

Section 164: DWI Repeat Offender

Fund Expenditure Report

Federal Fiscal Year 2009

October 1, 2008 through September 30, 2009



Funded Program

Alcohol Programs

- Alcohol Focused Safe Roads/Communities
- NightCAP
- Anoka County High Visibility Enforcement
- Dakota County High Visibility Enforcement
- Safe & Sober DWI
- Paid Media
- Coordination / Project Management
- E-charging
- Ignition Interlock
- Drug Recognition Expert (DRE) and Advanced Office Training
- DWI Courts

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 2009 (federal 2009) were \$12,484,487.47.

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 the number one cause of death for Minnesotans ages 1 through 34. In 2008, 163 people were killed in alcohol-related crashes, 36% 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.

Yearly 164 Funding Expenditures

Table 1 below outlines all of the expenditures through federal 2009 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.

Section 164: DWI Repeat Offender Fund Expenditures

Table 1

164 Alcohol Programs (AL)	Federal 2002 and 2003	Federal 2004	Federal 2005	Federal 2006	Federal 2007	Federal 2008	Federal 2009	TOTAL
Driver's License Database	\$178,748.59	\$273,824.63	\$322,201.45					\$774,774.67
Traffic Operations Centers	\$3,678,294.63	\$2,942,273.39	\$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	\$3,056,443.99
Other Enforcement				\$329,180.00				\$329,180.00
Paid Media				\$400,000.00	\$780,000.00	\$982,638.28	\$1,199,736.80	\$3,362,375.08
Coordination					\$142,358.67	\$271,131.45	\$275,871.51	\$698,361.63
PI and MR					\$15,258.20		\$	\$15,258.20
E-Charging System					\$150,000.00	\$309,719.56	\$1,319,268.00	\$1,778,987.56
Ignition Interlock					\$24,502.08	\$102,666.49	\$165,594.59	\$292,763.16
Anoka High Visibility Enf.					\$146,202.62	\$271,091.12	\$247,736.69	\$665,030.43
Dakota Cty High Visibility Enf.						\$68,500.00	\$109,094.80	\$177,594.80
Safe & Sober DWI						\$757,421.16	\$839,138.97	\$1,596,560.13
DRE and Advanced Office Training						\$225,725.01	\$245,107.70	\$470,832.71
DWI Courts						\$525,316.41	\$903,209.70	\$1,428,526.11
Alcohol Screening and Brief Intervention						\$11,050.57		\$11,050.57
Reviewing DL Sanctions						\$33,812.50		\$33,812.50
Total AL	\$3,857,043.22	\$7,393,109.55	\$7,405,210.32	\$6,263,153.33	\$2,216,471.70	\$4,625,613.46	\$6,548,295.39	\$38,308,896.97

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164Hazard Eliminations (HE)	Federal 2002 and 2003	Federal 2004	Federal 2005	Federal 2006	Federal 2007	Federal 2008	Federal 2009	TOTAL
Twisted Guardrail	\$72,071.25	\$3,079,389.58	\$119,883.17					\$3,271,344.00
General Hazard Elimination		\$1,063,066.90	\$621,785.10			\$300,000.00	\$450,000	\$1,984,852.00
Speed Management			\$94,068.94	\$2,731,069.36				\$2,825,138.30
County Projects				\$1,645,993.56		\$3,419,988.29		\$5,065,981.85
Cable Median Barrier							\$2,597,959.83	\$2,597,959.83
Enhanced Pavement Marking Study							\$2,789,393.56	\$2,789,393.56
Road Safety Plans							\$98,838.69	\$98,838.69
Total HE	\$72,071.25	\$4,142,456.48	\$835,737.21	\$4,377,062.92	\$0.00	\$3,719,988.29	\$5,936,192.08	\$19,083,508.23
Total 164 Expenditures	\$3,929,114.47	\$11,535,566.03	\$8,240,947.53	\$10,640,216.25	\$2,216,471.70	\$8,345,601.75	\$12,484,487.47	\$57,392,405.20

Alcohol Programs

Alcohol Focused Safe Communities

The Alcohol Focused Safe Community Program provides grants to counties and cities to design and implement community-based programs that address impaired driving. Projects included activities to establish sober cab programs, working with local beverage distributors to support efforts to reduce impaired driving, campaigns to increase the awareness of enforcement efforts, and other educational activities. Communities were awarded grants based on responses to a Request for Proposals issued by the Office of Traffic Safety. Special consideration was given to applications from coalitions in counties with the highest number of alcohol-related fatalities and severe injuries. Each of the programs are overseen by a Safe Community Coalition whose members represent the health, enforcement, emergency medical services, and traffic engineering communities, as well as members from area businesses and organizations and concerned individuals. All programs have fatality review committees to review each traffic related death and devise strategies based upon their findings. Table 2 shows the counties that received Safe Community funding in federal 2009.

