

MINNESOTA DEPARTMENT OF PUBLIC SAFETY



07 - 0233

Office of the Commissioner

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February 23, 2007

Alcohol
and Gambling
Enforcement

ARMER/911
Program

Bureau of
Criminal
Apprehension

Driver
and Vehicle
Services

Homeland
Security and
Emergency
Management

Minnesota
State Patrol

Office of
Communications

Office of
Justice Programs

Office of
Traffic Safety

State Fire
Marshal and
Pipeline Safety

Governor Tim Pawlenty
State of Minnesota

The Honorable Linda Higgins, Chair
The Honorable Thomas Neuville
Senate Public Safety Budget Division

The Honorable Joe Mullery, Chair
The Honorable Paul Kohls
House Public Safety and Civil Justice Committee

The Honorable Frank Hornstein, Chair
The Honorable Connie Ruth
House Transportation & Transit Policy Committee

Chief Justice Russell Anderson
Minnesota Supreme Court

The Honorable Michael Paymar, Chair
The Honorable Steve Smith
House Public Safety Finance Committee

The Honorable Steve Murphy, Chair
The Honorable Michael Jungbauer
Senate Transportation Committee

The Honorable Bernie Lieder
The Honorable Doug Magnus
House Transportation Finance Committee

Dear Colleagues:

Pursuant to 2001 Minnesota Laws, First Special Session, Chapter 8, Article 4, Section 10, Subdivision 1, the Department of Public Safety shall annually report on the expenditure of Public Law Number 105-206, section 164 funds.

Enclosed, please find the 2006 annual report developed by the Department of Public Safety. The Department views this as satisfying the reporting requirements as required by 2001 Minnesota Laws, First Special Session, Chapter 8, Article 4, Section 10, Subdivision 1.

Please contact me with any questions or you need any additional information.

Sincerely,

Michael Campion, Commissioner

cc: Albin Mathiowetz
Patrick Flahaven
Legislative Reference Library

Section 164: DWI Repeat Offender Minnesota Transfer Funds: Project Descriptions

Improved Minnesota Drivers License System (IMDLIS)

The original project was broadly charged with updating the driver license data base and assisting stakeholders of the criminal justice system to make more informative decisions on the proper action to take with DWI offenders. Rather than revising the whole license system, the project has now focused on developing a DWI Booking and Tracking System. The booking system will allow peace officers to electronically file the myriad of forms related to a DWI and appropriately charge those arrested. The tracking system will provide stakeholders with information on cases from arrest through completion of sanctions, and will identify trends and any problematic components in the system.

Alcohol Focused Safe Communities

This project provides grants to local agencies to design and implement programs and events that address the use of alcohol and drugs while driving. Special consideration in the evaluation process is given to applications from communities with the highest number of alcohol-related crashes and severe injuries. Each of the projects is steered by a Safe Community Coalition with members representing the health, enforcement, and traffic engineering communities; businesses, other organizations, and concerned individuals are also sought to be members of the coalitions. Approximately fifteen grants are awarded each year.

Impaired Driving Focused Troopers

Fifty new, additional Minnesota State Patrol troopers were funded by this project. The 50 troopers were deployed in rural areas of the state that did not previously have troopers working the road at 2:00 A.M.. A small segment of the costs came from the state Alcohol Enforcement Fund which receives dedicated money from license fees for bars desiring to stay open until 2:00 AM. Three years of comprehensive costs related to the troopers were covered by the project and included salaries, fringe benefits, training, officer and squad equipment, and vehicles.

Operation NightCAP

Operation NightCAP (Night-time Concentrated Alcohol Patrol) is an overtime and on-duty enforcement program that funds impaired driving saturation patrols throughout the state. The project uses two types of money from the National Highway Traffic Safety Administration; 164 Transfer and 410 Impaired Driving. Saturations occur at least monthly in the 13 counties with the highest number of alcohol-related deaths and serious injuries. Other saturations are conducted in areas of the state during events when impaired driving has been prevalent in the past. All saturations include participation by county and local agencies as

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well as the State Patrol. During 2006 alone, 206 Night CAP saturation patrols arrested 2,796 impaired drivers.

DWI Paid Media

Through professional media buyers under contract to the department, the DPS Office of Communications places advertisements (primarily on television and radio stations) during times of enhanced impaired driving enforcement in areas with high numbers of alcohol related deaths and severe injuries. The ads are shown at times and during shows most likely to reach the target market – young males. Random telephone surveys are used to evaluate the effectiveness of the campaign on attitudes and knowledge.

