

Section 164: DWI Repeat Offender

Fund Expenditure Report

Federal Fiscal Year 2010

October 1, 2009 through September 30, 2010



Funded Program

Alcohol Programs

- **Enforcement Programs**
 - NightCAP
 - Anoka County High Visibility Enforcement
 - Dakota County High Visibility Enforcement
 - *Safe & Sober DWI*
- **Paid Media**
- **Coordination / Project Management**
- **E-charging**
- **Ignition Interlock**
- **DWI Courts**
- **E-Grant Support**
- **BCA Breath Testing Instrument**

Hazard Elimination Programs

- **General Hazard Elimination on Trunk Highway (SHSP Projects)**
- **Cable Median Barriers**
- **Enhanced Pavement Markings**
- **Safety Planning – County and Trunk Highways**

Executive Summary

The commissioners of the Minnesota Departments of Public Safety (DPS) and Transportation (MnDOT) are required by statute to report each year on the expenditure of federal funds available under the repeat offender transfer program, Public Law Number 105-206, Section 164. The report is to be submitted to the chairs and ranking minority members of the Minnesota House of Representatives and Senate Committees having jurisdiction over transportation and public safety finance issues. Total expenditures of 164 funding for federal fiscal year 2010 were \$9,343,546.97.

Under federal law, these monies can only be spent on programs in the following categories:

- Approved programs for alcohol-impaired driving countermeasures.
- State and local enforcement of laws prohibiting driving while intoxicated.
- Hazard elimination and other safety improvements on the roadways.

Traffic crashes remain one of the leading causes of death for Minnesotans ages 1 through 34. In 2010, 131 people were killed in alcohol-related crashes, 32% of all traffic deaths in the state. Over half of these fatalities occurred on rural roadway systems. This funding has provided an excellent opportunity for DPS and MnDOT to collaborate on programming that is effective in reducing traffic deaths and severe injuries as Minnesota moves Toward Zero Deaths.

Yearly 164 Funding Expenditures

Table 1 below outlines all of the expenditures through federal 2010 under the repeat offender transfer program (Section 164). According to federal law, these monies may only be spent on impaired driving (Alcohol or AL) and hazard elimination (HE) programs. Overall, AL projects are designed to change impaired driving related behavior and HE projects support implementation of effective low cost safety improvements to the roadway.

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Table 1

164 Alcohol Programs (AL)	Federal 2002, 2003 and 2004	Federal 2005	Federal 2006	Federal 2007	Federal 2008	Federal 2009	Federal 2010	TOTAL
Driver's License Database	\$452,573.22	\$322,201.45						\$774,774.67
Traffic Operations Centers	\$6,620,568.02	\$2,524,761.06	\$2,020,818.39	\$47,482.20				\$11,213,629.67
DWI Safe Roads/Communities	\$358,185.46	\$391,853.75	\$408,024.48	\$394,974.59	\$346,231.69	\$307,609.08		\$2,206,879.05
50 Troopers	\$3,552,052.05	\$3,749,168.08	\$2,904,616.58					\$10,205,836.71
NightCAP	\$266,774.02	\$417,225.98	\$200,513.88	\$515,693.34	\$720,309.22	\$935,927.55	\$720,540.74	\$3,776,984.73
Other Enforcement	\$0.00		\$329,180.00					\$329,180.00
Paid Media	\$0.00		\$400,000.00	\$780,000.00	\$982,638.28	\$1,199,736.80	\$1,296,450.45	\$4,658,825.53
Coordination	\$0.00			\$142,358.67	\$271,131.45	\$275,871.51	\$269,518.75	\$958,880.38
PI and MR	\$0.00			\$15,258.20				\$15,258.20
E-Charging System	\$0.00			\$150,000.00	\$309,719.56	\$1,319,268.00	\$37,056.16	\$1,816,043.72
Ignition Interlock	\$0.00			\$24,502.08	\$102,666.49	\$165,594.59	\$85,173.03	\$377,936.19
Anoka High Visibility Enf.	\$0.00			\$146,202.62	\$271,091.12	\$247,736.69	\$266,288.62	\$931,319.05
Dakota Cty High Visibility Enf.	\$0.00				\$68,500.00	\$109,094.80	99,266.81	\$276,861.61
Safe & Sober DWI	\$0.00				\$757,421.16	\$839,138.97	\$543,697.20	\$2,140,257.33
DRE and Advanced Office Training	\$0.00				\$225,725.01	\$245,107.70		\$470,832.71
DWI Courts	\$0.00				\$525,316.41	\$903,209.70	\$971,562.08	\$2,400,088.19
Alcohol Screening and Brief Intervention	\$0.00				\$11,050.57			\$11,050.57
Reviewing DL Sanctions	\$0.00				\$33,812.50			\$33,812.50
E-Grant Support							\$30,000.00	\$30,000.00
BCA Breath Testing Instruments							\$48,297.13	\$48,297.13
Total AL	\$11,250,152.77	\$7,405,210.32	\$6,263,153.33	\$2,216,471.70	\$4,625,613.46	\$6,548,295.39	\$4,367,850.97	\$42,676,747.94

