

State of Minnesota Department of Public Safety

Office of Traffic Safety

Annual Report FY22



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Message from the Governor's Representative

The Minnesota Department of Public Safety / Office of Traffic Safety (DPS/OTS) has prepared this report of our activities and accomplishments for the 2022 federal fiscal year Annual Report. While Minnesota continues to work tirelessly to prevent serious and fatal motor vehicle crashes on its roadways, 2022 has again brought significant challenges. But we have also seen progress. Preliminary statistics indicate that Minnesota will experience an approximate 10 percent reduction in fatalities compared to 2021. While this represents a positive trend, much work remains. As we continue to emerge from the COVID-19 pandemic challenges, poor decisions by drivers and a significant disregard for the rules of the road continue to challenge us each and every day. The ongoing staffing and operational challenges faced by our law enforcement partners is unprecedented and has only exacerbated the difficulties we have experienced with our behavior based traffic safety programs.

This report details our staff and program accomplishments and demonstrates continued implementation of proven countermeasures and innovative approaches that will achieve our ultimate goal of Zero Deaths. Despite the critical challenges we continue to face, we remain focused on our mission of preventing fatal and serious injury crashes across our state. As we have noted in the past, the following six pillars form the foundation for our strategy to our preventative approach:

1. Demonstration of Consistent High Performance

FY22 saw progress in the reduction of fatal motor vehicle crashes. While this is positive, statistics are still well above the 5-year mean average. Working with a broad coalition of stakeholders through our Toward Zero Death Initiative, we are building the next generation of the TZD program that will serve as the foundation of our efforts. Minnesota is proud that we continue to be recognized as a low incidence state for impaired driving in fatal crashes, and as a high compliance seatbelt use state. Utilizing and implementing innovative and forward thinking strategies and strong data driven principles, we are continuing to change driver behavior in positive ways.

2. Innovation and Creativity

As we move from 2022 to 2023 and beyond, the IJA Act provide almost unprecedented opportunity for new and innovative approaches to improved traffic safety. As we have progressed through 2022 we have begun to lay the foundation for one of the key components to the IJA legislation and that is community outreach and education. MN DPS-OTS staff participated in multiple community outreach and engagement events that proved to highly effective at community relationship building. In 2022 MN DPS-OTS continued to engage our partners at the local, regional, state, and national level, continually seeking and sharing new and emerging best practices. As we continue to confront speed and impaired driving as critical threats, 2022 saw MN DPS-OTS working closely with our law enforcement partners on a number of innovative projects. The statewide HEAT (High Enforcement of Aggressive Traffic), Project 20-22 (focused high visibility patrols), Street Racing prevention, and our DWI/Traffic Officer grants all proved to be highly successful and deserve credit for our fatality reductions. In addition, our OP/CPS and Impaired Driving programs successfully participated in Program Assessments that have helped us to make each more effective.

3. Strategic Support of Traffic Safety Partners

MN DPS-OTS awarded grants to 21 Safe Roads coalitions across the state. In addition, eight Toward Zero Deaths (TZD) Regional Directors provided leadership and support to approximately 30 additional unfunded local coalitions. Support was maintained for 16 DWI courts and eight judicial interlock programs. Furthermore, DPS-OTS provides grants to 25 agencies for full time DWI Officers, supporting 5 traffic safety support positions at the Bureau of Criminal Apprehension (BCA), funds the ignition interlock program with Driver and Vehicle Services (DVS), supports the statewide DRE/SFST program Coordinator with the State Patrol, and supports a Responsible Beverage Server Training Coordinator with the Alcohol and Gambling Enforcement Division (AGED). MN DPS-OTS is also partnering with MnDOT to improve and expand Traffic Incident Management training and best practices across the state.

Fifty-three multi-agency enforcement grants assisted 67 sheriffs' offices, 224 police departments, three university police departments, and all districts of the State Patrol. Through a different grant with OTS, the State Patrol has also helped maintain the number of DREs active in the State at 262 officers representing 124 agencies. Also, 432 officers were trained in Advanced Roadside Impaired Driving Enforcement (ARIDE), 759 officers were trained in Standardized Field Sobriety Test (SFST), and 459 officers received DWI updated training. A total of nine program coordinators/subject matter experts on staff, as well as four law enforcement liaisons, and two child passenger safety liaisons outside of the office are available to provide best practices and guidance to project directors. Working in concert with our staff are nine regional TZD program directors who provide real time and on the ground support to a vast array of traffic safety advocates and professionals from all five sectors of the TZD team: Engineering, Education, Enforcement, Emergency Medical Service providers, and everyone with a vested interest in traffic safety issues at the local level.

4. Employment of Data-Driven Programming, Research, and Evaluation

In 2022 MN DPS-OTS began to embark on a comprehensive and broad update and improvement to our overall data systems. We have brought on a contractor who will assist with coordinating the development of the multiple data sources we interact with in a much more robust and expanded way. With an eventual goal of having an integrated, comprehensive, and useable big data analytics platform, we will be in a much better position to leverage multiple data sources in real time to address and prevent crashes before they occur. Minnesota utilizes a robust problem identification process through the analysis of crash data by the three and one half researchers and the one and one-half Fatality Analysis Reporting System (FARS) analysts on staff. An additional coordinator serves as the lead for the Traffic Records Coordinating Committee. We continue to use data as our foundation for all of our programs and projects.

5. Proactive Recognition

In spite of the challenges that law enforcement continue to face across all of Minnesota, multiple agencies as well as individual officers from across the State were recognized for outstanding efforts during the year at county board meetings, city council meetings, or agency roll call briefings. In addition, we were able to once again recognize Minnesota's top 45 impaired driving enforcement officers, troopers, and deputies at the annual DWI all-star event during a Minnesota Twins game at Huntington Bank Stadium.

6. Increased Traffic Safety Education Efforts

As noted previously, MN DPS-OTS will expand and increase our education our community outreach efforts. In 2022, we began to identify communities and demographic populations that have been under-represented in traffic safety discussions and efforts in the past. Minnesota DPS-OTS and Office of Communications (OOC) together provided updated supplemental materials for traffic safety advocates, as well as media, education, and law enforcement professionals. The materials convey important traffic safety messages, resources for parents and guardians of teen drivers and of children traveling in child seats. The materials use new creative messaging for a variety of media platforms to reach targeted audiences through an increased and improved emphasis on social media. Multiple nontraditional platforms are utilized to ensure significant outreach with difficult to reach communities and demographic groups.

FY22 began with significant and continuing challenges. Through Innovation and strong partnerships we have begun to run the tide on our fatality rate. While a 10% reduction is positive, we all understand that even one fatality is too many. As we move forward with our mission in 2023 and beyond, (making adjustments to FY23 HSP and planning for FY24-26 strategic plan and annual application) we acknowledge that improvements in a number of our program areas will need to be made. The DPS-OTS is committed to a thorough evaluation of each of our projects and programs in order to ensure that we are doing everything possible to improve overall traffic safety across all of Minnesota. Specifically, we will be evaluating and making adjustments in the following performance target areas:

To address the drugged driving issue, we will continue to analyze our DWI court program. Although that program is alcohol-focused in nature, it has become evident that drug usage is frequently seen among DWI offenders. Multi-substance abuse is also on the rise and poses even more challenges. The DWI courts focus on restoring offenders to law abiding citizens by reinstating driving privileges, helping obtain housing, finding gainful employment, and providing access to mental health resources. These courts have been found to be highly effective with a low recidivism rate when compared to more traditional traffic court outcomes. In 2023, we have begun and will continue the work in 2024 to expand the DWI court project so that each of the nine judicial districts has at least one DWI court. Drugged driving offenders have those same needs. Funding to tackle the drugged driving problem will be adjusted as data suggests. We will also continue to support and expand the State's DRE program and related law enforcement phlebotomy training programs.

Regardless of the grim statistics from 2021 and the unknowns of 2022, the staff and leadership of DPS-OTS are proud of our work and the accomplishments we have made with our traffic safety partners working toward a common goal: Zero Deaths. We look forward to continuing this work in the upcoming years. A comprehensive review of the individual projects in the Highway Safety Plan which aligns with the Strategic Highway Safety Plan follows the performance measure discussion in the body of this report.

Sincerely,

Michael J. Hanson

Michael Hanson, Director
Office of Traffic Safety, Minnesota Department of Public Safety

The Office of Traffic Safety Mission

To prevent traffic deaths and serious injuries by changing human behavior in Minnesota through policy development and support, stakeholder engagement, program delivery, leadership, innovation, and research and evaluation.

Our signature traffic safety campaign is a multi-agency, holistic program titled Toward Zero Deaths. In addition to the Office of Traffic Safety, the Bureau of Criminal Apprehension, Driver and Vehicle Services, and the Minnesota State Patrol all work together to support the efforts within the Department of Public Safety to improve roadway behavior.

Toward Zero Death encompasses:

- City, county, state, and tribal law enforcement personnel
- Courts and prosecutors
- Department of Transportation, roadway engineering related prevention strategies
- Driver and Vehicle Services
- Emergency Medical Services and First Responders
- Hospital and trauma oversight by the Minnesota Department of Health
- Judiciary affiliates
- Media relationships
- Stakeholders with direct and indirect interests in traffic safety

***The overarching goal of Minnesota Toward Zero Deaths -
To reduce fatalities and serious injuries on Minnesota's roads to zero.***

TZD Mission

To create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. These efforts will be driven by data, best practices and research.

TZD Vision

All programs initiated and supported are designed to reduce the number of people killed in traffic crashes to zero. Related is the desire to minimize the number of severe injuries occurring in traffic crashes. We recognize that fatal and serious injury crashes are not inevitable, and in fact, each is a preventable event.

Community Involvement

“It was once said that the moral test of government is how that government treats those who are in the dawn of life, the children; those who are in the twilight of life, the elderly; and those who are in the shadows of life, the sick, the needy and the handicapped.”

- Hubert H. Humphrey

OTS staff and colleagues attended traffic safety events, participated in training and provided education and outreach to the public and other state government offices. These events were shared with the DPS Commissioner's office.

The purpose was to bring together Minnesota's traffic safety stakeholders to provide the latest information on traffic safety initiatives and to provide training on traffic safety topics, giving attendees the ability to engage with the public throughout the state and network with other event participants.

Some of the events that were participated in are listed below:

- Teen TZD Conference event, a daylong event focused on preventing traffic crashes and fatalities on Minnesota roads and highways among teen drivers and passengers.
- Twin Cities Auto Show public event attendance to educate and reach out to the public. The safety equipment used were the seatbelt convincer and seatbelt converter to educate over 500 people in attendance on using a seat belt every time in a vehicle.
- JOYRIDE, sober ride service to deliver people safely home after celebrating was offered to community members.
- DWI Hat Trick recognition event with Alexandria Police Department for an officer with 3 arrests during a shift. This was a first feat by an Alexandria PD Officer to combat impaired driving on Minnesota roads.
- 2022 National Night Out through the state including Upper Sioux Tribal Community to help share the message of public safety with the public through engagement and giveaways.
- 15th Raksha Walk is held to bring awareness to distracted driving and the Distracted Driving Truck was on display.
- Minnesota State Fair, to educate and engage with the public on traffic safety issues and car seat use through games, giveaways, and conversation.
- Car Seat Education and Distribution events held to help families in need and to educate parents.
- Bike TRF – Riverfest Bike Ridge event to bike ride and educate the public about bike safety on Minnesota roads.
- Safe Summer Nights held with St. Paul PD, St. Paul Fire and St. Paul Public Works departments to educate the hundreds of St. Paul citizens in attendance on traffic safety.
- Farm Fest event attended to educate the public on traffic safety measures and individual behaviors that prevent roadway crash fatalities.

Performance Measures

Using core performance measures in key traffic safety areas helps OTS determine program strategies and planned activities. To set performance measure targets, OTS and MnDOT calculate an average of the previous five years of data. When yearly data becomes finalized, these targets are then adjusted for the next year's projected target. Overly aggressive targets have been re-evaluated as needed and strategy modifications have resulted in amendments to our HSP.

Several sources of data are used in determining performance measure targets:

- FARS annual file (all fatality measures)
- Vehicle miles traveled (MnDOT data)
- State observational survey of seatbelt use (seat belt use rate)
- State crash data file (serious injuries, 2018-2021 and 2022 YTD counts featuring over 11 months of preliminary data for the FY22 estimated in-progress performance)
- Annual attitude and behavioral survey of Minnesota residents
- DWI incident data from DVS
- Due to differing national and state definitions, some core outcome measures (i.e., alcohol impaired driving fatalities) may differ from literature produced by the State (i.e., Minnesota Motor Vehicle Crash Facts, Impaired Driving Facts).

Minnesota made tremendous progress in traffic safety over the past few decades. Our yearly traffic fatality counts had been declining and the state had one of the lowest fatality rates in the nation. After years of success, all that progress came to a halt when the COVID-19 pandemic hit. Since the pandemic, Minnesota has been in correction mode trying to get back on track.

Minnesota met or exceeded the 2021 target in 1 of the 11 measures:

- Unhelmeted motorcyclist fatalities: 35 (Target – 36)

Targets were not met in these areas:

- Traffic Fatalities: 397 (Target – 352.4)
- Serious injuries – 1,664.2 (Target – 1,579.8)
- Fatalities per 100 million VMT: 0.695 (Target - 0.582)
- Unrestrained MVO fatalities: 92 (Target – 75)
- Alcohol-Impaired driving fatalities: 107 (Target – 90)
- Speeding-Related fatalities: 114 (Target – 87)
- Drivers under age 21 involved in fatal crashes: 50 (Target – 47)
- Motorcyclist fatalities: 58 (Target – 52)
- Pedestrian fatalities: 48 (Target – 43)
- Bicyclist fatalities: 8 (Target – 7)

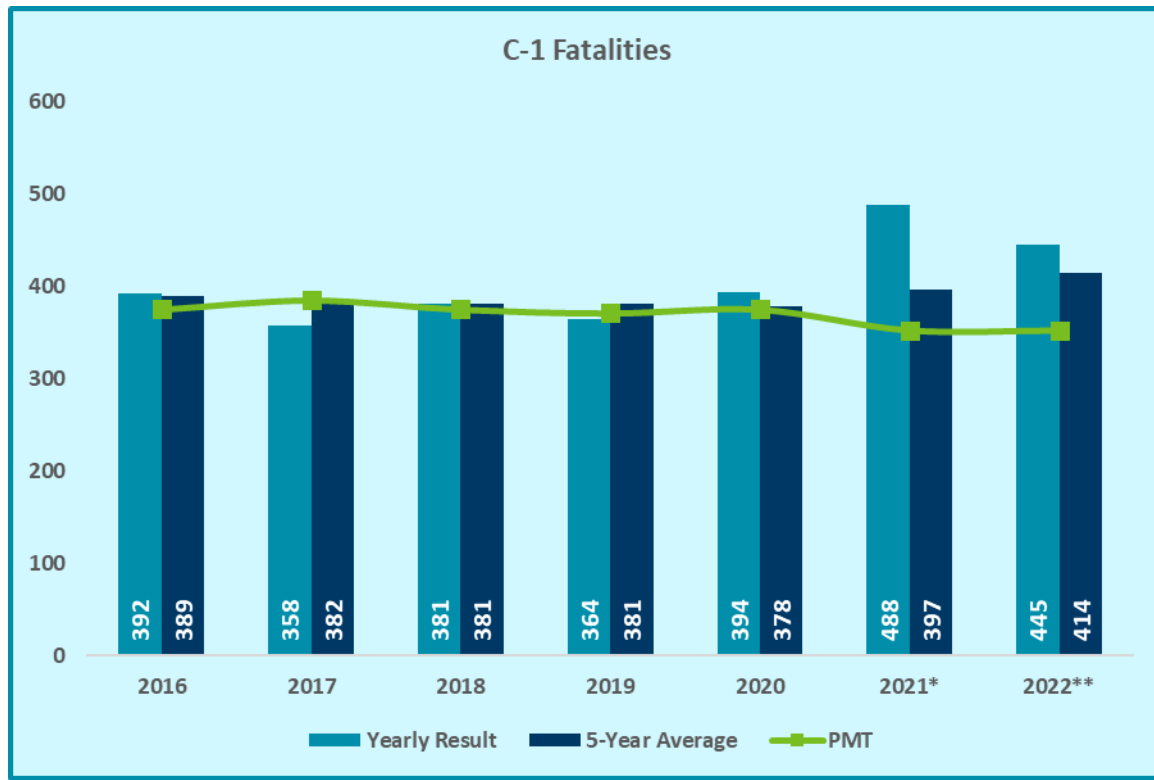
A chart featuring Minnesota's performance measure targets and results for FY21 and FY22 is included on the next page. Following the performance measure chart are graphs for each of the performance measures. These graphs provide reference to the yearly results (State data), the five year averages (FARS or State data) and the performance measure targets (displayed as "PMT") established in annual HSP documents.