Alcohol Safe Community Grant Expenditures Federal 2009
Table 2

Community	Amount
Bloomington	\$14,754.07
Blue Earth County	\$21,000.00
Countryside Public Health*	\$14,255.58
Crow Wing County	\$7,912.40
Douglas County	\$9,700.41
East Central Regional**	\$20,943.18
Fillmore-Houston Counties	\$5,024.12
Mille Lacs County	\$9,151.55
Olmsted County	\$24,831.39
Otter Tail County	\$6,336.00
Parenting Resource Center***	\$16,500.00
Range Regional Health	\$20,609.63
Rice County	\$20,540.67
Scott County	\$38,372.77
Sherburne County	\$18,655.93
Stearns County	\$19,077.30
Washington County	\$11,003.23
Winona County	\$12,215.85
Wright County	\$16,725.00
Total	\$307,609.08

* Big Stone, Swift, Chippewa, Lac qui Parle, and Yellow Medicine Counties
** Isanti County
***Mower County

Nighttime Concentrated Alcohol Enforcement Patrol (NightCAP)

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." Funding was provided to the Minnesota State Patrol (MSP) to conduct high-visibility enforcement saturations in the 12 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 12 counties. Each of the 12 counties holds, at a minimum, a saturation patrol every month. Eighteen 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. Public information, education and media efforts were included in each of the project work plans. Table 3 is a list of the 12 counties that participated in NightCAP, the number of saturations in each of the counties, and the number of DWI arrests during the year.

NightCAP Enforcement County Activity in Federal 2009
Table 3

County	Number of Saturations	Number of DWI Arrests
Blue Earth	18	228
Crow Wing	11	94
Dakota	19	137
Hennepin	29	664
Itasca	10	64
Ramsey	40	619
Rice	34	109
Sherburne	57	172
Stearns	32	121
St. Louis	32	135
Washington	13	73
Wright	12	48
Other Locations	18	162
Total	325	2,626

High-Visibility Enforcement – Anoka and Dakota Counties

Random telephone surveys of Minnesota drivers consistently find that citizens hear the ads and see the messages regarding enhanced impaired driving enforcement. However, in the past, they found people still do not perceive that they are likely to be arrested if they drive impaired. Funding was provided to Anoka and Dakota counties to collaborate with all law enforcement agencies in each county to try unique strategies for conducting high-visibility impaired driving enforcement saturations. These unique strategies included the following:

- Selecting specific roadways, determined by evaluating alcohol-related crash data, on which to focus the enforcement efforts.
- Using roadside signs to inform the driving public that they are entering and leaving a “DWI Arrest Zone.”
- Officers wearing reflective vests that reinforce the “DWI Arrest Zone” message.
- Increasing the use of local media outlets to publicize the enforcement such as cable television, businesses’ changeable message signs and community newspapers.

A telephone survey was conducted of Anoka County residents 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 51 percent of Anoka County residents stated they would very likely be stopped by police if they drove after drinking more alcohol than the law allows compared to 31 percent statewide. This new approach is a significant improvement and has been introduced into other traffic enforcement projects.

Table 4 indicates the enforcement activity and the funding provided.