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164 Hazard Eliminations (HE)	Federal 2002, 2003 and 2004	Federal 2005	Federal 2006	Federal 2007	Federal 2008	Federal 2009	Federal 2010	TOTAL
Twisted Guardrail	\$3,151,461	\$119,883						\$3,271,344
General Hazard Elimination	\$1,063,067	\$621,785			\$300,000	\$450,000	\$1,239,832	\$3,674,685
Speed Management		\$94,069	\$2,731,069					\$2,825,138
County Projects			\$1,645,994		\$3,419,988		\$1,149,696	\$6,215,677
Cable Median Barrier						\$2,597,959	\$243,089	\$2,841,049
Enhanced Pavement Marking Study						\$2,789,393		\$2,789,393
Road Safety Plans						\$98,838	\$1,094,935	\$1,193,773
Governor's Safety Initiative							\$1,248,143	\$1,248,143
Total HE	\$4,214,528	\$835,737	\$4,377,063	\$0.00	\$3,719,988	\$5,936,193	\$4,975,696	\$24,059,205
Total 164 Expenditures	\$15,464,680.77	\$8,240,947.32	\$10,640,216.33	\$2,216,471.70	\$8,345,601.46	\$12,484,488.39	\$9,343,546.97	\$66,735,952.94

Alcohol Programs

High-visibility Enforcement Programs

Nighttime Concentrated Alcohol Enforcement Patrol (NightCAP)

High-Visibility Enforcement — Anoka and Dakota Counties

The most effective deterrent to impaired driving is fear of apprehension. The most promising strategy to increase the fear of apprehension is to conduct high-visibility enforcement saturations. These saturations include multiple agencies enforcing DWI on a specific corridor accompanied by roadway signs announcing to motorists they've entered a "DWI Arrest Zone", officers wearing reflective vests that reinforce the "Arrest Zone" message, and increased use of local media outlets to publicize the enforcement such as cable television, businesses' changeable message signs and community newspapers. Funding was provided to the Minnesota State Patrol (MSP), county sheriff offices and municipal law enforcement agencies to conduct high-visibility enforcement saturations in the 13 counties with the highest number of alcohol-related deaths and severe injuries. Over 50 percent of alcohol-related deaths and severe injuries in the past three years occurred in these 13 counties. Each of the 13 counties holds, at a minimum, a saturation patrol every month. Thirty three saturations occurred in other locations of the state at times and locations where impaired driving has been found to be prevalent. Each saturation included law enforcement officers from the state, county, and city level. Five of the 13 counties were funded by an alternative funding source; however, conducted similar enforcement activity. Table 3 is a list of the 13 counties that participated in high-visibility enforcement efforts, the number of saturations in each of the counties, and the number of DWI arrests during the year.

A telephone survey was conducted in seven of the 13 counties at the same time period as a statewide survey was done to compare the perceived risk of being arrested if a person drove a motor vehicle after drinking alcohol and the amount of the alcohol was more than the law allows. Survey results indicated that residents in five of the seven counties that conducted high-visibility enforcement had a higher level of perceived risk of being spotted if they drove a vehicle after drinking an amount of alcohol more than the law allows for drivers. High-visibility enforcement is demonstrating effectiveness in changing drivers' behavior and is being introduced into other traffic enforcement projects.