MN Performance Measure Targets and Results						
	FY 2022 (Target Years 2018-2022)			FY 2021 (Target Years 2017-2021)		
Performance Measures	Target Value FY22 (Based on 5yr Avg 2018-2022)	Result (Estimated, in-progress)*	On Track to Meet FY22 Target Y/N (in-progress)	Target Value FY21 (Based on 5yr Avg 2017-2021)	Result (Estimated, 2017-2021)**	Met FY21 Target Y/N
(C-1) Total Traffic Fatalities	352.4	414.4	No	352.4	397.0	No
(C-2) Serious Injuries in Traffic Crashes (State crash data)	1,463.4	1,636.2	No	1,579.8	1,664.2	No
(C-3) Fatalities/VMT	0.582	0.711	No	0.582	0.695	No
(C-4) Unrestrained MVO Fatalities	95	94	Yes	75	92	No
(C-5) Alcohol-Impaired Driving Fatalities	92	104	No	90	107	No
(C-6) Speeding-Related Fatalities	125	120	Yes	87	114	No
(C-7) Motorcyclist Fatalities	58	63	No	52	58	No
(C-8) Unhelmeted Motorcyclist Fatalities	38	39	No	36	35	Yes
(C-9) Drivers Under Age 21 Involved in Fatal Crashes	50	52	No	47	50	No
(C-10) Pedestrian Fatalities	46	48	No	43	46	No
(C-11) Bicyclist Fatalities	9	8	Yes	7	8	No
	FY 2022 (Annual Target)			FY 2021 (Annual Target)		
Behavioral Measures	Target Value FY22	Result (Final, 2022)	Met FY22 Target Y/N	Target Value FY21	Result (Final, 2021)	Met FY21 Target Y/N
(B-1) Observed seat belt use (Survey)	92.0%	93.3%	Yes	92.0%	92.40%	Yes

* FY22 Result (Estimated, in progress) utilized State data for 2018-2021 and 2022 YTD number/trend estimations to create a 5yr average.

** FY21 Result (Final, 2017-2021) used FARS data (2017-2020) and State data (2021) for C-1, C-3, and C4 through C-11. State data used for C-2.

Performance Measures: Total Traffic Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 352.4 in 2021 and 352.4 in 2022

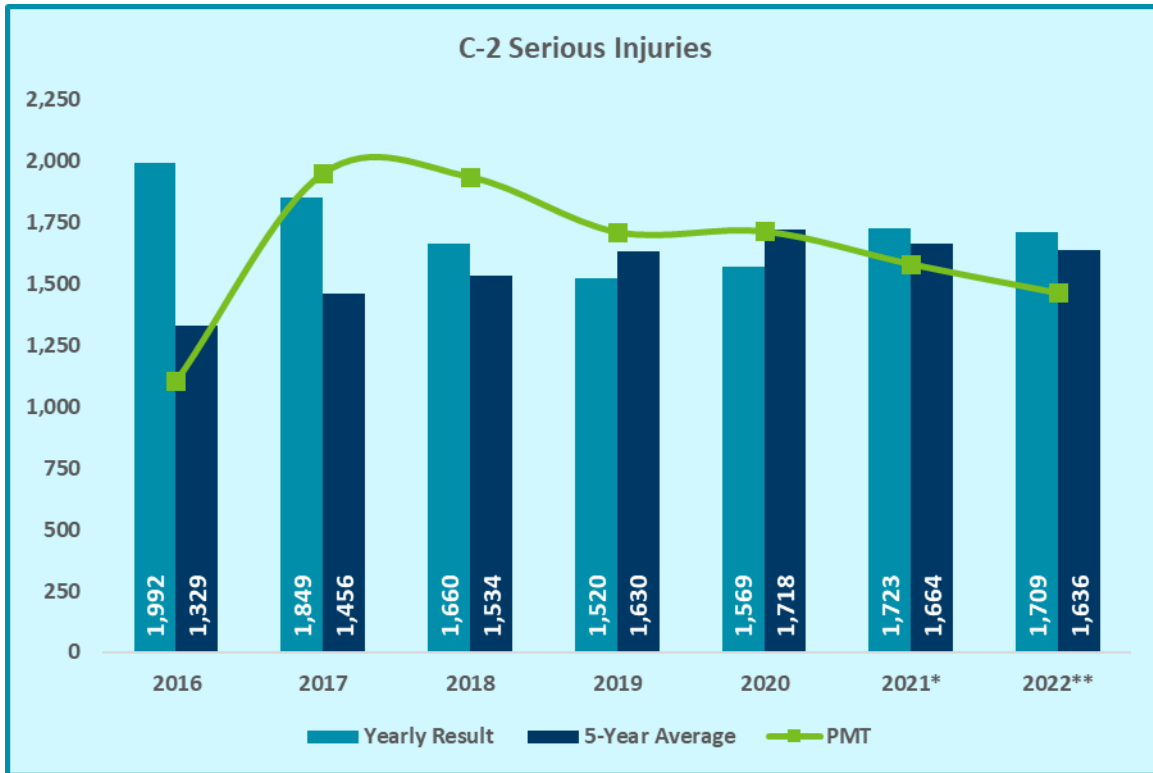
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data and is determined in conjunction with MnDOT. The last two years on Minnesota roads have seen large increases in the annual number of fatalities which has impacted the five year averages.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- We will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. Poor decision making and driving behavior are responsible for most fatal crashes.
- Through a strong and coordinated education and enforcement approach, we will use data and proven countermeasures to deter these.
- We will utilize improved and expanded enforcement and court data to ensure poor driving conduct is held to account.
- We know that speeding is by far the leading cause of the increases in fatalities and we will continue to allow for maximum grant flexibility to address this issue.

Performance Measures: Serious Injuries



* Projected

** Projected with estimation of YTD 2022

Target: 1,579.8 in 2021 and 1,463.4 in 2022

Status: Target not met in 2021 and will not be met in 2022.

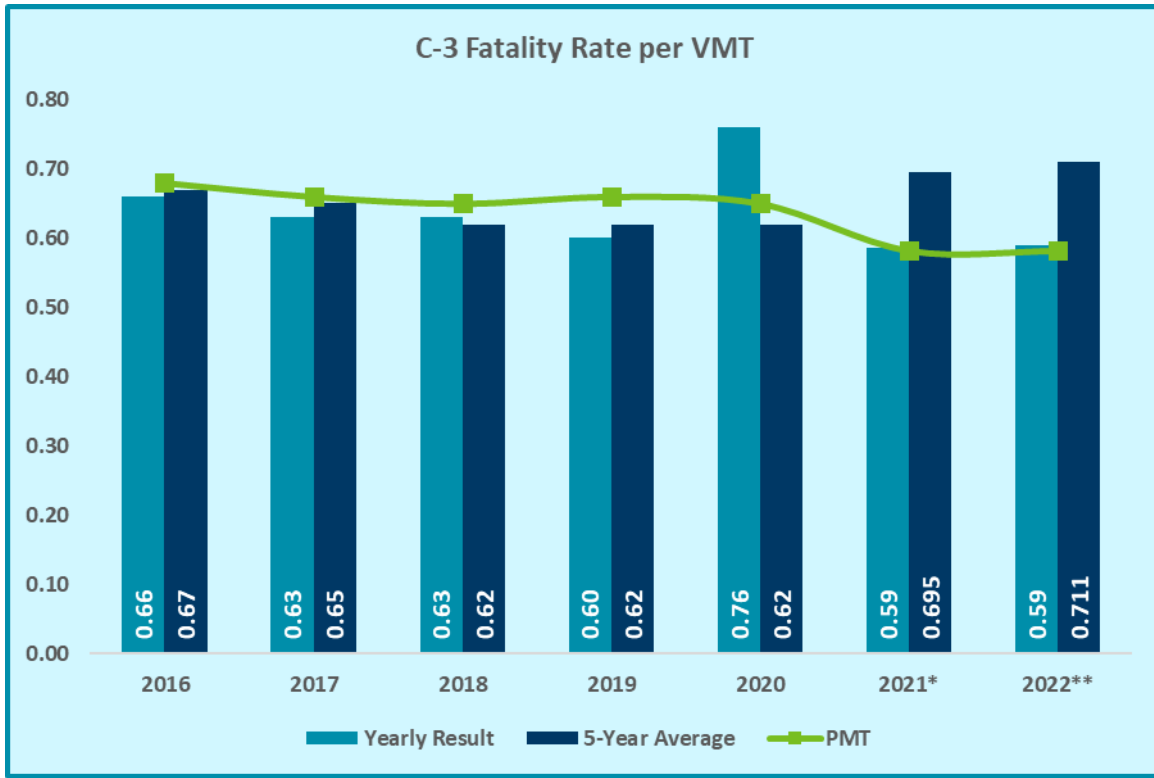
This performance measure target is based on a moving five year average of State crash data and is determined in conjunction with MnDOT. The last two years on Minnesota roads have seen large increases in the annual number of serious injuries (and fatalities) which has impacted the five year averages.

For a seriously injured person, the time between sustaining an injury and receiving definitive care can be an important predictor of survival. Survival diminishes with time, but a trauma system can improve survival through shortened transit times and better trauma care.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- We will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. Poor decision making and driving behavior are responsible for most serious injury crashes.
- Through a strong and coordinated education and enforcement approach, we will use data and proven countermeasures to deter these.
- We will utilize improved and expanded enforcement and court data to ensure poor driving conduct is held to account.
- We know that speeding is by far the leading cause of the increases in injuries and we will continue to allow for maximum grant flexibility to address this issue.

Performance Measures: Fatality Rate per VMT



* Projected

** Projected with estimation of YTD 2022

Target: 0.582 in 2021 and 0.582 in 2022

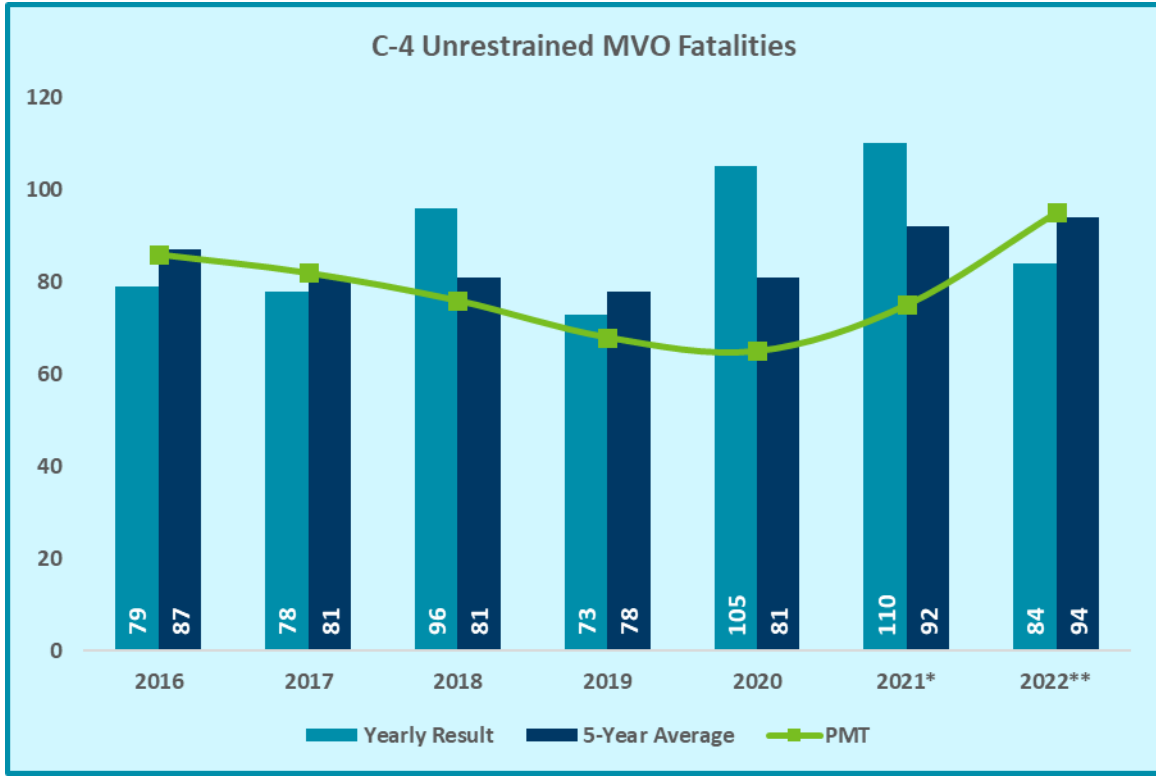
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of VMT data and is determined in conjunction with MnDOT. After a decrease in vehicle miles traveled in 2020 the miles traveled on our roads returned to more expected levels in 2021 and 2022. However, the jumps in yearly fatalities in 2021 and 2022 increased this rate and the State did not meet this performance target.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- Although we are only slightly above normal levels, leadership at both MnDOT and TZD are establishing strategies to combat the rise in fatalities per 100M VMT. DPS-OTS, MDH, and MnDOT are currently engaged in large scale analysis of and restructuring of the nationally recognized TZD program. The reorganization and changes will lead to much greater collaboration and shared solutions.
- As with C-1 and C-2, the main drivers of increase in fatalities per 100M miles is high risk driving behavior. All of our 2022 projects and programs will focus on changing those behaviors and bringing some level of sanity back to Minnesota's roads.