Anoka and Dakota County Enforcement Activity and Funding in Federal 2009
Table 4

	Dakota	Anoka
DWI Arrests	166	495
Citations	2,206	2,123
Vehicle Stops	5,872	8,362
Funding	\$109,094.80	\$247,736.69

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 saturations 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 shows: the law enforcement agencies that were funded through the *Safe & Sober* program in federal 2009; 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 2009 Agencies
Table 5

Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
Alexandria Police Department			\$4,600.00	3	6
Austin Police Department	Mower County		\$6,917.60	18	9
Becker County Sheriff's Office		Detroit Lakes, Frazee, Lake Park, Audubon, and Ogema/Calloway	\$11,500.00	37	14
Bemidji Police Department	Beltrami County	Blackduck	\$5,804.33	12	14
Bloomington Police Department		Eden Prairie	\$15,180.00	39	28
Blue Earth County Sheriff's Office	Nicollet County	Mankato and St Peter	\$22,475.16	54	42
Brainerd Police Department	Crow Wing County	Baxter, Nisswa, Crosby, Deerwood, Pequot Lakes, Crosslake, Emily, Breezy Point, and Cuyuna	\$4,646.99	32	27
Brooklyn Park Police Department	Hennepin County	Brooklyn Center, Champlin, and Dayton	\$31,454.59	115	41
Carver County Sheriff's Office		Chaska	\$5,415.73	10	5
Cass County Sheriff's Office		Hackensack, Lakeshore, Leech Lake Tribal, Pine River, and Walker	\$17,387.46	31	41

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Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
Dodge County Sheriff's Office		Kasson and West Concord	\$3,207.33	7	7
East Grand Forks Police Department	Polk County	Crookston	\$8,382.50	9	9
Elk River Police Department	Sherburne County	Big Lake and Becker	\$23,918.57	17	27
Fairmont Police Department	Martin County	Truman	\$7,173.49	4	5
Faribault Police Department	Rice County	Northfield, Lonsdale, Dundas, and Morristown	\$27,260.00	53	27
Fillmore County Sheriff's Office		Chatfield and Preston	\$3,436.10	2	2
Glencoe Police Department	McLeod County	Hutchinson, Brownton, and Winsted	\$12,427.85	14	14
Golden Valley Police Department		New Hope and Crystal	\$13,800.00	41	32
Howard Lake Police	Meeker County	Eden Valley and Watkins	\$7,537.91	6	5
Isanti Police Department		Lakes Area, Wyoming, and Braham	\$6,287.37	37	15
Kanabec County Sheriff's Office	Isanti County and Pine County	Mora	\$7,031.07	13	13
Kandiyohi County Sheriff's Office	Swift County	Willmar, Atwater, and Benson	\$15,280.60	13	14
Lac qui Parle County Sheriff's Office		Dawson	\$2,625.40	8	1
Mille Lacs County Sheriff's Office	Benton County	Princeton	\$4,877.88	16	9
Minneapolis Police Department	None		\$18,400.00	74	23
Moorhead Police Department	Clay County	Dilworth, Glyndon, and Hawley	\$16,600.20	27	19
Morrison County Sheriff's Office		Little Falls, Royalton, Randall and Motley	\$1,968.84	16	5
Mound Police Department		Orono, Medina, Corcoran, Wayzata, Rogers, West Hennepin and Minnetrista	\$45,160.36	81	73
New Ulm Police Department	Brown County and Watonwan County	Sleepy Eye	\$19,306.70	11	28
Otter Tail County Sheriff's Office		Fergus Falls	\$8,777.16	11	5
Plymouth Police Department		Minnetonka and Maple Grove	\$16,080.76	16	24

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Lead Agency on Grant	Participating Sheriffs Office	Participating Police Department	164 Funds Expended	Driving After R/S/C*	DWI Arrests
Ramsey County Sheriff's Office		Mounds View, Roseville, St. Anthony, White Bear Lake, Maplewood, New Brighton, and North St. Paul	\$142,112.85	262	132
Red Wing Police Department	Goodhue County	Cannon Falls	\$5,965.71	15	8
Richfield Police Department		Edina and Airport	\$26,093.26	81	46
Rochester Police Department	Olmsted County		\$12,213.60	51	12
Shakopee Police Department	Scott County	Savage, Prior Lake, New Prague, Belle Plaine, and Jordan	\$25,359.75	53	41
St. Cloud Police Department			\$30,991.91	30	15
St. Louis County (northern) S.O.		Breitung, Eveleth, Ely, Gilbert, Hibbing, and Virginia	\$20,307.30	38	33
St. Louis County (southern) S.O.		Duluth, Hermantown, Proctor and UMD	\$16,085.65	58	28
St. Paul Police Department			\$22,551.30	130	61
Stearns County Sheriff's Office		Albany, Avon, Cold Spring, Belgrade, Kimball, Melrose, St. Joseph, Sartell, Sauk Centre, Sauk Rapids, and Waite Park	\$39,624.94	42	38
Steele County Sheriff's Office		Owatonna and Blooming Prairie	\$6,447.62	19	7
Washington County Sheriff's Office		Cottage Grove, St. Paul Park, Woodbury, Oakdale, Forest Lake, Oak Park Heights, Stillwater and Bayport	\$67,072.43	89	73
White Earth Police Department	Mahnomen County and Clearwater County	Bagley	\$5,463.08	78	38
Wilkin County Sheriff's Office		Barnesville	\$2,466.69	3	5
Winona County Sheriff's Office		Winona, St. Charles, and Goodview	\$12,282.15	8	16
Worthington Police Department	Nobles County, Pipestone County, Jackson County and Rock County	Jackson PD	\$8,978.48	21	13
Totals			\$839,138.97	1,908	1,374