High-Visibility Enforcement County Activity in Federal 2010
Table 3

County	Number of Saturations	Number of DWI Arrests
Anoka	44	373
Dakota	18	94
Hennepin	22	325
Olmsted	18	61
Otter Tail	9	55
Scott	11	25
Washington	9	39
Wright	12	34
Other Locations	18	134
<i>Subtotal</i>	<i>161</i>	<i>1140</i>
Counties funded by alternative federal funding		
Ramsey (funded by alternative)	27	629
Rice	24	75
Sherburne	41	86
Stearns	29	131
St. Louis	32	116
<i>Subtotal</i>	<i>153</i>	<i>1037</i>
Total	328	2,185

Safe & Sober

Safe & Sober is Minnesota’s statewide Special Traffic Enforcement Program (STEP), combining enhanced enforcement with public education and media relations that advertises the enhanced enforcement. The impaired driving portion of the program provides overtime funding in the form of extra enforcement specifically for two periods — four Thursday, Friday and Saturday night timeframes in December and a two-week effort surrounding Labor Day. This enhanced patrolling is conducted in conjunction with national enforcement and media efforts. In addition to impaired driving, *Safe & Sober* grantees work on enforcing child seat, speeding and belt use laws using other sources of funding.

Grants are awarded to law enforcement agencies on a competitive basis through a Request for Proposals process with eligibility restricted to those over-represented in crashes resulting in deaths or severe injuries or in one of the 20 counties with the highest number of traffic deaths. Agencies were also able to apply for supplemental funding for enhanced enforcement during days and nights where local celebrations historically contributed to DWI problems. Agencies are strongly encouraged to work in partnership with each other. Table 5 lists the law enforcement agencies that were funded through the *Safe & Sober* program in federal 2010, the 164 funding spent by each grant, the number of drivers stopped whose licenses had been revoked, cancelled, or suspended and the number of drivers arrested for DWI.

Safe & Sober Federal 2010 Agencies
Table 5

Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
Airport Police Department		Edina Police Department and Richfield Police Department	\$21,058.48	7	43
Alexandria Police Department			\$4,400.00	1	5
Austin Police Department	Mower County		\$7,934.72	4	9
Becker County Sheriff’s Office		Detroit Lakes, Ogema/Callaway Frazee, Lake Park and Audubon	\$12,408.75	3	11
Bemidji Police Department		Blackduck and Beltrami	\$8,994.01	2	15
Bloomington Police Department		Eden Prairie	\$14,883.56	2	32

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Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
Blue Earth County Sheriff's Office		Edina and Richfield	\$28,600.00	5	35
Brainerd Police Department	Crow Wing County	Baxter, Nisswa, Crosby, Emily, Deerwood, Pequot Lakes, Crosslake, Breezy Point and Cuyuna	\$28,509.24	3	24
Brooklyn Park Police Department	Hennepin County	Brooklyn Center, Champlin, and Dayton	\$29,682.49	5	60
Carver County Sheriff's Office		Chaska	\$13,469.78	0	14
Cass County Sheriff's Office		Hackensack, Lakeshore, Leech Lake Tribal, Pine River, and Walker, Longville, Pike Bay TWP	\$5,633.15	4	20
Corcoran Police Department		Medina, Minnetrista, Mound, Orono, Rogers, South Lake Minnetonka, Wayzata and West Hennepin	\$42,409.82	3	46
Dodge County Sheriff's Office		Kasson and West Concord	\$6,308.86	0	12
Douglas County Sheriff's Office			\$3,655.41	3	1
East Grand Forks Police Department	Polk County	Crookston	\$6,066.25	5	7
Fairmont Police Department	Martin County	Truman	\$6,459.73	2	2
Fillmore County Sheriff's Office		Chatfield and Preston	\$3,279.48	0	4
Fond du lac Police Department			\$3,904.50	0	4
Golden Valley Police Department		New Hope, Robbinsdale and Crystal	\$17,564.30	1	39
Goodhue County Sheriff's Office		Red Wing, Cannon Falls, Zumbrota, and Kenyon	\$10,156.63	1	12
Isanti Police Department		Lakes Area and Wyoming	\$9,101.26	5	12
Kanabec County Sheriff's Office	Isanti County and Pine County	Mora	\$7,920.00	0	13
Kandiyohi County Sheriff's Office	Swift County	Willmar, Atwater, and Benson	\$9,601.88	1	10
Lac qui Parle County Sheriff's Office		Dawson	\$3,130.66	0	1