Performance Measures: Unrestrained MVO Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 75 in 2021 and 95 in 2022

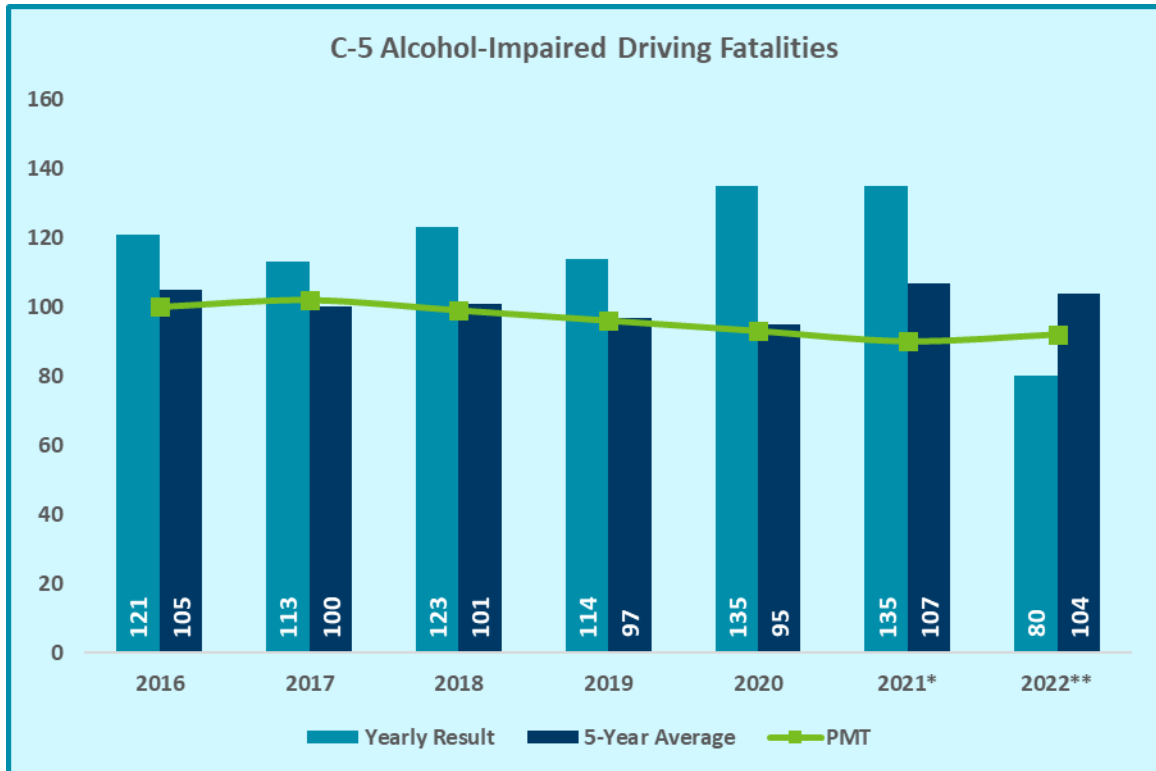
Status: Target not met in 2021 and may be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. The State saw a spike in annual unbelted fatalities in 2020 and 2021, but is seeing a more typical number in 2022.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- For 2023 Minnesota remains a high use state for seat belts with our most recent observational Seatbelt Survey indicating a 93.3% compliance rate.
- Currently, OTS and its partners in MDH, MnDOT and TZD are creating a project that will provide data on speeding, seatbelt use, impaired driving, and careless driving across this state. A component of this project will examine how current marketing strategies may not be as effective towards speeding, unbelted or careless drivers. The development of relevant and effective messaging will be based on what we learn from this study.
- We are building out new and innovative media and outreach efforts specifically targeting the demographics that are over represented in unrestrained crashes.

Performance Measures: Alcohol-Impaired Driving Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 90 in 2021 and 92 in 2022

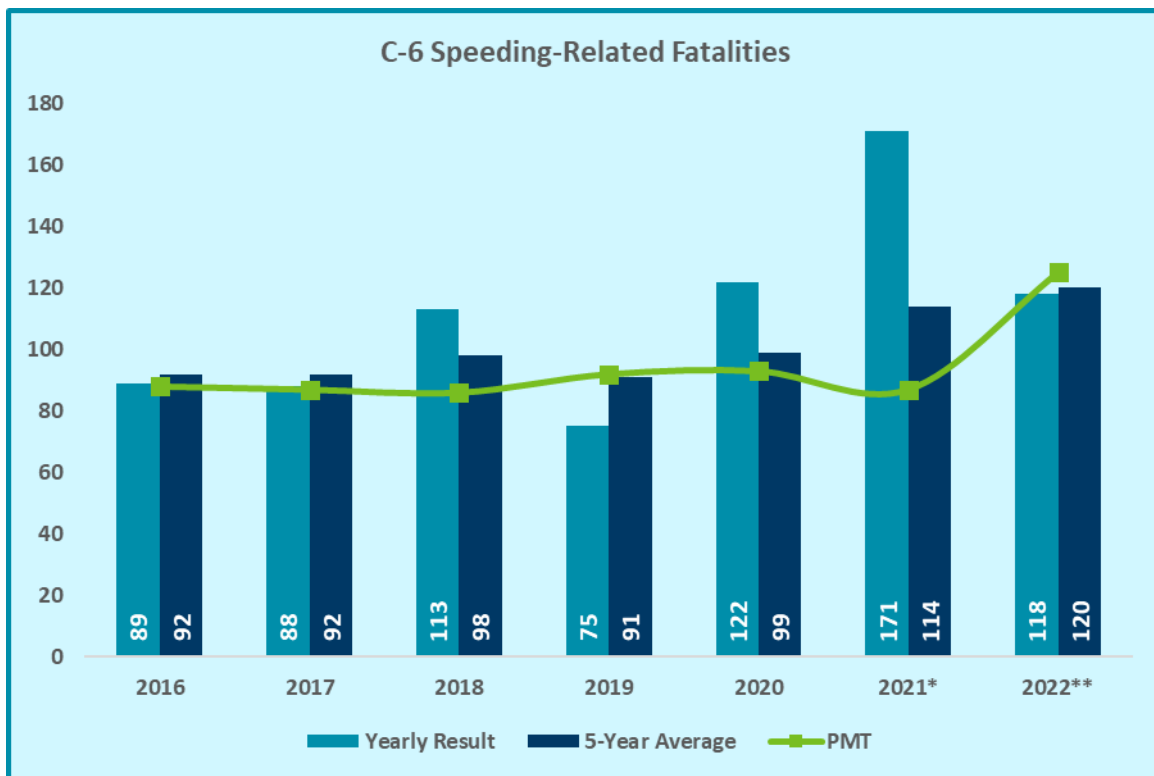
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. The State has many creative programs aimed at reducing impaired driving fatalities and is eager to implement new ideas.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- We will look for opportunities to expand the support we provide for the DWI Courts and will explore an additional initiative through Project Access.
- Support at least 25 full time DWI Officers across the state. these officers will expand responsibilities into all behavioral aspects of traffic safety enforcement.
- Continue to work with key stakeholders to further improve our ignition interlock programs.
- Drug Impaired driving continues to be a larger and larger issue and we will engage with our DRE and other officer training programs to ensure all officers have the skills to recognize and process drivers impaired by substances other than alcohol. We will once again seek legislative approval for oral fluid roadside testing for controlled substances.

Performance Measures: Speeding Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 87 in 2021 and 125 in 2022

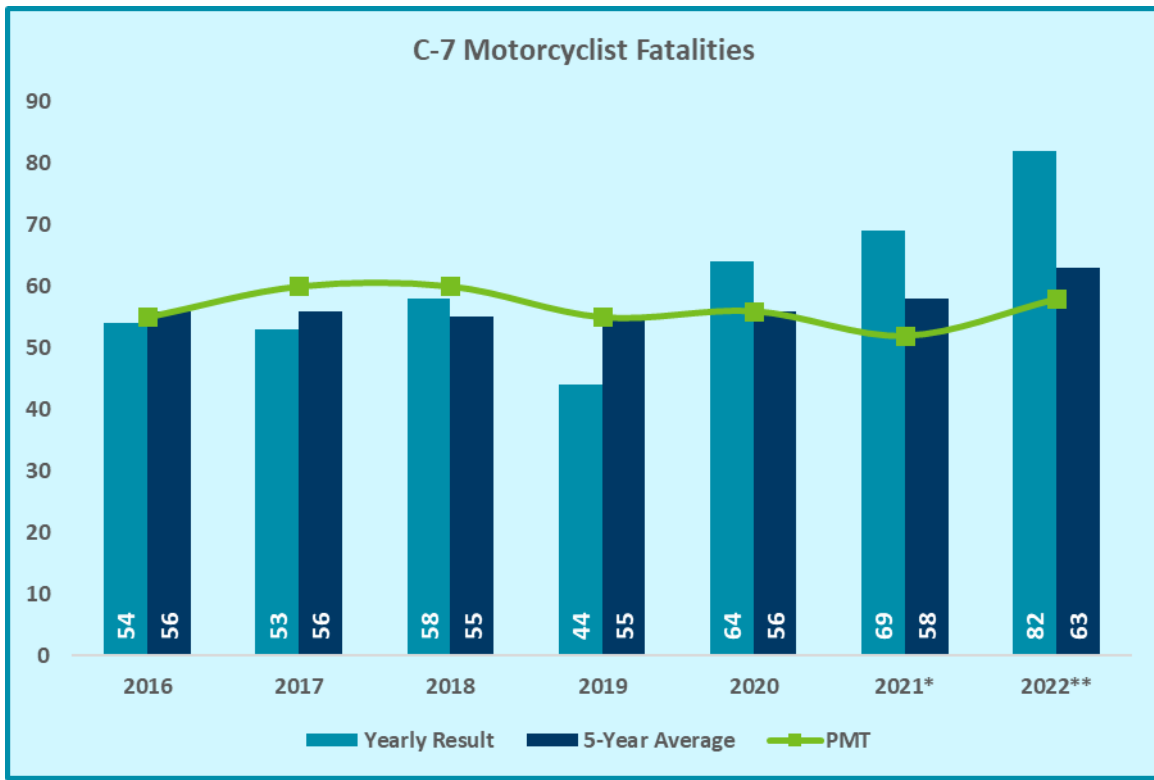
Status: Target not met in 2021 and may be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. Speeding-related fatalities for the year of 2021 increased greatly over the previous year (up to 171 from 122). The YTD annual numbers for 2022 indicate the State could be under the performance target of 125.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- In conjunction with the communications office at DPS, leadership at MnDOT, and our partners at TZD, we are in the early stages of conducting a study that will find ways to combat speeding. This initiative will include a robust survey that will establish who is speeding and if those individuals are not being properly targeted through current marketing techniques.
- In 2022 speed related fatalities continue to plague our entire state. Moving into 2023 and 2024 we will again support the HEAT, and Project 20-22 initiatives while also expanding, our outreach and educational efforts while also looking for additional ways to support enforcement efforts. We will use our limited enforcement funds to target the roadway segments that are most prone to speeding and speed related crashes.
- We will complete a comprehensive driver attitudinal survey in 2023 to discover the “why” and “why not” of the behaviors that lead to speed and extreme speeding behavior.

Performance Measures: Motorcycle Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 52 in 2021 and 58 in 2022

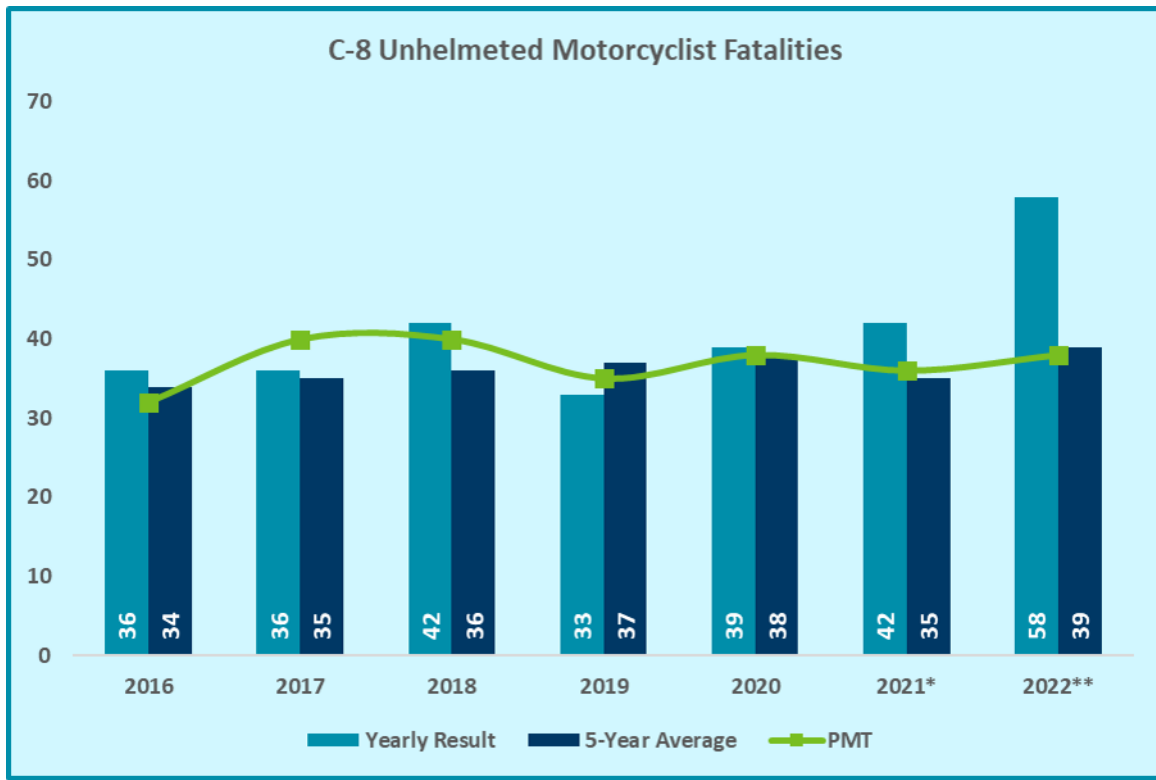
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. Since the COVID-19 pandemic, the State has seen a large increase in motorcycle registrations. It's uncertain if the increase in registrations correlates to the increase in annual motorcyclist fatalities, but the State has seen an increase in motorcyclist fatalities. In 2022, there have been 82 deaths – the largest number since 1993.

In effort to continue to improve, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- Increase media campaigns in the area of motorcycle safety awareness.
- Continue to work closely with rider advocacy groups and industry to educate all riders of the importance of helmets and high visibility gear. We look forward to finding some new opportunities and continuing our already strong program.
- Conduct an in-house motorcyclist survey to gain knowledge of attitudes and insights.

Performance Measures: Unhelmeted Motorcyclist Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 36 in 2021 and 38 in 2022

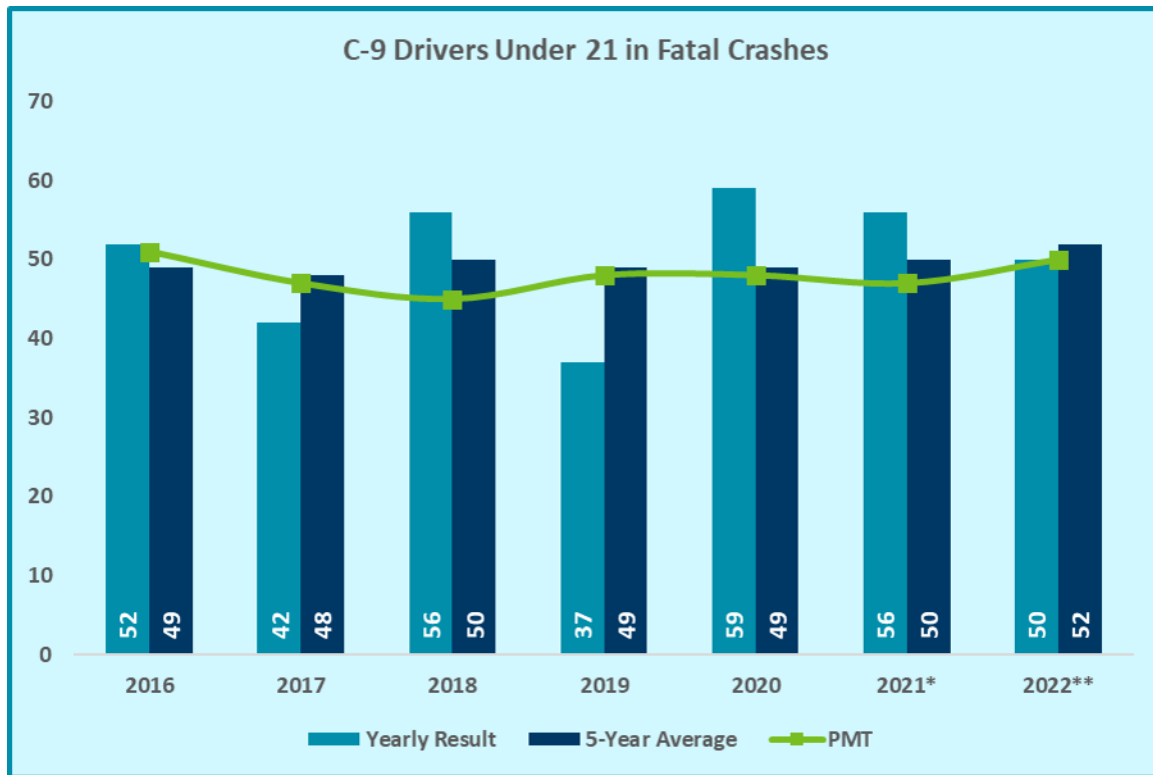
Status: Target met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. Increases in motorcyclist fatalities in the past few years and also equated to increases in unhelmeted motorcyclist fatalities.

