety and Department of Transportation agreed to use FFY 2004 funds to augment funding for the TOCC Project, Roadway Safety (hazard elimination), and the Toward Zero Deaths of alcohol safety initiatives that were previously funded in FFY03. In addition to those projects, funding was provided for a statewide comprehensive impaired driving enforcement program. The funding provides for 50 additional state troopers in non-metro communities and an increase in funding

available to the NightCAP program in the metro area. The additional impaired driving enforcement plan was in response to the anticipated problem of increased impaired driving due to the 2:00 a.m bar closing law.

Project Reports

Attached are progress reports for the following projects funded by the 164 transfer funds:

- IMDLIS Project
- TOCC Project
- TZD (Safe Communities) Project
- Twisted end Guardrails Project
- Hazard Elimination Project
- Comprehensive Impaired Driving Enforcement Project (50 Troopers, NightCAP)

Recap of Funding

Below is a table that details funding obligated and expended for each project to date.

164 Funds Transferred in Minnesota

Funding	Projects supported							Total 164 Funds
	IMDLIS	TOCCs	TZD	TEG	HE	50 Troops	164 NCAP	
FFY01	\$3,862,316.00							\$3,862,316.00
FFY02		\$4,022,453.00						\$4,022,453.00
FFY03		\$3,276,101.00	\$1,119,017.00	\$3,271,344.00	\$1,684,852.00			\$9,351,314.00
FFY04		\$3,909,186.00	\$488,648.00		\$488,648.00	\$4,512,483.00	\$374,000.00	\$9,772,965.00
FFY05		\$265,165.00	\$33,146.00		\$33,146.00	\$331,456.00		\$662,913.00
Total Budget	\$3,862,316.00	\$11,472,905.00	\$1,640,811.00	\$3,271,344.00	\$2,206,646.00	\$4,843,939.00	\$374,000.00	\$27,671,961.00
Expenses								\$0.00
FFY02	\$15,814.72	\$600,000.00						\$615,814.72
FFY03	\$162,933.87	\$3,078,294.63		\$72,071.25				\$3,313,299.75
FFY04	\$273,824.63	\$2,942,273.39	\$358,185.46	\$3,079,389.58	\$1,063,066.90	\$3,552,052.05	\$266,774.02	\$11,535,566.03
Total Spent	\$452,573.22	\$6,620,568.02	\$358,185.46	\$3,151,460.83	\$1,063,066.90	\$3,552,052.05	\$266,774.02	\$15,464,680.50
Remaining All Years	\$3,409,742.78	\$4,852,336.98	\$1,282,625.54	\$119,883.17	\$1,143,579.10	\$1,291,886.95	\$107,225.98	\$12,207,280.50

Of the federal fiscal year 2004 164 funding of \$9,772,965.00, none was appropriated to the state before June 23, 2004; of the \$11,543,967.50 remaining at the end of the 2004 fiscal year; only \$1,771,002.50 was older than three and one half months. The funding remains committed to the projects listed above.

**IMPROVED MINNESOTA DRIVER'S LICENSE INFORMATION SYSTEM PROJECT
PROGRESS REPORT**

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

Report for FY 2004

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

Project Champion: Vicki Albu

Project Manager: Alan Greene

Brief Project Description

The 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 by automating the management of problem drivers' driving privileges; interactions with criminal justice records; and utilization of web-enabled 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 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

Project Milestones	Status
Detailed development plan	Completed January 2004
Architecture planning -- Design Specifications	Planned for completion February 2005
Document Management Sub-project initiated to address timely and efficient access to driving record-related documents	Planned for completion March 2005
eLearning sub-project initiated to train all field staff on new IMDLIS business processes and Functions.	Planned for completion March 2005
New card and photo station project sub-project initiated to capture photos and support new card design.	Planned for completion May 2005
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 May-June 2005
Initiate User Evaluation (Field Testing) for Iteration One	Planned to Complete Iteration One Field Testing May-June 2005
Development of Iteration Two to support compliance management and withdrawal/reinstatement processes.	Planned to Complete Iteration Two May-June 2005
Migrate data from mainframe to IMDLIS data stores.	Planned to Complete Data Migration May-June 2005
Initiate User Evaluation (Field Testing) for Iteration Two	Planned to Complete Iteration Two Field Testing July-September 2005
Deploy for Production	Deploy IMDLIS September – November 2005

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 DVS funding awarded to strengthen its Commercial Driver License program targeted to allow for the electronic transmission of conviction information to other states.
3. IMDLIS Project Plan, Functional Specifications, and business process reengineering completed.
4. Advisory Security and Fraud Committee convened to explore mutual security concerns and methodologies for managing identification fraud, especially as it relates to problem drivers.
5. Advisory Technical Committee appointed to advise project staff on IMDLIS architecture, technical selection criteria, and technology.
6. Business partner communication channels established so that Law Enforcement, Court, DNR, and DHS needs are addressed during the project design and development phases.
7. Development of project architecture completed.
8. Document Management Sub-project has initiated development of solutions to reduce the amount of paper needed to record a driver's activity and to provide easy-to-access information on problem drivers, such as DWI offenders, to the law enforcement community.