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Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
McLeod County Sheriff's Office		Glencoe, Hutchinson and Winsted	13,844.45	1	6
Mille Lacs County Sheriff's Office	Benton County	Mille Lacs County Tribal	\$5,042.86	0	10
Minneapolis Police Department	None	Minneapolis Parks Police	\$24,420.00	2	31
Minnetonka Police Department		Plymouth and Maple Grove	\$18,817.13	7	29
Moorhead Police Department	Clay County	Dilworth, Glyndon, and Hawley	\$17,380.92	23	35
Morrison County Sheriff's Office		Little Falls, Royalton, Randall and Motley	\$6,746.16	5	8
New Ulm Police Department	Brown County and Watonwan County	Sleepy Eye	\$11,265.93	2	13
Olmsted County Sheriff's Office		Rochester	\$16,858.64	0	20
Otter Tail County Sheriff's Office		Fergus Falls	\$5,899.61	1	5
Owatonna	Steele County	Blooming Prairie	\$3,500.99	1	8
Shakopee Police Department	Scott County	Savage, Prior Lake, New Prague, Belle Plaine, and Jordan	\$26,789.79	2	43
Wadena County Sheriff's Office		Menahga and Wadena	\$2,890.83	3	10
Washington County Sheriff's Office		Woodbury, Bayport, Forest Lake, Oak Park Heights, Stillwater, Cottage Grove, St. Paul Park and Oakdale	\$55,826.37	4	52
White Earth Police Department	Mahnomen County and Clearwater County	Bagley	\$4,587.09	5	61
Wilkin County Sheriff's Office	Grant County	Breckenridge	\$2,660.79	0	4
Winona County Sheriff's Office		Winona, St. Charles, and Goodview	\$8,799.99	2	7
Worthington Police Department	Nobles County, Jackson County, Cottonwood County and Lyon County	Jackson PD	\$13,232.69	0	19
Totals			\$543,697.20	115	796

*Driving after license revocation, suspension, or cancellation

Paid Media

Paid media is essential for increasing the public's awareness of impaired driving enforcement strategies and their belief in the likelihood they will be stopped and arrested if they drive impaired. Paid media also serves to educate the public on the risks of driving impaired. Paid media is used judiciously, usually during statewide enforcement crackdowns targeting impaired driving. Minnesota will often use funding to complement the national ad campaigns paid for by the National Highway Traffic Safety Administration (NHTSA). The majority of federal 2010 paid media funding was expended during the following:

- December and August *Safe & Sober* impaired driving campaigns.
- Periods of enhanced high visibility impaired driving enforcement.

The media ads target the television, cable programming and radio stations that deliver the most at-risk group — young adult males. Media buys also include: indoor hospitality (such as restroom posters), online ads, YouTube videos, out-of-home outlets (mobile outdoor, gas pump-toppers), college/alternative weekly newspapers, and social marketing web-based tactics.

Other sources of federal funding pay for public information and media relations about impaired driving such as coordinating and conducting news conferences and events, the design and printing of a wide variety of materials, and providing news releases and information on impaired driving to the media and the public.

Coordination/Project Management

Coordination and program management are required to efficiently, legally, and effectively manage projects that will reduce alcohol-related deaths and severe injuries. Impaired driving program areas and projects that are coordinated include: enforcement, media, systems, community, and judicial. The coordination project funds positions that design, implement, monitor and report on these projects, as well as, reviewing and approving the payment of invoices.