In effort to continue to improve, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- Increase media campaigns in the area of motorcycle safety awareness.
- Continue to work closely with rider advocacy groups and industry to educate all riders of the importance of helmets and high visibility gear. We look forward to finding some new opportunities and continuing our already strong program.
- Conduct an in-house motorcyclist survey to gain knowledge of attitudes and insights.

Performance Measures: Drivers Under 21 in Fatal Crashes



* Projected

** Projected with estimation of YTD 2022

Target: 47 in 2021 and 50 in 2022

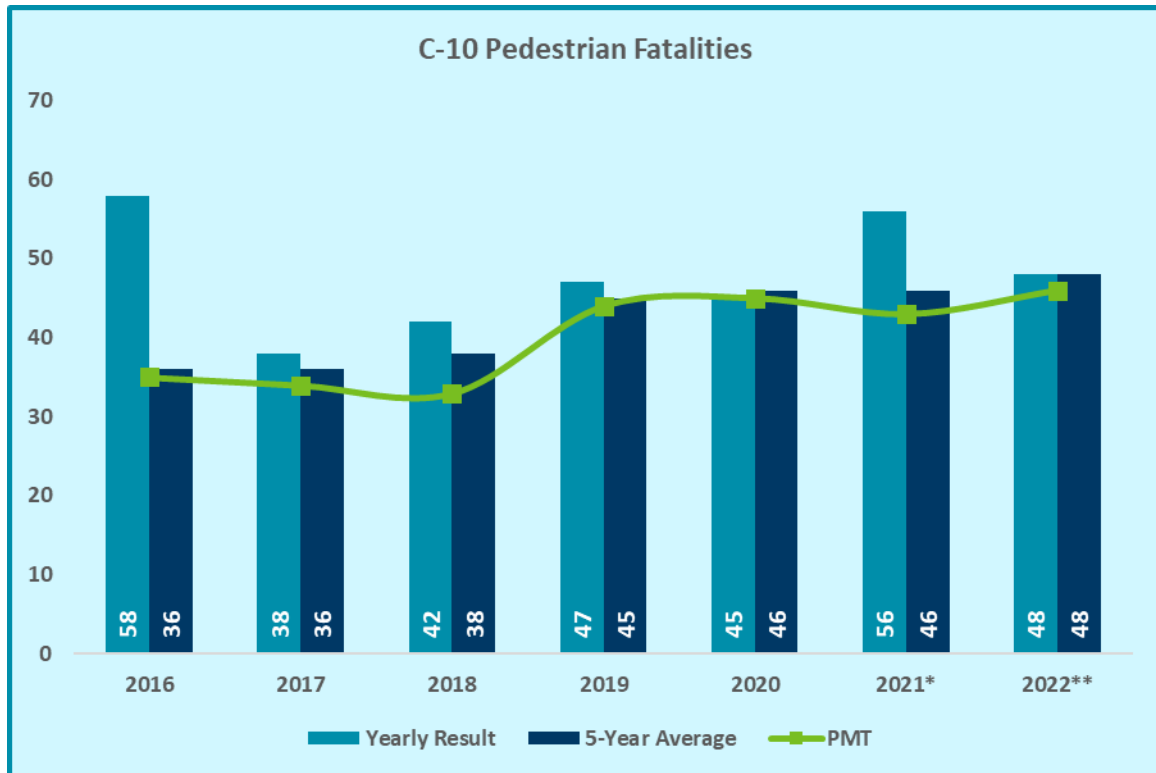
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. Preliminary data indicates the State is on track for this target in 2022.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- Teen TZD program will work to expand from a regional effort to a statewide effort.
- Work closely with the newly formed Teen Driver Safety Task Force, and DVS to study and improve teen driver education and testing for all new drivers.

Performance Measures: Pedestrian Fatalities



* Projected

** Projected with estimation of YTD 2022

Target: 43 in 2021 and 46 in 2022

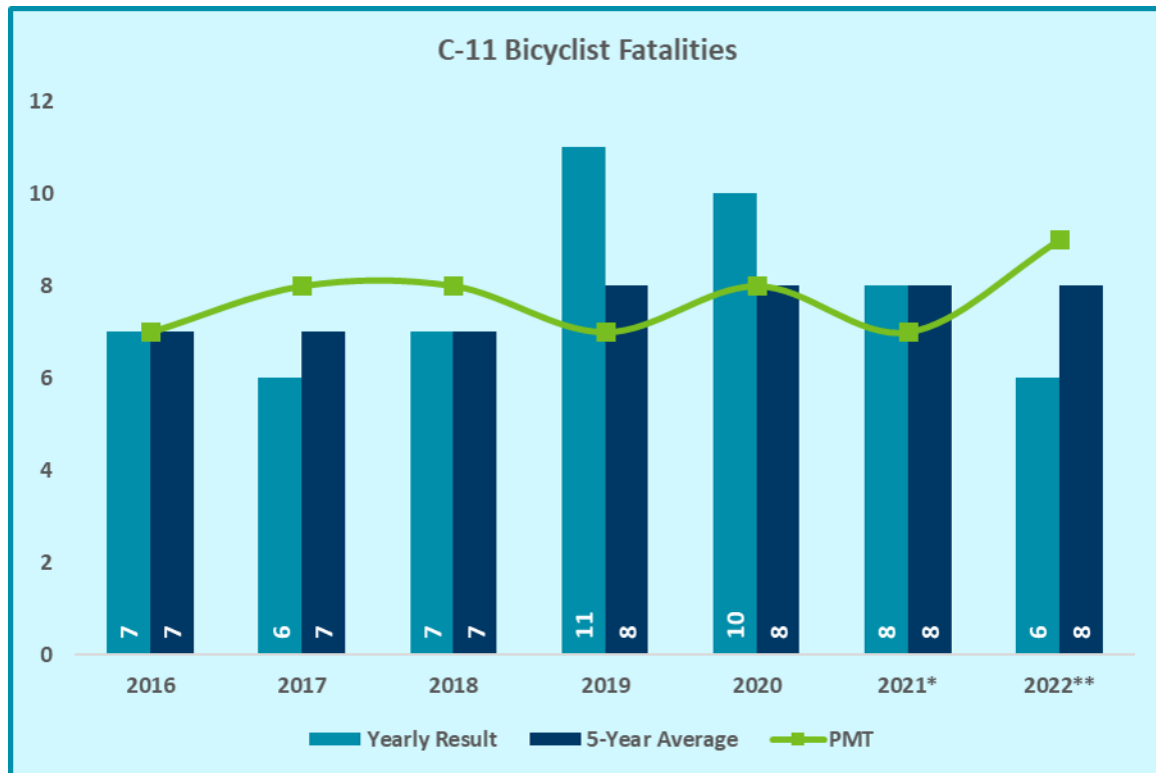
Status: Target not met in 2021 and will not be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations.

In effort to get back on track, Minnesota will adjust the upcoming 2024 Highway Safety Plan:

- We will work with MnDOT to expand both education and outreach projects as well as enforcement efforts.

Performance Measures: Bicyclist Fatalities



* Projected

** Projected with estimation of YTD 2022

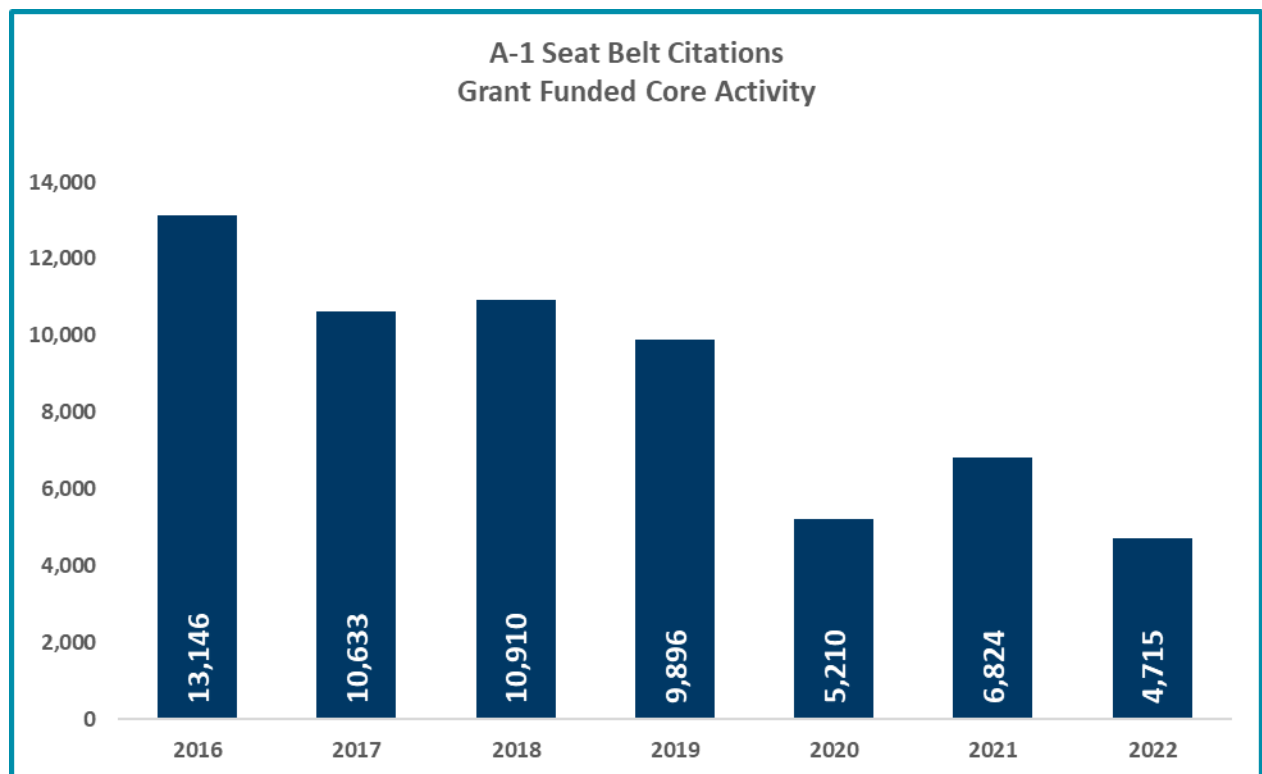
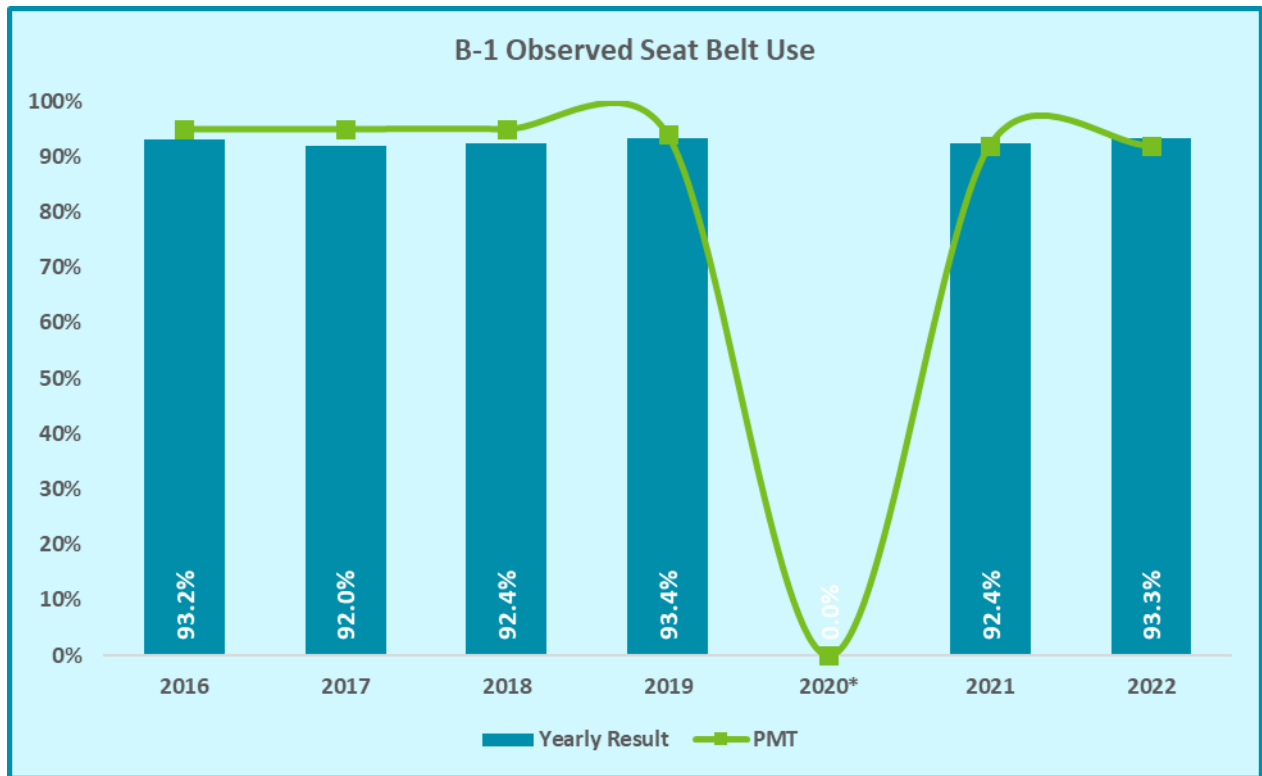
Target: 7 in 2021 and 9 in 2022