Accomplishments (continued)

9. eLearning sub-project has initiated development of an interactive web-based learning environment to train all staff (central and field offices) on the IMDLIS functionality and business processes. The objective is to ensure timely, consistent and effective training for all DVS staff wherever they are located.
10. The card Issuing applications are nearing completion and a field test has been initiated at the Eagan Exam Station. Subsequent field test sites will include Mankato and Arden Hills.
11. Initial fraud detection services are currently under development that will enable multiple agency database searches to validate identity documentation.
12. The compliance management applications have been designed and are beginning development. This includes the protocols for securely accessing conviction data from the courts.
13. Successfully issuing first time driver license applications using new system.
14. Drivers Evaluation is successfully using new system to create hearing reports, limited licenses, and capture / retrieve all associated documentation electronically.
15. Successful pilot of Intoxilyzer sub-project. Law enforcement use of electronic DUI forms and update of driver records at Intoxilyzer point of contact (point of arrest).

Key Issues with Resolution Strategy

1. Approvals for project deliverables result from a combination of Sponsor, Steering Committee, and the Project Management Office reviews.
2. Project plan allows for a dual track approach: completing business process redesign improvements at the same time a migration transition strategy and new database is being developed.
3. The IMDLIS Driver Compliance Improvement and Reduction of Issuance Fraud Project will be accomplished in parallel with the migration of al Driver Services data from mainframe, which includes migrating core applications to a new relational database and web services framework.

TOCC Program Accomplishments as of January 18, 2005

Project # 05-03-14

MN/DOT TOCC Grant #1

Grant Completion Date: September 30, 2003.

Funding Amount: \$ 3,422,053.00

Total Expenditures: \$ 3,078,294.63

Unspent Balance: \$ 343,758,37

Summary of Accomplishments:

- Purchased Radio Consoles for each of the nine TOCC's.
- Purchased Mobile Data Computers for 241 State Patrol Vehicles.
- Purchased Mobile Data Computer base stations for deployment at tower sites throughout the state.
- Purchased material for the construction of 6 new towers.
- Purchased channel banks, digital microwave radios, antennas, tower safety and security systems for new and existing towers. Established digital microwave links between 19 tower pairs.

MN/DOT TOCC Grant #2

Grant Completion Date: September 30, 2004

Funding Amount: \$ 3,553,950

Total Expenditures: \$ 2,920,100

Unspent Balance: \$ 633,850 (the following tasks have been or will be completed through Grant #3, which was for the amount of the unspent balance.)

Summary of Accomplishments:

- Purchased 11 Mobile Data Computer base stations for deployment at tower sites throughout the state.
- Purchased material for the construction of 5 new towers.
- Purchased channel banks, tower safety and security systems for new and existing towers.
- Purchased 9 microwave radios and antennas.
- Purchased and installed MDC peripheral equipment (antennas, cables, radio modems, docking stations, global positioning system devices etc.) for 241 vehicles.
- Purchased software licenses for 177 vehicles.
- Provided technical training for radio communications support staff.

MN/DOT TOCC Grant # 3

Grant Completion Date: September 30, 2005

Funding Amount: \$ 649,209.93

P.O. # 9200-1529

Total Expenditures: \$ 10,340.72

Unspent Balance: \$ 638,869.21

Summary of Accomplishments:

- Antenna installed at Brewster and Rushmore
- Site preparation has begun at the Tracy and Slayton tower locations
- Electrical installation is complete at the North Branch tower
- Electrical equipment has been purchased, and equipment sheds have been ordered, for various tower sites

MN/DOT TOCC Grant #4

Grant Completion Date: September 30, 2005

Funding Amount: \$ 3,451,225.38

P.O. # 9200-1575

Total Expenditures: \$

Unspent Balance: \$ 3,451,225.38

MN/DOT TOCC Project Detail as of January 18, 2005

Eagle Lake Tower

Awaiting equipment shed. Equipment shed coming off line end of February.

Tracy Tower

*We will be storing the steel at the Tracy Truck station.
Steel is delivered. We own the land. Construction specifications are to Ron Lagerquist. Awaiting soils report. Equipment shed coming off line end of February.*

Rushmore Tower

Awaiting Equipment shed. Equipment shed coming off line end of February.

North Branch Tower

Tower is erected. Equipment shed foundation is installed. Antennas are in the process of being installed. Electrical installation is complete.