E-Charging

The overall Electronic Charging Service (eCharging) allows for the routing, temporary retention, filing, and printing on demand of all charging documents (including electronic signatures) for all felony, gross misdemeanor and statutory misdemeanor cases. The DPS Office of Traffic Safety (OTS) provides 164 funding to the Minnesota Justice Information Services (MNJIS) Office in the Bureau of Criminal Apprehension to augment the larger eCharging project to include a DWI arrest and administrative sanctions component. The

DWI eCharging project provides criminal justice stakeholders with the ability to perform the following functions:

- Appropriately identify, charge, and sanction impaired driving offenders based on their driving history.
- Manage impaired driving cases from arrest through the completion of court and administrative sanctions.
- Provide stakeholders with adequate and timely information necessary to fulfill their responsibilities.
- Reduce administrative costs for system stakeholders and increase system efficiencies.

Significant progress was made in deploying eCharging in 2010 and major milestones were accomplished that included:

- Completion of the pilot eCharging application and system enhancements.
- Six vendor adapters that will submit local record management system data to the eCharging service.
- Integration services with the Court, allowing for the transmission of data from eCharging to the Court.
- Deployment of eCharging's complaint functionality in St Louis, Kandiyohi, Carver, Olmsted, Freeborn, Goodhue, Rice, Otter Tail, Lyon, Swift, Meeker, Isanti, Crow Wing, Carlton, Itasca, and Clay Counties.
- Deployment of eCharging's citation functionality in St Louis, Carlton, Cook, Lake, and Pine Counties.
- Deployment of eCharging's electronic referral functionality, allowing law enforcement agencies to electronically refer incidents to prosecutors for charging in Carver County, Freeborn, Goodhue, Otter Tail, Lyon, and Meeker Counties.
- Approval of electronic signature method by the Minnesota Supreme Court for statewide deployment.

The following were completed for the DWI-only aspects of the project:

- Completion of the DWI application and system enhancements.
- Two-way integration with Driver and Vehicle Services (DVS) to import driver information into eCharging and electronically submit forms and data into DVS's driver license data system.
- Deployment of DWI functionality in Kandiyohi, Freeborn, Otter Tail, Olmsted, Winona, Lyon, Swift, Isanti, Crow Wing, Itasca and Clay Counties.

The following efficiencies were achieved from the use of the eCharging System:

- Processing of 5,313 criminal complaints with electronic signatures - an estimated time savings of 30-60 minutes per criminal complaint.
- Processing of 20,604 citations - an estimated time savings of 15 minutes per citation.

- Processing of 441 DWI arrests - initial time saving is estimated 30 minutes per DWI arrest.
- Improved public safety through more efficiently processing forms and getting officers back out on the street faster.
- Increased data accuracy through elimination of data re-entry on multiple forms.

Ignition Interlock

The statewide Ignition Interlock Pilot Project, which started July 1, 2009, is an expansion of an earlier two-county pilot program (July 1, 2007 through June 30, 2009). A position was funded with Section 164 funds in the DPS, DVS's Office to assist with enrolling participants into the program and monitoring reports received from participants' ignition interlock devices.

Results from the first year of the statewide pilot program include:

- Enrollment of 1,129 individuals into the program, with at least one enrollee in 76 of Minnesota's 87 counties. More than 85 percent of enrollees were male, with an average participant age of 43.
- Ninety seven percent of the program's original enrollees continued to participate in the program. Approximately two percent (17 individuals) had successfully completed the program. Fourteen individuals had been terminated from the program either voluntarily or involuntarily because of violations or other reasons.
- Two out of the 1,129 participants reoffended by circumventing the device and subsequently were arrested for driving while impaired.
- Challenges with implementing the program include managing the growing number of interested potential participants and assuring that participants clearly understand the consequences for violating the program.

Lessons learned from both pilot programs along with recommendations from a Driver's License Sanctions Initiative (multi-disciplinary group formed to thoroughly review driver license administrative sanctions) were used as the foundation of a Governor's legislative proposal. A new law (Laws of Minnesota 2010, Ch. 366) that strengthens DWI sanctions will be effective July 1, 2011 and strongly encourages—and in certain situations mandates—the use of ignition interlock.