*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 2009 paid media funding was expended during the following:

- December and August *Safe & Sober* impaired driving campaigns.
- Periods of enhanced NightCAP 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 conduct projects that will reduce alcohol-related deaths and severe injuries. Impaired driving program areas and projects that are coordinated and managed 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) provided 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 effectively 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.

A great deal of progress was made in 2009 on the broader eCharging initiative and the DWI aspects of the eCharging project. Phase two of the project is now complete.

The eCharging project main tasks completed included:

- The development of the pilot applications, including user interface, services, and workflow management.
- Integration of services with courts, allowing for the transmission of data to the courts from MNJIS.
- Training users and deployment of the electronic complaint function, in St. Louis, Kandiyohi, Carver, and Olmsted counties.
- Deployment of the electronic citation functions in St. Louis County.
- Deployment of the electronic referral functions in Carver County. This allows law enforcement agencies to electronically refer incidents to prosecutors for charging.

Due to completion of these tasks, the following efficiencies were found:

- Savings of 30 to 60 minutes per criminal complaint filed.
- Savings of 15 minutes per citation issued.
- Increased data accuracy through elimination of data re-entry in multiple systems.
- Improved public safety due to less time processing paper work and more time directly serving public safety needs.

For the DWI aspects of the eCharging project, the main duties completed included:

- Completion of a Driver and Vehicle Services (DVS) agreement allowing for connectivity to eCharging.
- Completion of the DWI applications, including user interface, form creation, and workflow manager.
- Integration with DVS to import driver information — including name, address, and prior DWI arrests — into the numerous forms needed to charge a DWI.

- Integration with DVS to electronically submit forms and data. This immediately starts the license revocation process without the need for manual data entry.
- Deployment of the DWI functions in Kandiyohi County.

Due to the DWI aspects of the project, the following efficiencies were found:

- Savings of 30 minutes per DWI processed electronically.
- Increased data accuracy through elimination of data re-entry on multiple forms.
- Improved public safety due to less time processing paper work and more time directly serving public safety needs.

Ignition Interlock

DPS completed two new, critical projects regarding the use of ignition interlock devices in Minnesota during federal 2009:

1. A tool kit was developed, printed, and distributed. The tool kit includes separate sections providing step-by-step instructions for the following audiences:
 - Driver and Vehicle Services employees on implementing the program.
 - Participants on signing up for and participating in the program.
 - Vendors on required performance standards and becoming certified to provide services in Minnesota.
 - Probation officers on how the device can be helpful to them in monitoring and devising supervision strategies and assisting their clients in obtaining valid driver licenses.

The tool kit also provides copies of separate packets of offender information for first-time offenders, second- or third- time offenders who are not cancelled, and offenders whose licenses were cancelled as inimical to public safety.

2. A website was developed and became operational to provide information on the ignition interlock program. Aimed at potential participants, the website can be found at www.MinnesotaIgnitionInterlock.org.