Equipment Sheds

Eagle Lake, Tracy, Rushmore and North Branch. The bids are due 11/30/04. The reverse auction will be held 12/8/04. PO is issued

Uninterruptible Power Supply (Brainerd and Detroit Lakes)

Brainerd UPS is installed. The UPS at Detroit Lakes has been started up. The UPS at Brainerd is commissioned. Brainerd is having some problems with the Patrol administration phones. We have ordered an isolation transformer to

correct the problem. The transformer has been installed and this corrected the problem.

Microwave Antenna Installations

Brewster has been completed. Rushmore has been completed. Tracy will be done when the tower is erected. Eagle Lake awaiting the equipment shed.

Mobile Data Computer BASE STATIONS

	<i>Antenna Installed</i>	<i>FCC License Or STA</i>	<i>Phone Line Installed</i>	<i>Lease</i>	<i>On the Air</i>
<i>Bagley</i>	<i>Yes</i>	<i>Yes</i>	<i>Due 1/24/05</i>	<i>NA</i>	
<i>Benson</i>	<i>Yes</i>	<i>Yes</i>	<i>Due 1/13/05</i>	<i>NA</i>	
<i>Brewster</i>	<i>Yes</i>	<i>Yes</i>	<i>Due 1/24/05</i>	<i>NA</i>	
<i>Cass Lake</i>	<i>Yes</i>	<i>Yes</i>	<i>Due 1/21/05</i>	<i>NA</i>	
<i>Hader</i>	<i>Yes</i>	<i>Yes</i>		<i>Yes</i>	
<i>Leader</i>				<i>NA</i>	
<i>Quadna</i>	<i>Yes</i>	<i>Yes</i>		<i>NA</i>	
<i>Rushmore</i>				<i>NA</i>	
<i>Washington Cnty</i>			<i>Microwave</i>	<i>NA</i>	
<i>Wells Area</i>					

TOWER SITES

	<i>Specs to Ron L.</i>	<i>Soils Report</i>	<i>Bids Due</i>	<i>PO issued</i>
<i>Cannon Falls</i>	<i>Yes</i>	<i>Boring 1/20/05</i>		
<i>Greenbush</i>	<i>Yes</i>	<i>Boring 1/20/05</i>		
<i>Lawler</i>				
<i>New Haven</i>		<i>Boring 1/20/05</i>		
<i>New Munich</i>	<i>Yes</i>			
<i>Onamia</i>	<i>Yes</i>			
<i>Tracy</i>	<i>Yes</i>			
<i>Zumbrota</i>	<i>Yes</i>	<i>Boring 1/20/05</i>		

STATE PATROL TOCC Grant

Grant Completion Date: September 30, 2005

Funding Amount: \$ 41,794.00 P.O. # 9200-1522
Total Expenditures: \$ 10,582.81
Unspent Balance: \$ 31,211.19

STATE PATROL TOCC Pending Grant Amendment

Grant Completion Date: September 30, 2005

Funding Amount: \$ 444,542.67 P.O. # 9200-1522
Original Contract Amount: \$ 41,794.00
Total Contract Amount: \$ 486,336.67

Status: As of 01-26-2005

Waiting for NHTSA response for approval to purchase equipment costing \$5,000 or more. Request submitted on 01-05-2005.

TOCC Program Accomplishments 01-2005.doc

Safe Community Grants (Alcohol-Related)

Safe Communities is a strategy for addressing motor vehicle injuries at a local level within the context 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 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 fourteen counties in Minnesota that have the highest rate of alcohol-related fatalities from 2001 to 2003. The fourteen counties are Anoka, Carver, Cass, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Rice, St. Louis, Scott, Sherburne, Stearns, and Washington. A special grant was made available to Safe Community coalitions proposing to address the use of alcohol and drugs while driving in these counties. A few additional coalitions were funded as they had previously been on the list or have high alcohol-related fatalities and were proposing strong alcohol-focused programs. 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.

2005 Safe Community Coalitions

Grantee (Alcohol)	Location
Carver County Community Health Services	Carver County
Crow Wing County Health	Crow Wing County
Dakota County Public Health	Dakota County
East Central Regional Development Commission	Cambridge, Isanti (portion of TZD Hwys 65/95 corridor)
Fairview Range Regional Health Services	Hibbing, Chisholm, Cherry
Mille Lacs County Community Health Services	Mille Lacs County
Minneapolis Medical Research Foundation	Hennepin County
Northland Community Schools, ISD 118 Community Education	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
Safe Communities of Wright County	Wright County (TZD)
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 an economic impact on the community.

The total amount of money awarded to these grantees is \$364,891.00. The grants are for the period from October 15, 2004 to September 30, 2005.