DWI Courts

DWI courts provide judicial leadership, multidisciplinary collaboration, and local planning when working with repeat DWI offenders who have serious substance abuse issues. The DWI Courts follow ten guiding principles:

- Target the population — identifying a subset of the DWI offender population for inclusion in the DWI court program.
- Perform a clinical assessment of their substance abuse.
- Develop a treatment plan.
- Supervise the offender.
- Forge agency, organization, and community partnerships.
- Develop case management strategies.
- Address transportation issues.
- Evaluate the program.
- Create a sustainable program.

There are 10 DWI courts in Minnesota and eight are funded with 164 funding. The two not receiving funding are Ramsey County (their DWI court was funded for three years and is no longer being funded) and Itasca County (they obtained local sources of funding). Table 7 lists each county that received funding and key information on program participation in their jurisdiction.

Federal 2010 DWI Courts
Table 7

County	Funding amount	Participants in the start of the fiscal year	Admissions this year	Graduates	Participants terminated	Participants at the end of the fiscal year	Graduates that recidivated	Participants that obtained a valid driver's license
Beltrami County	\$100,639.91	24	7	11	3	17	1	12
Cass	\$77,960.14	19	6	7	3	15	0	10
Crow Wing	\$93,153.94	19	12	12	0	19	0	9
Hennepin	\$381,146.90	83	71	43	12	99	4	44
Lake of the Woods	\$59,555.48	12	7	9	1	9	0	8
Otter Tail	\$86,148.63	31	12	12	3	17	0	8
Roseau	\$66,038.40	20	6	13	0	13	0	12
St Louis	\$106,918.68	17	18	17	2	23	1	4

DWI Courts have been funded with Section 164 funds from their inception and have resulted with the following:

- Minnesota had 461 participants admitted into a DWI court, 209 graduated, 66 were terminated and 14 incurred an additional DWI arrest.

- People admitted into DWI court programs have cancelled or revoked driver's licenses. During the time period of being enrolled in DWI Court, 174 participants obtained a valid driver license.
- Most graduates achieved improvement in their education, employment and housing following their time in DWI court.

E-Grants Support

The DPS, OTS along with other divisions in Public Safety, have joined together to fund the development of a shared web based grant application and management system. Section 164 funds are being used to fund a portion of the E-Grant System. The system will streamline the grant application and management process by eliminating redundant entry of data, receiving and compiling report information and managing project expenditures. Grants executed October 1, 2011 and after will be processed through the new E-Grants System.

Bureau of Criminal Apprehension (BCA) Breath Testing Instruments

The current breath testing instruments used by law enforcement to determine a DWI offender's alcohol concentration are outdated and unable to integrate with current systems. Section 164 funds will be used to purchase, train users and distribute 280 breath testing instruments statewide. The new instruments, along with DWI blood and urine test results, will integrate with the eCharging system and allow for information collected by the instruments to be electronically added to the DWI administrative forms that are transmitted to DVS.

The following are major milestones completed by the Breath Testing Instrument Replacement and eCharging Integration Project:

- Contract language was reviewed by the Attorney General and the Department of Administration; final contract with DataMaster was approved and executed on July 29, 2010.
- Monthly meetings were held to update the stakeholder committee on project development.
- Presentations were provided at conferences on the improved features of the new instruments.
- BCA lab staff received factory training on the new instruments.

Hazard Elimination Programs

General Hazard Elimination – Improve “Gap” sections

In Greater Minnesota there are several sections of Trunk Highway that transition from a four-lane divided highway, to a two-lane, two-way highway, then back to a four-lane divided highway. In some of these locations there are long-range plans for expansion of these “gap” sections to four-lane divided facilities. However, funding of these projects is costly and not guaranteed. To improve safety in the near term, MnDOT identified proven low cost, systematic safety strategies that could be implemented on these two-lane two-way sections of highway.

The first project was completed in District 7 along TH 60 between Bigelo and St. James and the second project was completed in District 7, west of Mankato along TH 14. The projects included centerline rumble strips, wet reflective edgelines, new warning signs, additional pavement messages, intersection lighting and an added left turn lane for a total project cost of \$450,000 in FFY 2009.