During the 2007 session, the Legislature mandated DPS to conduct a two-year pilot program using ignition interlock devices with repeat DWI offenders. Beltrami and Hennepin counties were selected to pilot the ignition interlock program. Hennepin County's program began on August 1, 2007, and Beltrami County began offering the program on October 1, 2007. A report on the pilot program was completed by DPS and submitted to the legislature on December 15, 2008. The two pilot sites continued work during federal 2009, with a total of 97 participants — 87 in Hennepin County and ten in Beltrami County. Funding was provided for the pilot projects — \$70,705.98 for Hennepin and \$25,415.51 for Beltrami.

Drug Recognition Expert (DRE) and Advanced Office Training

Funding was provided to the Minnesota State Patrol to train and coordinate instructors for courses that are known to enhance the traffic enforcement abilities of officers and are sanctioned by NHTSA. These courses are Standardized Field Sobriety Testing (SFST); Advanced SFST: Drugs that Impair Driving (DTID); Occupant Protection Usage and Enforcement (OPUE); DWI/SFST Update (Update); and Drug Evaluation and Classification/Drug Recognition Expert (DRE). To ensure that officers who receive federal funding for overtime hours are well qualified and knowledgeable, they are required to complete SFST, DTID and OPUE training. In addition, a SFST/DWI refresher course on impaired driving enforcement is required every five years. Course evaluations are provided and reviewed after each class to guarantee that course material meets the training needs of law enforcement. Table 6 indicates the number of courses provided with this funding and the number of officers trained.

Federal 2009 Training Courses and Participants
Table 6

Course	Number of Courses Provided	Number of Law Enforcement Trained
SFST	36	544
DTID	33	634
OPUE	29	594
DWI Update	36	675
DRE	1	23

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 now receiving funding from the Department of Justice) 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 2009 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	\$81,897.63	19	14	7	2	24	1	0
Cass	\$96,954.19	20	7	8	3	20	1	0
Crow Wing	\$96,399.22	10	14	3	3	18	1	1
Hennepin	\$304,364.42	44	87	39	9	83	4	11
Lake of the Woods	\$56,912.87	12	8	9	1	10	0	2
Otter Tail	\$83,516.69	11	10	2	1	18	0	2
Roseau	\$61,630.52	10	10	0	1	19	0	1
St Louis	\$108,000.00	19	28	12	2	33	0	1

The following are results from the Section 164 funded DWI court program during federal 2009:

- Minnesota had 178 participants admitted into a DWI court, 80 graduated, 22 were terminated and 225 are currently enrolled.
- 90 percent of graduates had a year or more of sobriety, documented through frequent, random and observed drug testing.
- People admitted to DWI court programs have cancelled or revoked driver's licenses. During the time period of October 1, 2008, through September 30, 2009, 16 graduates obtained valid driver's licenses. Since the start of the DWI Court program, 67 graduates have obtained valid driver's licenses.
- Most graduates achieved improvement in their education, employment and housing following their time in DWI court.

Hazard Elimination Programs

General Hazard Elimination

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 situations there are long-range plans for expansion of these “gap” sections; however, funding of these projects is costly and not guaranteed. To improve safety in the near term, MnDOT plans to invest several million dollars in proven low cost, systematic safety strategies 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. The specific location reference points are as follows:

- RP 2.5 (1/2 miles north of Nobles CSAH 4) to RP 11.4 (N Jct TH 59)
- RP 42.4 (0.9 Mi N of N Jct TH 71) to RP 50.1 (west side of Mountain Lake)
- RP 53.9 (East side of Mountain Lake) to RP 58.2 (West Side of Butterfield)
- RP 59.0 (East side of Butterfield) to RP 64.1 (West of St. James)

The second project was also completed in District 7, west of Mankato along TH 14 as follows:

- RP 103.3 (Br 9294 over Front St in New Ulm) to RP 127.3 (West of Lookout Driver interchange in N. Mankato)
- RP 154.7 (CSAH 2 west of Waseca) to RP159.5 (Waseca CSAH 4 in Waseca)

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.

Additional projects in District 6, District 3, and Metro Area have been identified and will be completed in federal 2010.

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 focus available safety funding on the county road system in addition to the trunk highway system. In federal 2006, MnDOT established a program to fund low cost, systematic, proactive safety improvement projects on the county road system. Although no additional projects were completed by the counties in federal 2009, \$2.6M has been identified for federal 2010. Thirty-three counties (both Metro and Greater Minnesota) were awarded grants as shown in the table below.