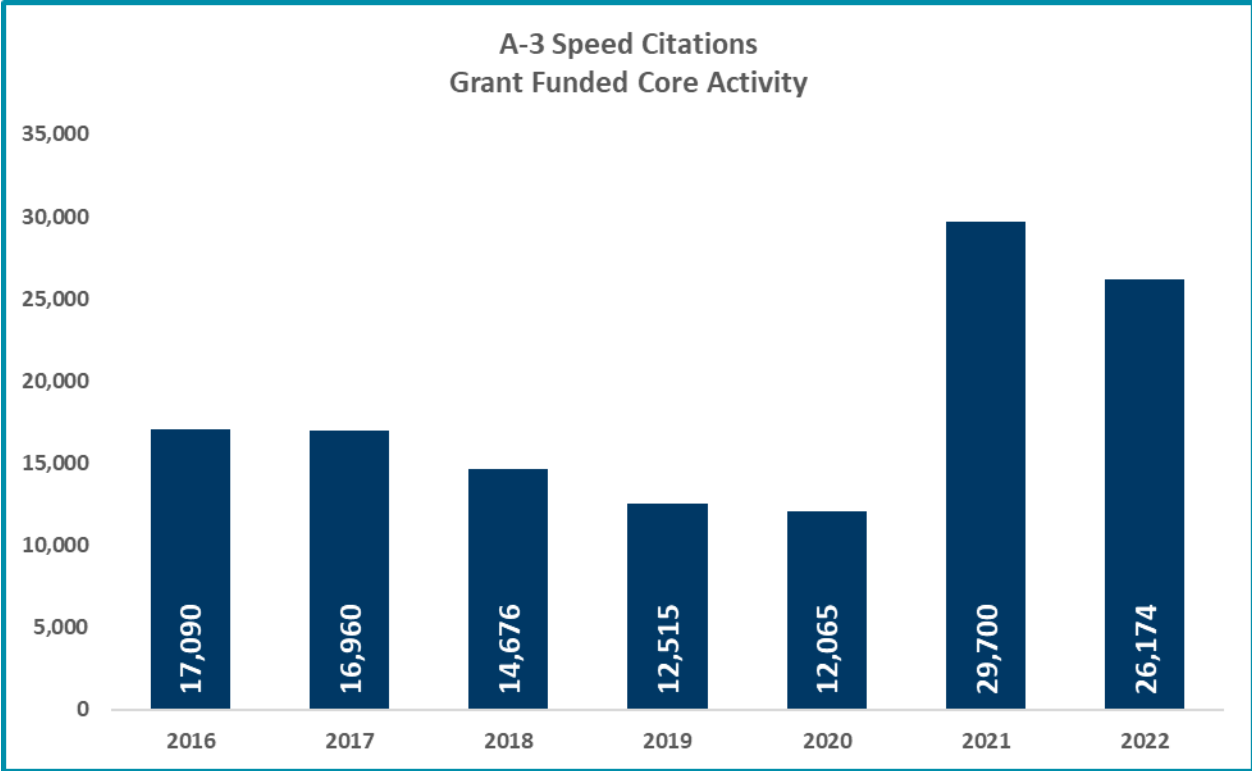
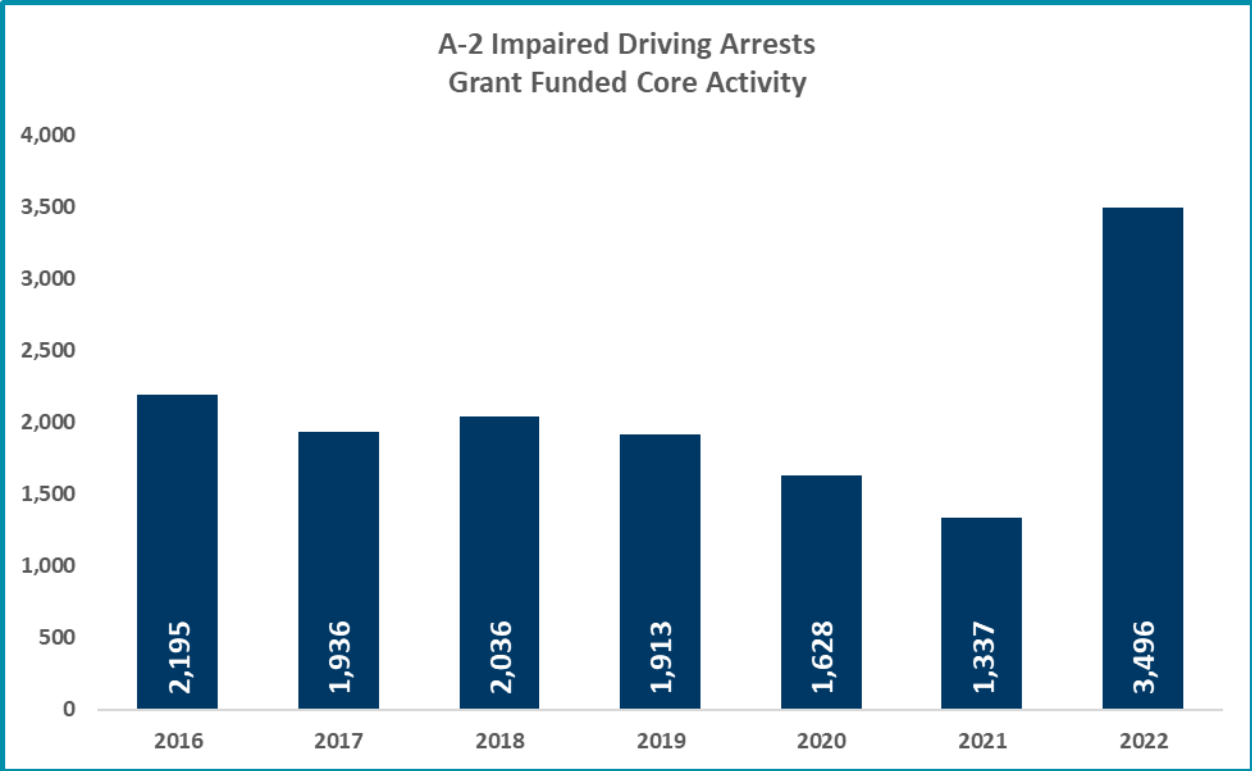
Status: Target not met in 2021 and may be met in 2022.

This performance measure target is based on a moving five year average of FARS data. Since FARS data has not been finalized yet for 2021, State data for 2021 and 2022 was used in projections and estimations. Bicyclist fatalities in Minnesota are relatively isolated incidents and tend to occur in urban areas.

Below are some traffic safety projects which focus on preventing bicyclist fatalities:

- Through a partnership with the Cycling Savvy Organization we are beginning to distribute high quality bicycle education materials.

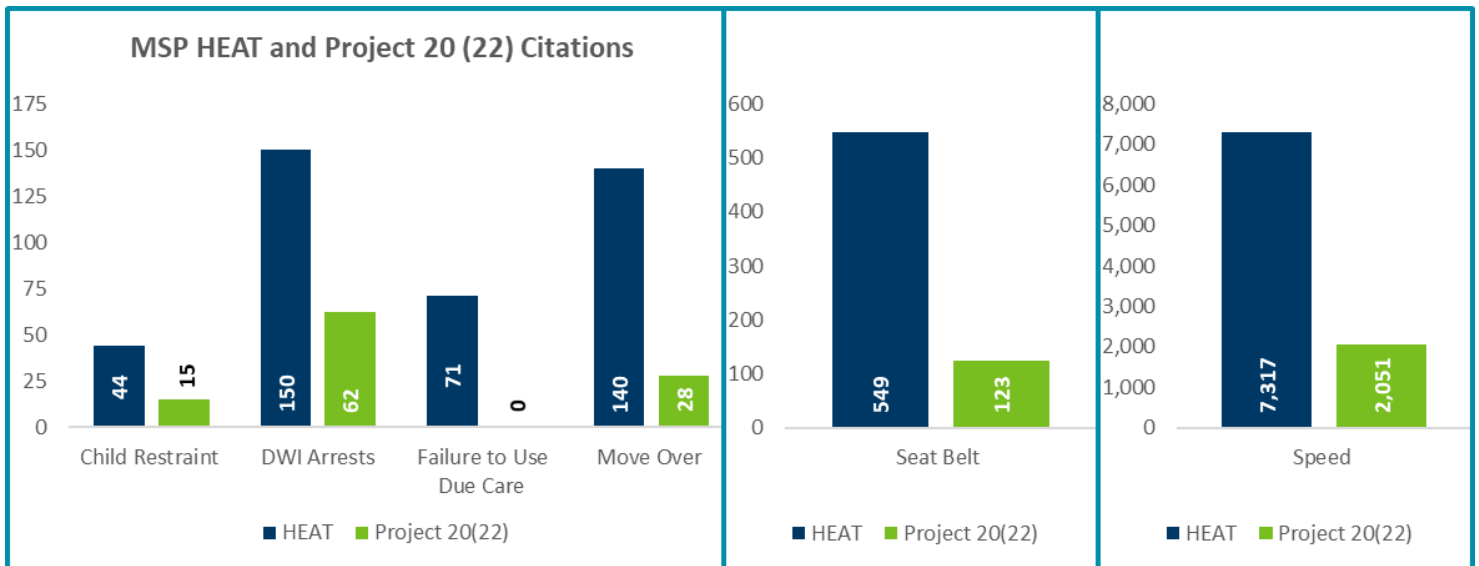




**Enforcement Activity Totals, FY22
(TZD Enforcement and DWI Officers)**

Source: ROAR database

Citations / Results	Move						DWI Officers	Total FY22
	Seat Belt	Impaired	Speed	Pedestrian	Over	Distracted		
Seat Belt	2,659	391	997	59	17	410	171	4,704
Child Restraint	59	65	103	10	0	28	22	287
DWI	37	1,247	269	2	3	31	1,944	3,533
Not A Drop/Zero Tolerance	1	49	12	0	0	1	58	121
Speed	1,335	3,581	17,561	122	90	1,054	2,343	26,086
Fail to Use Due Care	14	84	29	4	0	8	22	161
DAR/DAS/DAC	739	2,729	2,014	64	26	546	2,473	8,591
Move Over Law	15	42	136	0	80	13	53	339
Use of Wireless Equipment	756	489	779	125	16	1,933	367	4,465
Equipment	155	349	299	0	8	125	160	1,096
Citations Total	5,770	9,026	22,199	386	240	4,149	7,613	49,383
Warnings Total	6,579	24,474	28,210	248	382	5,589	17,803	83,285
Enforcement Activity Total	12,349	33,500	50,409	634	622	9,738	25,416	132,668
Hours Worked	7,082	29,317	28,213	784	411	5,909	28,133	99,849
Mileage	107,621	467,184	571,744	4,600	7,676	93,392	427,697	1,679,914
Total Stops	12,994	43,196	50,280	1,246	697	10,754	37,657	156,824
People Taken Into Custody	181	1,972	526	3	6	117	2,614	5,419
Vehicles Towed	67	868	269	5	2	38	1,234	2,483
Designated Drivers Contacted	75	312	182	0	2	44	506	1,121
Contacts Per Hour	1.83	5.88	10.71	1.58	1.69	1.81	5.35	28.89



Expenditure Summary - FY22

Funding/Program Area	Budget	Expenditures	% Spent
164AL	\$8,894,450.00	\$7,478,640.98	84.1%
402	\$7,455,500.00	\$6,012,082.73	80.6%
Planning & Administration	\$494,000.00	\$434,402.51	87.9%
Occupant Protection	\$705,000.00	\$578,676.17	82.1%
Police Traffic Services	\$2,160,000.00	\$1,748,922.02	81.0%
Traffic Records	\$790,000.00	\$661,637.95	83.8%
Community Programs	\$3,176,500.00	\$2,492,337.78	78.5%
Motorcycle	\$130,000.00	\$96,106.30	73.9%
405b	\$795,000.00	\$542,890.97	68.3%
405c	\$1,110,000.00	\$513,034.89	46.2%
405d	\$3,690,712.00	\$2,740,847.86	74.3%
405f	\$180,000.00	\$180,000.00	100.0%
Total Expenditures:	\$22,125,662.00	\$17,467,497.43	78.9%

Program Area and Projects, by Performance Measures

Program Area and Projects	C-1 Traffic Fatalities	C-2 Serious Injuries	C-3 Fatalities/VMT	C-4 Unrestrained Fatalities	C-5 Impaired Driving Fatalities	C-6 Speeding-Related Fatalities	C-7 Motorcyclist Fatalities	C-8 Unhelmeted Motorcyclist Fatalities	C-9 Drivers Under 21 in Fatal Crashes	C-10 Pedestrian Fatalities	C-11 Bicyclist Fatalities	B-1 Observed Seat Belt Use Rate
Occupant Protection												
Child Passenger Hospital Support	●	●	●	●								
Liaison Occupant Protection	●	●	●						●			
Support OP/Professional Development	●	●	●	●								
Car Seats for Needy Families	●	●	●	●								
Children and Restraint Systems (CARS)	●	●	●	●								
Seat Belt Use Survey Project												●
Impaired Driving												
Courts Alcohol Impaired	●	●	●		●							
Enforcement DWI Officers	●	●	●		●							
Ignition Interlock (Vendor Oversight)	●	●	●		●							
Drug Recognition Expert/DRE	●	●	●		●							
Ignition Interlock (Judicial)	●	●	●		●							
Liaison Judicial	●	●	●		●							
Responsible Server Training Impaired	●	●	●		●							
Traffic Safety Resource Prosecutor	●	●	●		●							
Police Traffic Services												
Enforcement Cities & Counties TZD	●	●	●	●	●	●				●		
State Patrol Professional Development	●	●	●			●						
State Patrol TZD Enforcement	●	●	●	●	●	●						
Community Programs												
Multicultural Driver Education	●	●	●						●			
Network of Employers Traffic Safety/NETS	●	●	●	●	●	●						
Novice Drivers Education and Outreach	●	●	●									
Safe Roads Coalitions	●	●	●	●	●	●						
School Bus Stop Arm Camera	●	●	●									
Senior Driver Working Group	●	●	●									
Motorcycle Safety												
Motorcycle Rider Training	●	●	●				●	●				
MCY Safety Public Information/Media	●	●	●				●	●				
Media												
Creative Contract	●	●	●	●	●	●	●	●	●			
Media Relations	●	●	●	●	●	●	●	●		●		
Paid Media	●	●	●	●	●	●						

Planning and Administration

Purpose Statement: Providing for the overall management, support, training, and operation of the Office of Traffic Safety is critical because supporting traffic safety professionals enables the planning and implementation of effective traffic safety programs.

22-01-01 Planning & Administration (402, State) Shannon Ryder

Amount obligated	\$494,000.00	402	Amount expended	\$434,394.51
		State	Amount expended	\$438,425.49

People are the biggest assets and providing resources to people is essential. This project funds a portion of leadership and support salary and provides physical resources for the individuals coordinating NHTSA funded traffic safety programs.

*“The only real difference between one organization and another is the performance of its people.”
Peter F. Drucker*

Staff coordinators serve as points of contact for the various areas to the legislature, media, grantees, the public, and our many other traffic safety partners. Coordinators also provide subject area expertise and ensure projects are well documented and follow all applicable and relevant state and federal rules, requirements, and procedures.

This year began with two long term coordinators retiring, it was difficult to watch so much experience walk out the door. Both coordinators provided early notification so preparing for their departure dulled the pain. We were able to fill both of those positions with well qualified persons who have added a tremendous amount of new energy to the position.

About half of staff members have less than two years in their current position.

22-02-22 Staff of OTS/Occupant Protection (402) Craig Flynn

Amount obligated	\$120,000.00	402OP	Amount expended	\$104,187.08
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22-03-22 Staff of OTS/Alcohol (405d, 164AL) Craig Flynn

Amount obligated	\$220,000.00	164AL	Amount expended	\$165,383.95
Amount obligated	\$220,000.00	405d	Amount expended	\$104,960.20

22-04-22 Staff of OTS/Police Traffic Services (402) Craig Flynn

Amount obligated	\$220,000.00	402PT	Amount expended	\$199,132.96
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22-05-22 Staff of OTS/Traffic Records (402, 405c) Craig Flynn

Amount obligated	\$300,000.00	402TR	Amount expended	\$257,851.59
Amount obligated	\$300,000.00	405c	Amount expended	\$195,489.90

22-06-22 Staff of OTS/Community Programs (402) Craig Flynn

Amount obligated	\$180,000.00	402CP	Amount expended	\$114,786.62
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22-07-22 Staff of OTS/Motorcycle (402) Craig Flynn

Amount obligated	\$130,000.00	402MC	Amount expended	\$96,106.30
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Occupant Protection

Purpose Statement: Correctly using an appropriate child restraint or seatbelt is the single most effective way to save lives and reduce injuries in crashes.

22-02-00 Occupant Protection Program Assessment (402) Irene Jones

Amount obligated \$30,000.00 402 Amount expended \$15,600.00

A team of subject matter experts conducted a comprehensive review of the occupant protection programs using an organized, objective approach and well-defined procedures that provided an overview of the program’s current status, noting the program’s strengths and weaknesses, and provided priority recommendations.