In FFY 2010 five additional projects were initiated as shown in the table below. In FFY 2011 several more projects are planned to be completed. Some of these were delayed in FFY 2010 due to a pavement marking paint shortage.

District	Highways	Project Description	FFY 2010 164 Funds Expended
03	10,23,25,55,210,371	Rural lighting @ 11 intersections and two signals in Crow Wing, Todd, Stearn, and Wright Counties	364,507
06	14,61	Enhanced signs from Wabasha to Red Wing and Owatonna to Dodge Center	82,298
07	60,14	Driver feedback signs Hwy 60 from Windom to St. James and Hwy 14 from Nicollet to N. Mankato RP: 118.5 to 127.3	41,026
Metro	212	Install left turn lane @ CSAH 51	720,126
Metro	5,212,61	Enhanced signing	31,875
Total FFY 2010			\$ 1,239,833

County Strategic Highway Safety Plan (SHSP) Projects

Historically, seventy percent (70%) of fatal crashes occur on rural roadways and approximately fifty percent (50%) of fatal crashes occur on local roadways (county, township, and city). MnDOT recognized the need to direct some safety funding to the county road system in addition to the trunk highway system. For FFY 2010 projects totaling

\$1,149,696 have been completed. Thirty-three (33) counties (both Metro and Greater Minnesota) were awarded grants as shown in the table below. The projects highlighted in red will be completed in FFY 2011.

Selected County Mini-Grant Projects (July 1, 2008 - Sept 30, 2010)

County	Project Description	Award Amount	Expended FFY 2010
Anoka	Eliminate shoulder drop-offs at three CSAH 17 curves between CSAH 18 and CSAH 22.	292,000	217,749
	Epoxy pavement markings and enhanced curve related warning signs on CSAH 17 between CSAH 18 to CSAH 22		
	Install 2 school speed zone Dynamic Feedback Sign (DFS) at school boundary limits (1-EB DFS AND 1 WB DFS) at East Bethel Elementary		
	Install 2 school speed zone DFS at school boundary limits (1-NB DFS AND 1 SB DFS) at Andover High School		
Carver	Install 6" Epoxy Edgeline on CSAH/CR 24, 21, 33, 40, 140, 53, 50, 43, 20, 153, 131, and 30	231,000	129,284
	Install/Enhance Chevrons on 20 to 35 mph Curves		
	Install/Enhance Chevrons on 40 mph Curves		
	Install/Enhance Chevrons on 45 mph Curves		
Chisago	Install chevrons on CSAH 19, 18 (2 Segments), 8, 12, 15, 3, 5 and CR 83, 74, 72, 70, 71, 82, 56, 60, 63, 88, 75, 79, 61	38,000	29,958
Dakota	Install Rumble Stripes on Hwy 54, 9, 68	209,000	146,031
	Install Profiles Stripes on Hwy 42		
	Install Rumble Stripes & 6" epoxy marking on Hwy 88		
	Install two(2) DFS for curves (one in each direction -- at first curve) on Hwy 42		
	Install Street lights at multiple locations		
Hennepin	Install Dynamic Feedback Signs (Speed)	30,000	3,924
Ramsey	Install DFS on McKnight Rd, 2 segments of Hwy 96, White Bear Ave, Old Hwy 8	115,000	104,502
	Durable Reflective Paint, skip line on 2 segments of Lexington Ave., 2 on Hwy 96, Hwy 10,		
	Install Durable Reflective pavement markings on Lakewood Drive		
	Install Durable Reflective pavement markings on Lower Afton Rd		
Scott	Install Advance Street Name Signing for Intersections on Hwy 2, 21, 42 (segments)	71,000	cancelled
	Install DFS Sign on Ramp to SB TH 169 from Hwy 18		
Washington	Install Profile Stripes on CSAH/CR 15 and 7,	189,000	105,452
	Install 6" Epoxy Edgeline on CSAH/CR 5, 10, 2, 19, 15, 14, 17		
ATP 2 – 11 counties	Install 6" wide durable edgelines (Epoxy) on approximately 600 miles of CSAHs and CRs.	834,000	to be completed FFY 2011
Wright	Install vehicle detection advance warning systems at four (4) intersections experiencing crash problems	130,000	123,895
Becker	Pave gravel shoulders, add safety edge, install epoxy rumble stripes, and install reflective delineators on curves greater than 3 degrees.	289,000	288,900
ATP 4 – 12 counties	Install edge treatments including 6" wide edgelines, rumbles and curve signs	267,000	to be completed FFY 2011
GRANT TOTAL		\$2,695,000	\$1,149,696