Selected County Mini-Grant Projects (July 1, 2008 - Sept 30, 2010)		
County	Project Description	Award Amount
Anoka	Eliminate shoulder drop-offs at three CSAH 17 curves between CSAH 18 and CSAH 22.	292,000.00
	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	231,000.00
	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	38,000.00
Dakota	Install Rumble Stripes on Hwy 54, 9, 68	209,000.00
	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)	30,000.00
Ramsey	Install DFS on McKnight Rd, 2 segments of Hwy 96, White Bear Ave, Old Hwy 8	115,000.00
	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)	71,000.00
	Install DFS Sign on Ramp to SB TH 169 from Hwy 18	
Washington	Install Profile Stripes on CSAH/CR 15 and 7,	189,000.00
	Install 6" Epoxy Edgeline on CSAH/CR 5, 10, 2, 19, 15, 14, 17	
Metro Totals		1,175,000.00
ATP 2 District-wide – 11 counties	Install 6" wide durable edgelines (Epoxy) on approximately 600 miles of CSAHs and CRs.	834,000.00
Wright	Install vehicle detection advance warning systems at four (4) intersections experiencing crash problems	130,000.00
Becker	Pave gravel shoulders, add safety edge, install epoxy rumble stripes, and install reflective delineators on curves greater than 3 degrees.	289,000.00
ATP 4 District-wide – 12 counties	Install edge treatments including 6" wide edgelines, rumbles and curve signs	267,000.00
Greater MN Totals		1,520,000.00
	GRANT TOTAL	\$2,695,000.00

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 federal 2009, MnDOT installed cable median barrier on three sections of freeway using 164 sanction HE funds. The following table lists the cable barrier projects and costs.

Cable Median Barrier Projects Federal 2009

District	S.P.	Highway	Project Description	Miles	DPS Section 164 Funds (\$)
02	0406-57	2	FROM TH 89 TO BELTRAMI CSAH 11 AND FROM SE END BR 04007 (OVER OLD TH 2 EB) TO THE WB EXIT RAMP TO USTH 71 & MNTH 197	8.38	\$679,674.14
M	0280-65 & 6284-156	35W	FROM N. JCT. OF TH 10 TO I35E IN BLAINE, LINO LAKES AND COLUMBUS TOWNSHIP	11.08	\$1,621,711.26
08	3412-71	71	0.5 MILES N. OF JCT. TH 294 TO 0.1 MILES S. OF N. JCT TH 23 (NORTH OF WILLMAR)	2.51	\$296,574.43
Total					\$2,597,959.83

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 2010 and federal 2011.

	Miles Currently Installed	Miles Funded 2010-11	Miles Planned Unfunded
Metro Total	117.4	16.2	56.9
Greater MN Total	112.0	22.6	22.1
Statewide Total	229.4	38.8	79.0

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 projects cost of \$450,000.

Enhanced Pavement Marking Study

Enhanced pavement markings are a proven strategy to reduce lane-departure crashes. In federal 2009, MnDOT installed 98 miles of Wet Reflective Markings, 310 miles of Rumble StripEs and 328 miles of 6" Wide Pavement Markings. Over the next three years, the performance of these lines will be monitored and studied to determine if they are cost effective and reduce lane departure crashes. The first year of data was collected on the Wet Reflective Marking in the fall of 2009, and the results look very promising.

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 first of these plans have been completed in Olmstead County and District 7 at a cost of \$98,838.69. The following schedule has been developed for completion of the remaining 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

Planned Future 164 Funding Expenditures

Table 9 lists the general project categories that will be considered for funding in federal 2010 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 2010 and Beyond
Estimated Carryover Funding Allotment
Table 8

AL Projects	Enforcement	DWI Courts / Judicial	DRE and Law Enforcement Training	System Improvements	Media	Total
Funding	\$3,200,000	\$498,453.53	\$285,000	\$1,000,000	\$1,300,000	\$6,283,453.53

HE Projects	County Safety Projects	County and TH Road Safety Plans	Trunk Highway Safety Improvement	Trunk Highway Cable Median Barrier	Total
Funding	\$2,695,000	\$3,400,000	\$7,835,000	\$1,961,721	\$15,891,721

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 8 percent from 2008 to 2009 and is working toward continuing this decline to zero deaths.