22-02-01 Child passenger Hospital Support (402) Irene Jones

Amount obligated \$120,000.00 402 Amount expended \$119,784.82

This grant was awarded to The Family Birth Center at Regions Hospital in St. Paul and it has allowed them to continue providing their innovative inpatient car seat consultation service. This service offers car seat installation and usage education to parents of newborn babies prior to their discharge. The goal of this project is to provide car seat consultation services to all parents of newborn babies, much like lactation consultations.

1,168 families with newborns received car seat education before being discharged from Regions Hospital. This well exceeds the performance goal of 1,000 families overall, 92% of families offered a car seat consult accepted and received car seat education. In addition to providing education, 118 car seats were distributed to families in need.

Community-based car seat clinics provided 195 families with car seat education and an additional 17 car seats were distributed to families in need.

The inpatient car seat consultation service, in addition to hosting community-based events, will continue to reach multiple communities, reaching diverse populations with these events/services.

Regions Hospital Car Seat Consultation Service	FY21	FY22	Percent Change
Families Offered a Car Seat Consultation	1,757	1,276	-27.4%
Families Accepting Car Seat Education	1,286	1,168	-9.2%
Percent of Families Accepting Car Seat Education	73.2%	91.5%	25.0%
Number of Car Seats Offered to Families in Need	132	118	-10.6%

22-02-04 Liaison Occupant Protection (402) Irene Jones

Amount obligated \$270,000.00 402 Amount expended \$193,571.24

In an attempt to lessen the disparity in child passenger safety educational opportunities outside of the Twin Cities metropolitan area, three occupant protection liaisons were funded (Northeast liaison, Northwest liaison, and Southern liaison). These liaisons served as a link between the DPS-OTS and CPS technicians, parents, and other interested parties across the state.

One of the objectives of the CPS liaisons was to recruit and train new CPS technicians. The number of National Child Passenger Safety Technicians (CPST) increased from 613 in FY21 to 696 in FY22. In addition, four new CPST instructors and a special needs CPST instructor (the first in the state) were trained. The number of permanent child car seat fitting stations in the state sits at 50, and 83 car seat check/inspection events were held in FY22. In addition to organizing and assisting with training and educations events, CPS liaisons used various communications strategies to spread traffic safety messages in the communities they serve. For example, liaisons distributed child passenger safety messages via social media, newsletters, radio programs, newspapers, and school visits.

22-02-07 Support Occupant Protection/Professional Development (402) Irene Jones

Amount obligated \$40,000.00 402 Amount expended \$36,578.03

It is important to support the continuing education and professional development of Child Passenger Safety Technicians (CPST) and others involved in efforts to promote child passenger safety. In FY21, these funds helped pay for four members of the Minnesota Child Passenger Safety Taskforce to attend the LifeSavers and Kidz In Motion national traffic safety conferences. It covered the conference registration, travel, hotel, and meals. After attending these conferences, the members brought back what they learned and shared that knowledge with other taskforce members during the TZD planning meetings. This information helped the all-volunteer taskforce ensure that high-quality CPS workshops are offered at the TZD statewide conference and that those workshops are continuing education units worthy for Safe Kids Worldwide certification.

Funds were also used to purchase educational materials necessary to conduct CPST training sessions across the state, including WAYB Pico Travel Car Seats, LATCH Manuals, and *I'm Safe* CPS Educational booklets, and to support Minnesota Child Passenger Safety Technician–Instructors for Safe Kids Worldwide National Trainings.

These education related materials were provided to child safety advocates, certified technicians, community health educators, law enforcement officers, firefighters, emergency medical responders, teachers, nurses, and tribal communities.

22-02-08 Survey Seat Belt Use (402) Allison Hawley

Amount obligated \$125,000.00 402 Amount expended \$108,955.00

The annual seat belt observational survey, compliant with NHTSA guidelines, determines Minnesota’s seat belt use rate based on proven methodology. Demographic data collected as part of this survey allows OTS to identify potential targets for future occupant passenger protection programs. We believe in data driven solutions, and crash data analyses have been proven effective at helping to direct traffic safety efforts, thereby helping Minnesota’s seat belt enforcement and outreach efforts.

The overall observational seatbelt rate in 2022 was 93.3%, which is higher than 2021 (92.4%) and equal to 2019. Additional details from the 2022 survey suggest that male pickup truck occupants and rural drivers continue to be worthy targets for enhanced occupant protection programs. Male pickup truck occupants had an 87.0% seat belt usage rate in 2022, whereas the rate for females was 95.5%. Rates in the major metro core of the Twin Cities (Hennepin and Ramsey counties) ran about four points higher than the most rural areas of the state. While pickup truck seat belt use remained among the lowest of the major demographic groups surveyed, their 88.7% rate in 2022 was the highest it has been in six years. Though there remains considerable work to do to improve seat belt usage in Minnesota, these survey results suggest that our targeted outreach and enforcement efforts appear to be having a positive effect.

Child Safety Seats for Needy Children (State)

State Amount expended \$41,097.07

The Child Safety Seat Grant is primarily funded with citation fines for illegal or unsafe transportation of a child in a motor vehicle (Minnesota Statute 169.685). Law mandates that child seats be distributed to low-income families and be distributed with approved educational content.

In addition, the Minnesota Child Passenger Safety Program requires that any person involved in the distribution of safety seats through a grant obtained from OTS must maintain child passenger safety certification.

Between 2016 and 2021, an average of 2,069 citations per year were issued for violating the child passenger safety laws. An application process for local agencies with trained child passenger safety technicians (police and fire departments, first responders, public health agencies, clinics and others) allows the agencies to request car seats for low-income families. This program allowed 109 agencies across 67 counties to distribute 1,465 new car seats. Each seat came with 90 minutes of education for recipient families on proper installation and use.

Children and Restraint Systems (CARS) (State)

CARS is a 3-hour course primarily intended for those seeking credentials to become foster parents, but is also of interest to Peace Officers, who can obtain continuing education credit for developing this expertise. Between July 2021 and June 2022, 393 CARS trainings were held throughout the state and 4,004 participants were trained.

Project: School Bus Stop Arm Camera Grant

The stop arm camera project will help educate drivers on the importance of school bus safety and hold them accountable if they choose to endanger young lives.

This project was funded during a Special Session on the Minnesota Legislature in 2021. A total of \$14.7 million was provided to DPS-OTS. Approximately \$7,398,000 was available to be awarded in State Fiscal Year 2022 and the same amount will be available for State Fiscal Year 2023. The grants are for school districts, nonpublic schools, charter schools and companies that provide bus services, for the purchase and installation of school bus stop arm camera systems. This project is funded in phases. Phase 1 and 2 are State Fiscal year 2022; Phase 3-5 are projected for State Fiscal Year 2023. Below is a snapshot of Phase 1 and 2:

	Phase 1 SFY22	Phase 2 SFY22	Phase 3 SFY23	Phase 4 SFY23	Phase 5 SFY23
Grantees:	32	42			
Buses equipped with cameras:	1,751	2,068			
Total funded:	\$3,522,895.88	\$3,705,563.82			

Second round of grants provides \$3.7 million for school bus stop arm cameras

July 21, 2022



As a kid, the anticipation of waiting to hop on the bus to see friends and go to school should be fun, not scary. They (or their parents) shouldn't have to worry about a driver ignoring the school bus stop arm and hitting them. More school bus drivers across the state will have help keeping kids safe as phase two of a Minnesota Department of Public Safety Office of Traffic Safety (DPS-OTS) program goes into effect.

Impaired Driving

Purpose Statement: The work of reducing alcohol-impaired driving fatalities through education, enforcement, outreach, and recognition must be continued because fatalities in crashes involving an alcohol-impaired driver represent more than one-fifth (23%) of the motor vehicle fatalities in Minnesota (2017-2021).

22-03-00 Impaired Program Assessment (405d) Duane Siedschlag

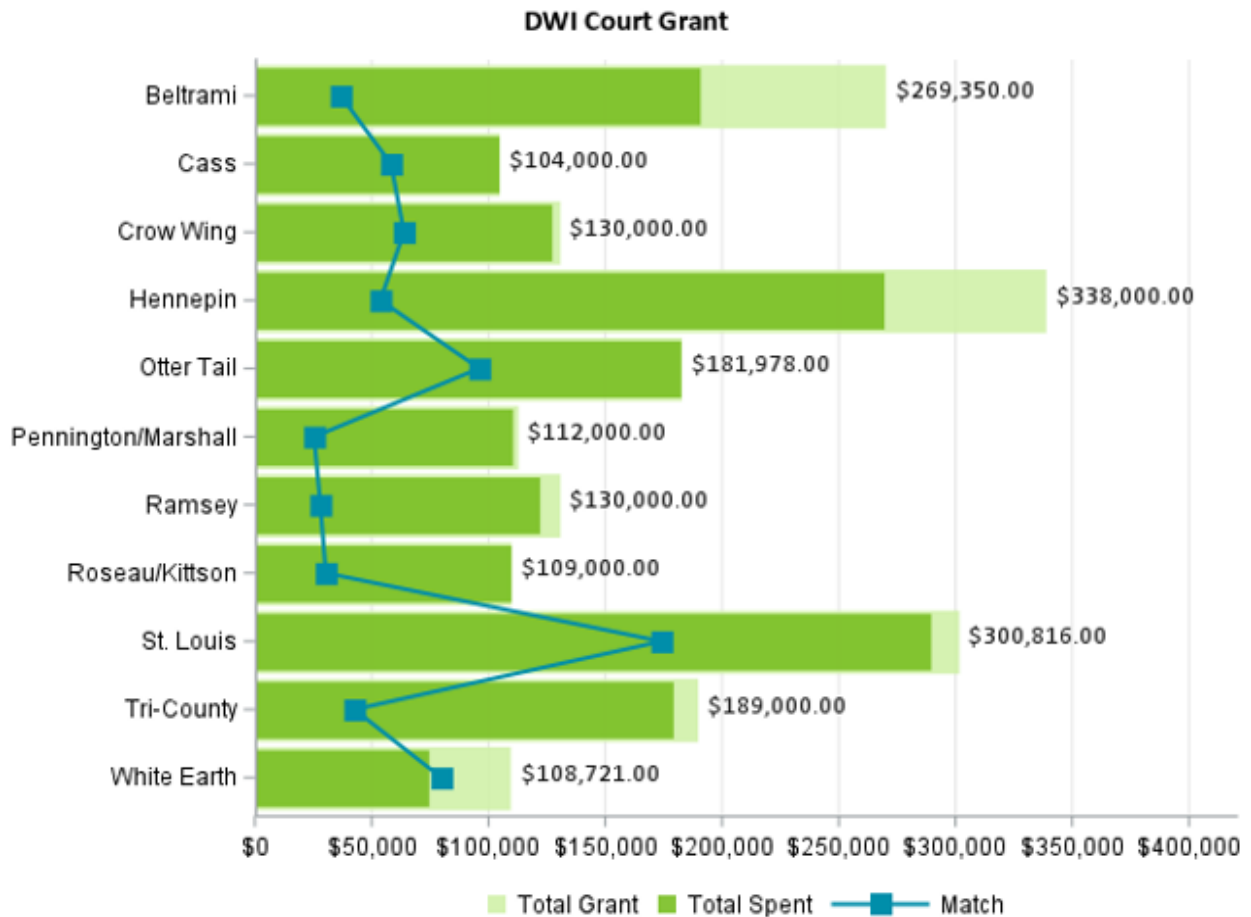
Amount obligated \$30,000.00 405d Amount expended \$28,373.28

A team of subject matter experts conducted a comprehensive review of the impaired program using an organized, objective approach and well-defined procedures that provided an overview of the program’s current status, noting the program’s strengths and weaknesses, and provided priority recommendations that OTS has begun to implement.

22-03-01 Courts Impaired (405d, 164AL, GHSA) Duane Siedschlag

Amount obligated \$416,850.00 405d Amount expended \$367,897.81

Amount obligated \$1,568,150.00 164AL Amount expended \$1,383,998.49



This projects supports courts that provide judicial leadership, multidisciplinary collaboration and local planning, including substance abuse issues, when working with report DWI offenders: 17 DWI courts receive funding, with one new court beginning operation (Clearwater County joined the Beltrami County). Representative team members from every DWI Court team attended National Center for DWI Courts, Tune Up training.

In Minnesota, 41% of those charged with DWI are repeat offenders, and many have serious alcohol abuse problems. Reducing the number of repeat DWI offenders requires interventions that help those offenders get to the root of the substance abuse and other social problems that can lead to frequent impaired driving. This project supports courts that take a multidisciplinary approach to reducing DWI recidivism.

Their strategies and objectives include:

- Increasing the percentage of repeat offenders that reinstate driving privileges and drive legally.
- Restoring repeat DWI offenders to law-abiding citizens and reducing the cost to DWI offenders by breaking the cyclical process of repeated impaired driving arrests.
- Assisting with obtaining valid driving privileges, obtaining housing and with finding gainful employment as needed.

The rewards for participating in these programs can be significant. Many participants are able to have relationships restored with family and loved ones. Access to mental health resources are increased, especially for those struggling with thoughts of suicide. Since the inception of DWI Courts in Minnesota, only 5% of participants have received a subsequent impaired driving conviction.

During this federal fiscal year, DWI Courts funded by OTS resulted in the following:

- 163 participants admitted into the program
- 84 participants graduated
- 50 participants terminated
- 237 participants currently enrolled
- 11 graduates from DWI court incurred an additional DWI arrest (6.9% recidivism rate)
- 49 participants obtained a restricted license with ignition interlock
- 21 participants obtained a full-unrestricted license

22-03-02 Dashboard Impaired (405d, 164AL) Nick White

Amount obligated	\$20,000.00	405d	Amount expended	\$19,794.24
Amount obligated	\$20,000.00	164AL	Amount expended	\$19,794.26

This project provides software licensing and an analyst to integrate several different state databases relevant to DWI events.

The analyst will plot incidents of DWI arrests from e-charging events, alcohol-related crashes resulting in injury or fatality from MNCrash, the state traffic crash reporting system. The analyst will also provide plotting of on-sale liquor establishments, provided by other public safety stakeholders. Utilizing a mapping tool to capture geographic coordinates accurately will greatly reduce or eliminate the need for manual intervention to plot events.

The dashboard feature allows users to determine the GPS location of alcohol related crashes, the location of impaired driving arrests and the location of on and off sale liquor establishments. This allows law enforcement agencies to focus high visibility impaired driving enforcement saturations in areas of need. By focusing saturations in areas of need, law enforcement can reduce the number of alcohol related crashes.