Transportation Operation Communication Centers (TOCCs)

The TOCC project provided funding for materials used in the construction of communication towers around the state, for equipment that make the towers useful, and for sheds and fencing to secure equipment at the tower sites. Purchases under the project included radio consoles, mobile data computers, mobile data computer base stations, microwave radios and antennas, software, and tower safety and security systems. These communications centers allow MN/DOT offices, maintenance staff, and plow drivers to share information and communicate problems and road conditions. The Centers allow peace officers with mobile computers in their squads to check drivers' licenses and vehicle registration records electronically, as well as, to communicate with other officers with mobile computers. Eventually, officers will be able to submit reports and citation information electronically. The Centers free up radio dispatchers' time to deal with other calls for service. In addition, the project has provided, and continues to provide, technical assistance and support to increase the number of enforcement agencies using the Centers abilities to their benefit.

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Twisted End Guardrails

In certain types of crashes, twisted end guardrails are hazardous to drivers. Funding allowed MN/DOT to replace twisted end guardrails with other crash attention devices at a faster pace than their present 10-year plan allows.

Hazard Elimination

Projects were chosen by the Department of Transportation that would eliminate hazardous road situation for drivers.

Speed Study Project

The Highway Enforcement of Aggressive Traffic (HEAT) project involves enforcement, engineering, education, and evaluation coordinating closely. MN/DOT collected roadway data and documented speeds on selected roadways on which the maximum speed limits could safely be raised from 55 to 60. The State Patrol used traffic crash and injury data to select the times of day and days of week on which to conduct a great deal of enhanced enforcement in cooperation with sheriffs' offices and police departments in the affected areas. The DPS' Office of Communications focused earned media messages and paid ads to publicize the HEAT campaign. The University of Minnesota is evaluating the success of the project by looking at data related to travel speeds and travelers' safety, and random telephone survey information on attitudes and knowledge related to speeding and this particular project.

TZD Corridors County Engineers

The MN/DOT will let a solicitation of projects from county engineers to address specific corridor problems identified on the local level. Project proposals received were rated and evaluated to direct the awarding of mini-grants.

164 Fund Expenditures

Impaired Driving Reduction Programs

Spent by

| Year | IMDLIS | TOCCs | Alc SC | 50 Troops | nightCAP | DWI Paid Media | Total AL |
|-----------------|---------------------|------------------------|-----------------------|------------------------|-----------------------|----------------|------------------------|
| 2001 | | | | | | | \$0.00 |
| 2002 | \$15,814.72 | \$600,000.00 | | | | | \$615,814.72 |
| 2003 | \$162,933.87 | \$3,078,294.63 | | | | | \$3,241,228.50 |
| 2004 | \$273,824.63 | \$2,942,273.39 | \$358,185.46 | \$3,552,052.05 | \$266,774.02 | | \$7,393,109.55 |
| 2005 | \$322,201.45 | \$2,524,761.06 | \$391,853.75 | \$3,749,168.08 | \$417,225.98 | | \$7,405,210.32 |
| 2006 | | \$2,020,818.39 | \$408,024.48 | \$2,904,616.58 | \$529,693.88 | \$400,000.00 | \$6,263,153.33 |
| | | | | | | | \$0.00 |
| Subtotal | \$774,774.67 | \$11,166,147.47 | \$1,158,063.69 | \$10,205,836.71 | \$1,213,693.88 | | \$24,918,516.42 |

Hazard Elimination Programs

Spent by

| Year | Twisted Guard | Haz Elim | Speed Project | Counties | Total HE |
|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 2001 | | | | | \$0.00 |
| 2002 | | | | | \$0.00 |
| 2003 | \$72,071.25 | | | | \$72,071.25 |
| 2004 | \$3,079,389.58 | \$1,063,066.90 | | | \$4,142,456.48 |
| 2005 | \$119,883.17 | \$621,785.10 | \$94,068.94 | \$0.00 | \$835,737.21 |
| 2006 | | | \$2,731,069.36 | \$1,645,993.56 | \$4,377,062.92 |
| | | | | | \$0.00 |
| Subtotal | \$3,271,344.00 | \$1,684,852.00 | \$2,825,138.30 | \$1,645,993.56 | \$9,427,327.86 |

Total 164 Funds Expenditures

\$34,345,844.28