

# Technology in Rural Transportation



A recent study documented more than eighty proven, cost-effective, “low-tech” solutions to rural transportation needs, most developed or implemented by local transportation professionals. One of these solutions is outlined below:

Learn all about the simple solutions on the Internet at <http://inform.enterprise.prog.org>

The simple solutions report is available from Hau To at (503) 892-2533, or email: [to@crc-corp.com](mailto:to@crc-corp.com)

## Automated Field Reporting

<b>Overall goal:</b>	To increase the efficiency of police field reporting.
<b>Technical approach:</b>	Police vehicles will be equipped with laptop computers and in-car portable printers to automate crash accident related reports and traffic citations. Field data will be transmitted using Radio Frequency (RF) transmission, disk transfer and modem. GPS technology will be integrated into the system so that each incident is geo-coded.
<b>Current status:</b>	At present an RFP is being drafted for the provision of system software. A bid will be issued later for system hardware.
<b>Location / geographic scope:</b>	The pilot test will take place in the Twin Cities metro, Mankato, and Virginia areas in Minnesota.
<b>Agencies involved:</b>	Minnesota State Patrol (MSP), FHWA, Minnesota DOT.
<b>Cost information:</b>	It is anticipated that the in-vehicle hardware, including a laptop computer and an in-vehicle printer, will cost between \$8,000 to \$10,000 per vehicle. The software costs are likely to be significant, although with the RFP yet to be issued and responded to, the MSP prefers not to provide an estimate of these costs. The MSP is planning to buy a software solution to meet the needs of police throughout Minnesota, as far as possible, and then allow police forces to utilize the software at no cost when they have purchased the required hardware.
<b>Key contacts:</b>	Captain Craig Hendrickson, Minnesota State Patrol. (612) 215-1768
<b>Have goals been</b>	The pilot system has not yet been implemented.



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achieved?

**Solution timeline:**

Three different regular laptop units were purchased in early 1997 to test their ruggedness and temperature sensitivity in police vehicles. An operational pilot test of the actual reporting system was started in January, 1998 using 25 to 50 vehicles.