During the FY22:

- 17,861 locations were cleaned up for better geocoding
- 8,090 locations remained backlogged

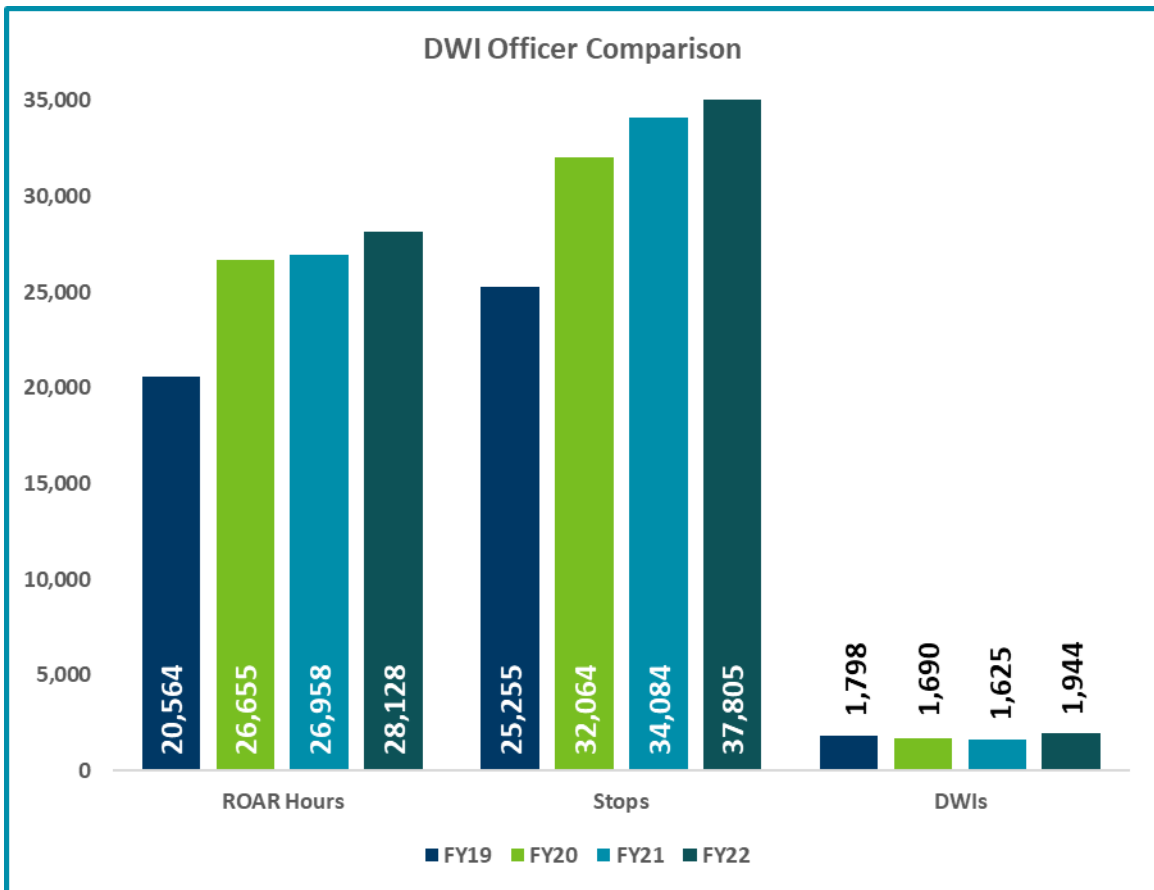
22-03-03 Enforcement Impaired (405d, 164AL) Duane Siedschlag

Amount obligated	\$991,200.00	405d	Amount expended	\$758,889.82
Amount obligated	\$1,647,800.00	164AL	Amount expended	\$1,291,075.24

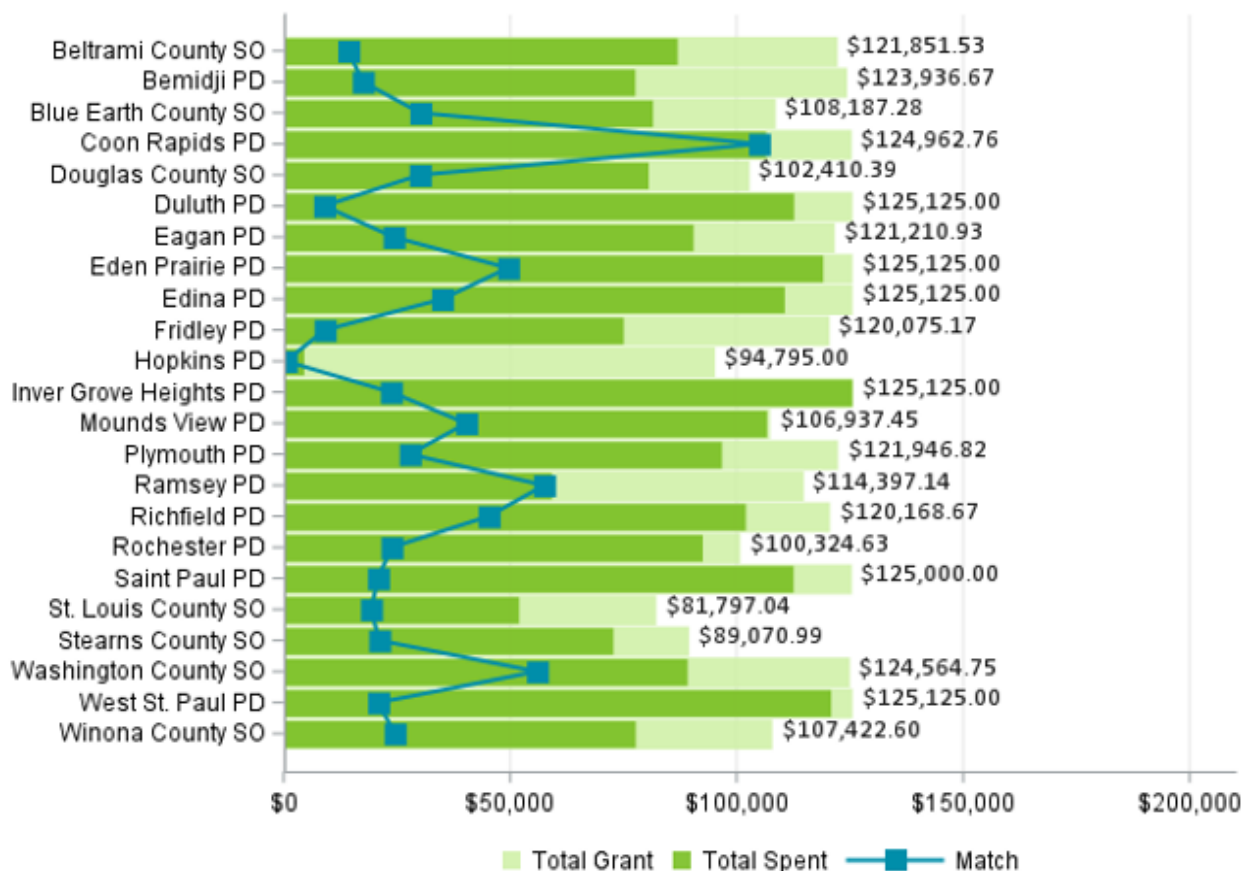
The funds encumbered for this project, provided straight and overtime funding to pay the salary of dedicated impaired driving enforcement officer in 23 agencies. Two agencies discontinued this project due to staffing issues (Hopkins and Ramsey).

The National Safety Council estimated the cost of alcohol related crashes in Minnesota was \$333 million in 2021. During 2022, 20% of crashes resulting in serious injury and 28% of fatal crashes were alcohol-related.

The highest concentration of alcohol-related crashes occurred between 5:00 p.m. and 5:00 a.m. The grantees were directed to focus their DWI Officer during this time period to reduce alcohol-related crashes.



DWI Officers Grant



22-03-05 Ignition Interlock (Vendor Oversight) (164AL) Nick White

Amount obligated \$450,000.00 164AL Amount expended \$449,999.80

DVS and DPS, in collaboration with OTS, aim to increase the use of ignition interlock in the state by training and educating DWI offenders, those involved with DWI offenders, and the general public. The ignition interlock law has been in place since June, 2011. Repeat offenders and offenders with high BAC are required to install ignition interlock in order to maintain driving privileges. Ignition Interlock is mandatory for those cancelled inimical to public safety. DPS continues to review possible changes to the law to increase the use of the device.

Participation in ignition interlock programs increased 15% over FY21.

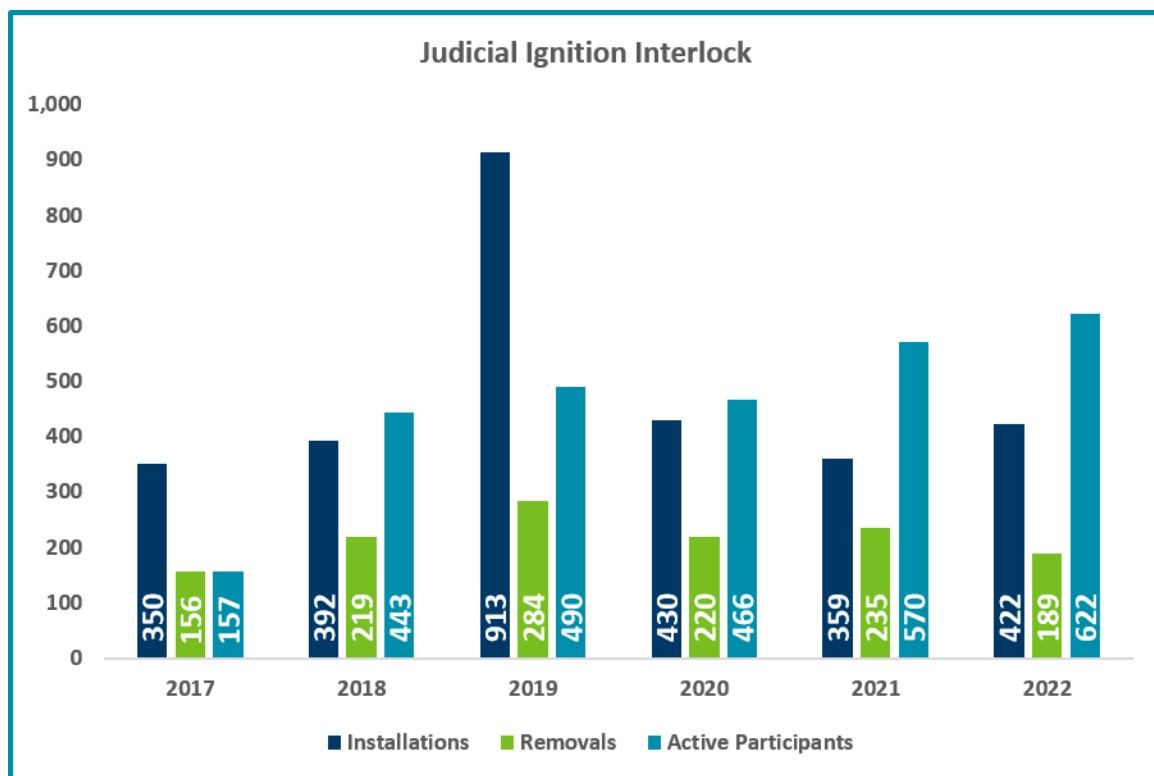
New legislation has been, and will continue to be, introduced to make the process of enrollment easier for participants. Significant changes occurred during FY21 which makes it easier for participants to become enrolled in this program.

Program related statistics (October 1, 2021 through September 30, 2022):

- 13,868 individuals currently utilizing ignition interlock
- 45,204 drivers have graduated from ignition interlock since the law went into effect

Two vendor oversight positions were funded with the purpose of ensuring vendor compliance with certification policies, maintenance of equipment, proper installation, and accurate reporting. There are currently 217 service centers state wide. The goal for 2022 was for the liaisons to visit each service center four times during the year. This goal was not met, however, each service center received at least two visits and some received a third visit. The liaisons were also involved in the yearly vendor certification process and conducting field testing of new devices. The liaisons continually communicate and interact with stakeholders through verbal, written, and in-person means in order to bring current ignition interlock monitoring issues to light. The liaisons were able to attend the Association of Ignition Interlock Program Administration annual conference (AIIPA).

This year, individuals covered under the grant processed 50,980 documents, responded to 4,930 emails, answered 340 calls, and completed 506 service centers visits. These numbers have increased from the prior year. Ignition Interlock Unit continues to work with a three day back log. This meets the goal of enrolling participants; however, ways of improving the back log are being considered. The quicker participant is enrolled the less likely they are of driving illegally, which also reduces recidivism.



22-03-09 BCA Lab Technicians Administrative Support (405d) Nick White

Amount obligated \$200,000.00 405d Amount expended \$199,998.92

Minnesota continues to see alcohol impaired drivers using other substances that also impair one’s ability to operate a motor vehicle. This project allows the BCA to gather additional data on substances, in addition to alcohol, used by motorists. By testing the urine samples beyond the triage stage, the technicians identify substances drivers are using that contribute to impairment. This data is shared with traffic safety stakeholders throughout the state and can be useful in educating legislators determined to strengthen existing impaired driving laws. The data is also useful to MDH to determine how to address alcohol impairment and addiction that is exacerbated by other impairing substances.

The biggest advance this year was the completion of the new cannabinoid method. The largest benefits to this method are less sample needed, faster analysis time, and added impairing substances. This reduces the backlog, as the process is much quicker.

Over 6,000 drug related cases consisting of over 13,500 different individual tests were completed.

22-03-10 e-Charging (405d, 164AL) Duane Siedschlag

Amount obligated	\$706,000.00	164AL	Amount expended	\$659,044.34
Amount obligated	\$140,000.00	405d	Amount expended	\$91,556.06

The e-Charging system provides electronic workflow, data integration, validation, and signing for traffic related charging documents that flow between law enforcement, prosecutors, and the court entities across the state of Minnesota. The system has been in place since April, 2009. 25,482 DWI/Implied Consent events were processed in e-Charging, representing 99.9% of the total number of submissions. The events were created by 4,568 peace officers from 390 different law enforcement agencies.

Connecting with DVS driver license database provides immediate driver’s license information to law enforcement, including arrest data and prior DWI convictions. e-Charging automates, simplifies and expedites an otherwise complex and time consuming arrest process. Peace officers and agencies faithfully use the online arrest program because of its simplicity, efficiency, and the elimination of procedural errors.

e-Charging allows Minnesota peace officers to create and receive an approved e-Search Warrant back from a judge in 15 minutes or less. The e-Charging search warrant application has been emphatically praised by peace officers, judges, and court personnel.

Minnesota is the only state in the U.S. that has a fully integrated online system that processes search warrants from the peace officer’s application through the judge’s approval. 7,145 DWI blood/urine search warrants for DWI/Criminal Vehicular Homicide or Criminal Vehicular Operation were processed through e-Charging.

Enhancements continue to be made to the reporting capabilities, creating reports that are easily accessible.

The purchase of 64 breath test instruments was made to begin the swap out of aging devices currently being used around the state.

22-03-12 DRE Traffic Law Enforcement Training (405d) Kammy Huneke

Amount obligated \$550,000.00 405d Amount expended \$398,981.71

Funding was provided to the State Patrol to coordinate traffic law enforcement training courses, train instructors, and supply materials. Classes were provided without charge to state, municipal, and county officers as requested, with a priority given to enforcement officers that were required to take courses prior to working OTS/NHTSA funded overtime shifts.

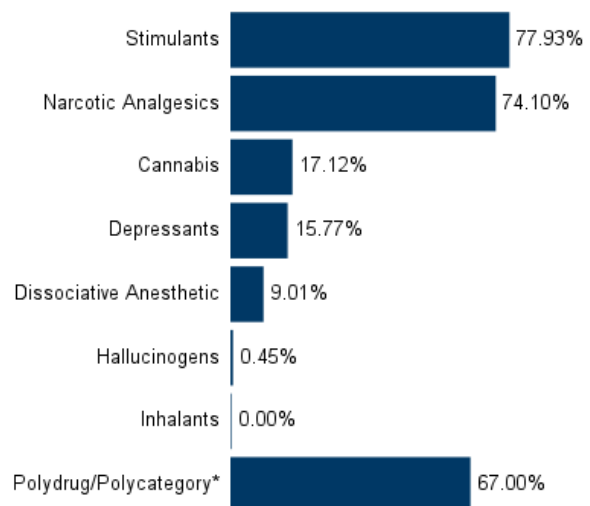
The Drug Recognition Evaluator (DRE) coordinator is responsible for contracting and training troopers, local and tribal officers, and county deputies to teach traffic enforcement training courses and for organizing traffic enforcement training courses for multiple purposes and roles, including:

- New and current DREs (Drug Evaluation and Classification Program, recertification course)
- Law enforcement officers (Standardized Field Sobriety Testing—SFST, Advanced Roadside Impaired Driving Enforcement—ARIDE, SFST instructor course)
- New and current phlebotomists (initial and refresher courses)
- New judges (Minnesota Judicial Branch’s New Judge Orientation)

These course offerings allowed officers working on enforcement program projects to obtain and maintain their required training (required trainings include SFST, ARIDE, and Occupant Protection Usage and Enforcement completed within the last 60 months). Courses were assessed after each session via course evaluations to guarantee that course material continues to meet the training needs of law enforcement officers.