Cable Median Barrier

As traffic volumes have grown, Minnesota has experienced an increase in cross-median crashes. Installing cable median barriers in strategic locations has proven to be effective in preventing these crashes that so often have tragic outcomes. In FFY 2010, MnDOT installed cable median barrier on one additional section of TH 169 in District 3 with Section 164 funds.

Cable Median Barrier Projects Federal 2010

District	S.P.	Highway	Project Description	Miles	DPS Section 164 Funds (\$)
03	7106-76	169	North of Elk River Begin Ref Pt 160.9 to End Ref Pt 165.41	3.5	\$ 391,923
			accounting correction from previous year		(148,834)
Total					243,089

Cable barrier projects are planned on several additional freeway sections. The table below lists the miles currently installed and planned to be built in federal 2011. These projects are built using a variety of funding sources.

	Miles Currently Installed	Miles Funded 2011	Planned beyond 2011
Metro Total	126.1	7.4	56.9
Greater MN Total	132.8	1.8	22.1
Statewide Total	258.9	9.2	79.0

Road Safety Plans

Making wise decisions on how to prioritize our safety spending is key to continuing to drive Minnesota Toward Zero Deaths. Both County and State staff have wrestled with developing a prioritized project list to compete for limited safety dollars. To address this, MnDOT is funding the development of Safety Plans for all 87 counties and 8 MnDOT districts over the next 3 years. Through a collaborative process that includes all traffic safety stakeholders (engineers, enforcement, education, emergency services and others), investment priorities will be developed based on crash data and input from local stakeholders. The following schedule has been developed for completion of the plans:

Counties in District 3 and District 6	Jul 2010
Counties in District 4, District 8 & Hennepin	Apr 2011
Counties in District 1, District 7, Chisago & Steele	Jan 2012
Counties in District 2 and remaining Metro Counties	Sep 2012

The project is on schedule. In FFY 2010 twenty-one county plans have been completed and three district plans for a total of \$1,094,935 expenditures.

	FFY 2009 Expenditures	FFY 2010 Expenditures
Counties		
Olmstead County	98,839	
21 Counties in ATP 3 and ATP 6		958,757
Districts		
D3, D7 and D8		136,178
Total	\$98,839	\$1,094,935

Planned Future 164 Funding Expenditures

Table 8 lists the general project categories that will be considered for funding in federal 2011 and beyond. The funding amount indicates the carryover allotment currently available. Final project selection and level of funding will be determined jointly by DPS Office of Traffic Safety and MnDOT Office of Traffic, Safety, and Technology.

Planned Future Program Expenditures
Program areas for Federal 2011 and Beyond
Estimated Carryover Funding Allotment
Table 8

AL Projects	Enforcement	DWI Courts / Judicial	System Improvements	Media	Total
Funding	\$3,800,000	\$2,750,000	\$4,750,000	\$2,500,000	\$ 13,800,000

HE Projects	County Safety Projects	County Road Safety Plans	Trunk Highway Safety Improvements	Trunk Highway Safety Plans	Total
Funding	\$4,000,000	\$2,500,000	\$11,064,725	\$250,000	\$17,814,725

Conclusion

DPS and MnDOT continue to closely evaluate traffic crashes to determine the most effective programming that will reduce fatalities and severe injuries. Funding is distributed to programs based on this analysis. Minnesota has been effective in reducing traffic fatalities by approximately 16 percent over the last five years and during that same time-period alcohol-related fatalities have been reduced by approximately 22 percent. Cooperatively, Minnesota will continue to work on reducing traffic fatalities toward zero.