Twisted-End Guardrail Systems

There are a number of areas throughout the state where twisted-end guardrail systems have been or are being replaced throughout the state. The funding available did not allow for complete replacement of the existing twisted-end guardrails, but substantial progress has been made in removing these hazards. It is anticipated that those districts that have not finished the replacement will do so by September 30, 2005. The districts and the status of the projects are listed below.

Districts 3, 4, and 8

Work has been completed.

Districts 1, 2, 6, 7, and Metro

Work continues and it is anticipated that the projects will be completed by September 30, 2005.

Safety Improvements to Roadways

An interagency grant was made with the Minnesota Department of Transportation to provide safety improvements to roadways using Section 164 Transfer Funds. Various needed improvements were identified in the different districts. The majority of these projects have been completed. The projects are listed below with a notation if it has been completed or still active. It is anticipated that the remaining projects will be completed by September 30, 2005.

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

This project has been completed.

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

This project has been completed.

District 3

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

This project has been completed.

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.

This project has been completed.

District 6

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

This project is currently being worked on. It is anticipated that it will be completed by September 30, 2005.

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.

This project has been completed.

District 8

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

This project has been completed.

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.

The project is currently being worked on. It is anticipated that it will be completed by September 30, 2005.

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

This project has been completed.

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).

This project has been completed.

4) Temporary signal

Add a temporary signal at TH 36 and CSAH 17.

This project has been completed.

COMPREHENSIVE IMPAIRED DRIVING ENFORCEMENT PROJECT

Project Status Report Form

COMPREHENSIVE IMPAIRED DRIVING ENFORCEMENT PROJECT PROGRESS REPORT

Project Name: Comprehensive Impaired Driving Enforcement Project

Report for FY 2004

Project Sponsors: Office of Traffic Safety Director, Kathy Swanson
Minnesota State Patrol, Colonel Steve Mengelkoch

Project Champion: Mark Peterson

Project Manager: Jean Ryan

Supporting State Law:

Brief Project Description

Minnesota passed a law that allows bars that purchase a permit to stay open until 2:00 a.m. To counter the expected impact of increased impaired driving, legislation provided a portion of the revenue generated from the permits to pay for 50 additional troopers. Minnesota's Section 164 transfer fund was also used to assist in funding the cost of 50 additional troopers.

The Department of Public Safety developed a comprehensive impaired driving enforcement plan. The plan included statewide deployment of 50 troopers and an increased saturation effort in the seven-county metro (through Operation NightCAP). The increased State Patrol coverage statewide, coupled with the increased number of saturations in the metro area, raised the public's perception that they will be arrested if driving impaired.

The objective of this project is to decrease impaired driving fatalities and severe injury crashes by increasing citizen's fear of apprehension for driving impaired.

Project Milestones	Timeline and Status
Started additional saturations in the metro area through the NightCap program.	December 2003
Hired 9 from police core training and started field training.	Completed December 2003
Trooper cadet academy started.	Completed January 2004
Nine troopers hired from police core training started working in new shifts in designated districts.	Completed May 2004

Project Milestones	Status
32 troopers completed trooper cadet academy and started field training.	Completed May 2004
32 troopers completed field training and started working in new shifts in designated districts.	Completed August 2004.
Second trooper cadet academy held to hire remaining nine troopers.	February 2005
Nine troopers complete trooper cadet training and start field training.	May 2005
Nine troopers complete field training and start working in new shifts in designated districts.	August 2005
NHTSA yearly project report	December 2005
NHTSA yearly project report	December 2006
Final project report	July 2007

Accomplishments

The deployment of new troopers for the Minnesota State Patrol continues to move forward. To date, forty-one new troopers have been hired, equipped, trained and deployed through-out the state. On August 23, 2004, the largest group of troopers graduated and started working in their assigned stations. The goal of fifty troopers was not reached because of the rigorous hiring and training process (backgrounds, academy, Field Training, etc.) resulting in fewer than 50 recruits successfully completing training. The State Patrol will start an academy on February 7, 2005 that will complete field training on August 12, 2005; that academy will provide enough recruits to complete the hiring of the last nine troopers.

Command Staff has recommended and NHTSA has approved a change from the original deployment plan for the remaining nine troopers. This change was made after review of 2:00 a.m. bars in the original staffing request.

Paired with the 50 Trooper Project was an increase in Operation NightCAP activities in the seven-county metro area. That effort, which started in December of 2003, has shown positive results. The number of impaired driving saturations in FFY 04 more than doubled from the previous year to approximately 230, with the greatest increase in the seven-county metro area. The increase in saturations has led to an increase in DWI arrests to approximately 1,400, again more than double from the previous year, within these same areas.

NightCAP DWI Arrest Comparison, FFY 2003 to FFY 2004