This project contributes to reducing the number of alcohol and drug impaired fatalities by supporting impaired driving enforcement training. The training and certification of new DREs, in particular, is essential because, unlike with alcohol impairment, there are no preliminary breath tests for drug-impaired. DREs help not only to identify impaired persons, but they also aid the prosecution of drug-impaired drivers (DRE evaluations can be used in court to prove impairment) and ultimately the removal of these drivers from Minnesota roads.

At the end of FY22, Minnesota had 256 certified DREs representing 121 agencies. There are currently 132 trained SFST instructors and 71 certified DRE instructors. There were 547 Drug Influence Evaluations for enforcement purposes during FY22. DRE enforcement evaluations resulted in the identification of 67% of drug impaired drivers as polydrug/polycategory users (under the influence of more than one drug and/or drug category at time of evaluation). These results do not include pending toxicology reports. DRE opinion and toxicology results were found to match in 94% of measured incidents.



* Polydrug/polycategory users (under the influence of more than one drug/drug category).

22-03-13 Ignition Interlock (Judicial) (164AL) Nick White

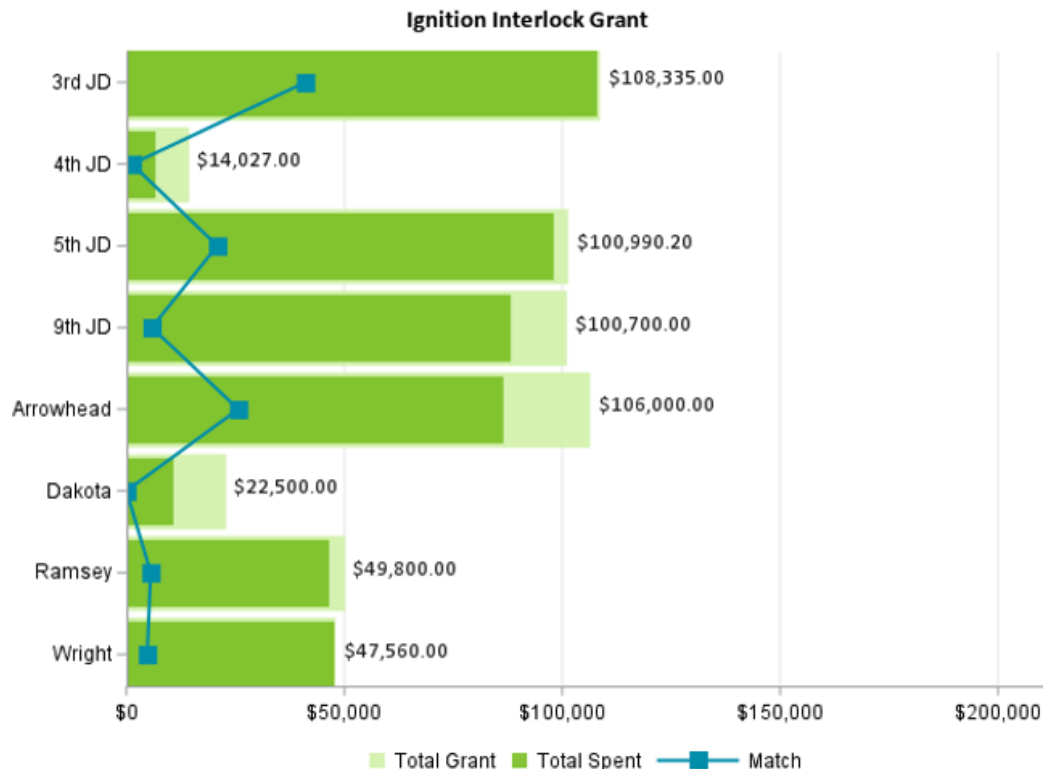
Amount obligated \$550,000.00 164AL Amount expended \$489,294.11

Provides funding to four judicial districts and four probation agencies. The districts have contracted with specific vendors through a Request for Proposal process. The eight grantees are using a wireless vendor which enables probation to address breath fails and missed rolling retests within a short period of time.

This project has encouraged and enabled the judicial system to use ignition interlock, not just with the grant, but also within the entire DWI offender population. In Minnesota, about 40% of DWI offenders reoffend. The Ignition Interlock program not only decreases recidivism, it puts more legal drivers on Minnesota roads. This assists OTS in meeting its goal of reducing impaired driving fatalities.

FY22 saw the grantees continue to deal with assisting participants despite the ongoing COVID-19 restrictions. DVS returned to a more normal schedule, including the Ignition Interlock unit. The grantee’s accessibility to the unit helps to seamlessly assist participants. Many participants continue to experience financial hardship due to the pandemic. With the availability of grant funds, more participants are able to enroll quickly and efficiently and regain their driving privileges with the restriction of an ignition interlock device. The requests to participate in Ignition Interlock with grant funds far exceeds the number allowed due to funding restraints.

Public outreach done by the Judicial Ignition Interlock coordinators has greatly increased interest by not only offenders, but also judicial district judges, prosecutors, and defense attorneys. This outreach continues to contribute to increasing the use of ignition interlock, reducing recidivism, and putting more legal drivers on Minnesota roads. This will assist OTS in meeting its goal of reducing crashes and fatalities due to impaired driving.



22-03-18 Responsible Server Training Impaired (164AL) Nick White

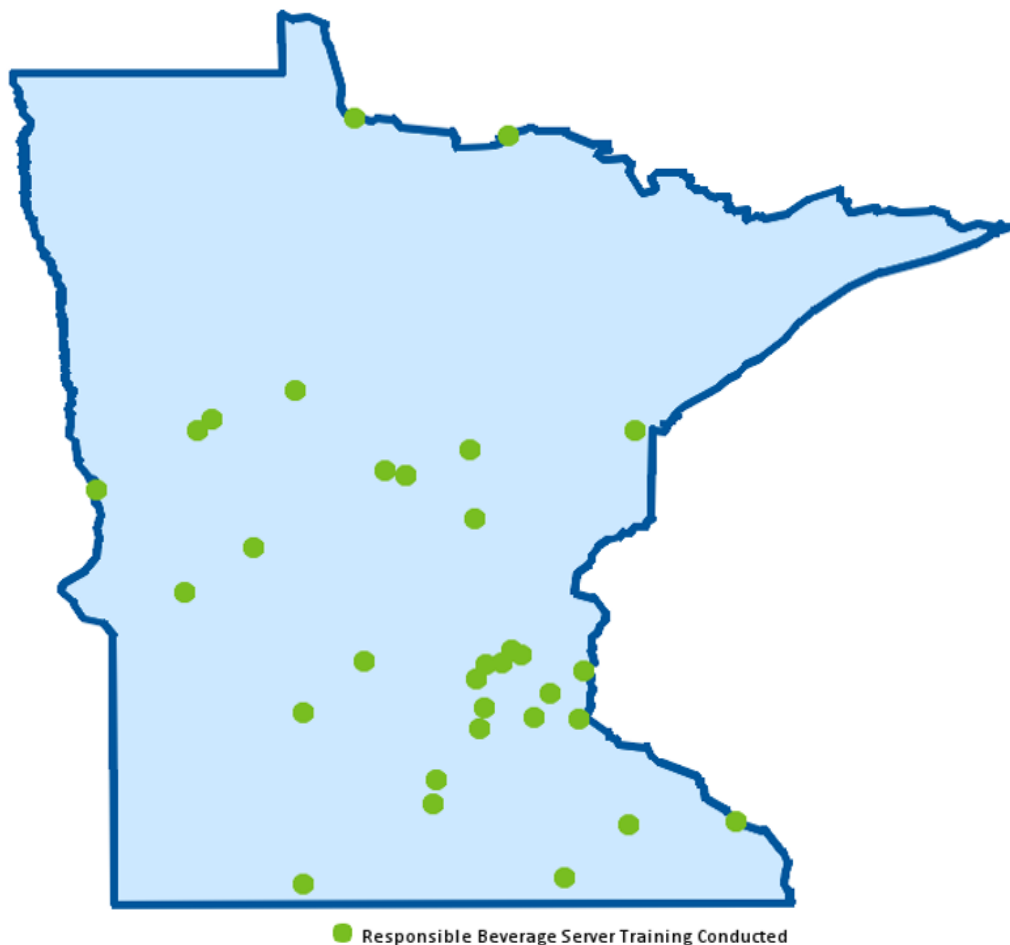
Amount obligated \$100,000.00 164AL Amount expended \$74,035.87

Impaired driving often begins with over-indulgence in alcoholic beverages at bars and restaurants, and ends with an impaired driver behind the wheel. While the impaired driver bears the ultimate responsibility for this dangerous behavior, servers at establishments that serve alcohol play a role in this potentially deadly sequence of events. Preventing the over-serving of alcohol is instrumental in keeping impaired drivers off our roadways.

The Responsible Server Training Program provides training through the AGED to individuals in each region of Minnesota to prepare them to provide consistent, quality training to local servers and managers on the responsible service of alcohol.

Training curriculum will continue to be updated and focus on preventing impaired driving crashes, injuries, and deaths by training the staff of on-sale establishments to recognize impairment and providing them with strategies to prevent over-serving alcohol to their customers. Updates will also address THC infused beverage.

A total of 37 training sessions were provided around the state, training over 176 traffic safety experts representing 56 Minnesota Counties to become Responsible Server trainers.



22-03-21 Traffic Safety Resource Prosecutor TSRP (405d, 164AL) Nick White

Amount obligated	\$120,000.00	405d	Amount expended	\$97,279.21
Amount obligated	\$120,000.00	164AL	Amount expended	\$97,279.22

Effective prosecution of impaired driving cases is a vital component in the effort to reduce impaired driving-related fatalities and injuries, and relies on up-to-date training for prosecutors on the latest impaired legislation and litigation techniques, access to expert case consultation, and research assistance.

The TSRP trains prosecutors on new traffic safety laws and DWI court rulings, conducts case consultation, maintains a website for resources for prosecutors and city attorneys, and conducts community outreach with MADD, schools, and other groups. The TSRP continued teleconferencing in place of in-person meetings due to continued COVID-19 precautions. This has been beneficial for prosecutors and other stakeholders working outside the metro area who previously experienced difficulty attending meetings in person. During this time, participation by people outside of the Minneapolis/St. Paul metro area has increased. It will be important to make use of this technology in the future, as it expands access to wider audiences. The TSRP also presented at one of the TZD Conference sessions. With the COVID-19 pandemic, webinar training is in increasingly high demand and the Minnesota Supreme Court recently made changes to the Court Legal Education (CLE) rules to allow some credit for video playback and “on demand” viewing. Based upon feedback, law enforcement and prosecutors find webinar training to be valuable and convenient.

The TSRP program has made a difference by providing prosecutors the training and resources to better prosecute impaired driving. The Minnesota County Attorneys Association also continues to recognize the need for trial school training. As the problem of drug impaired driving continues to increase, the TSRP tried to meet the needs of law enforcement and prosecutors for training in this area by offering several virtual training sessions over the course of the year. A large number of law enforcement officers attended these online trainings. These virtual trainings ensure that consistent information is reaching those who need it to continue to combat impaired driving in Minnesota.

In addition, there is a new technology in testing using oral fluid for roadside drug screening. The TSRP has been involved in a group working to make use of a pilot program for oral fluid testing as a screening test. In 2022, an Oral Fluid Testing Summit was held at the Capitol, with a demonstration and information provided to legislators.

Liaison Judicial (Partnership with American Bar Association)

With the help of the ABA, Minnesota was able to contract with our first State Judicial Outreach Liaison. The liaison is a sitting judge with vast treatment court experience. The partnership with the ABA is expected to end soon and Minnesota hopes to continue the project.

Police Traffic Services

Purpose Statement: Effective and efficient law enforcement is the core of a sound traffic safety system which is needed to reduce speed-related and other traffic fatalities.

22-04-01 Enforcement Cities and Counties TZD (402, 405b, 405d 164AL) Shannon Grabow

Amount obligated	\$925,000.00	402	Amount expended	\$752,628.16
Amount obligated	\$497,500.00	405b	Amount expended	\$349,268.44
Amount obligated	\$649,662.00	405d	Amount expended	\$487,906.18
Amount obligated	\$1,700,000.00	164AL	Amount expended	\$1,258,216.44

Funding is based on enforcement activity that is recorded in ROAR.

Drunk driving, speed, unbuckled motorists, distracted driving, and pedestrian safety are the focus areas of this high-visibility enforcement project. Funding requires counties to develop specific goals for reducing fatalities and serious injuries, increasing seat belt usage and decreasing impaired driving. The enforcement hours are timed with NHTSA’s enforcement calendar to maximize the impact of the paid media campaigns running concurrently. To assist agencies in educational efforts, DPS-OOC provides sample news releases, talking points for news conferences, sample social media posts and letters to the editor for use during the campaign. To support the enforcement efforts, a small percentage of 164AL funds were allocated for overtime dispatchers and corrections assistance in the jails during impaired driving enforcement, and a small percentage of the 402 funds were allocated for extra dispatchers during other campaigns.

22-04-03 Enforcement Recognition Commissioners Award (402, 405d) Duane Siedschlag

Amount obligated	\$5,000.00	402	Amount expended	\$4,567.15
Amount obligated	\$7,000.00	405d	Amount expended	\$6,420.96

Recognizing excellent work is a strategy that has resulted in enhanced enforcement performance. Evidence suggests that public recognition can support and motivate enforcement officers to perform at the highest level possible, thereby reducing fatalities and making our roadways safer. The State of Minnesota presents a series of awards to both law enforcement agencies and individual officers each year that acknowledge and commemorate their outstanding service. These awards include:

Hat-Trick Recognition

A Hat-Trick is awarded to any officer who makes three DWI arrests in a single shift. A total of 96 individual officers had hat-tricks; 34 custom hockey pucks and 62 customized hockey sticks were awarded.

Grand Slam Recognition

Officers who make four or more DWI arrests in one shift are recognized by receiving a customized baseball bat; four Grand Slams were awarded to four separate officers.

ACE plaque Recognition

Officers who achieved five DWI arrests in one shift are recognized by receiving a customized ACE Plaque.

DWI Enforcer All-Star Recognition

The DWI Enforcer All-Stars are the state’s leading law enforcement officers for arresting drunk drivers and preventing alcohol-related crashes. The All-Stars include law enforcement and prosecutors from the Twin Cities' metro area and Greater Minnesota. Awardees are selected for outstanding service in enforcement and in prosecution of impaired driving during the previous calendar year. Agency/city size is considered to assure recognition for those from smaller agencies.

In 2022, 61 law enforcement officers and prosecutors with a combined total of 4,181 DWI arrests across Minnesota were recognized as DWI All-Stars. Each All-Star was presented with a customized baseball bat and the recipients were recognized before a Minnesota Twins baseball game at Target Field on August 7, 2022. A sponsor provided the recipients with game tickets. The top enforcer for the second consecutive year from Red Lake Tribal Nation Department of Public Safety was provided the opportunity to throw out the ceremonial first pitch!

Enforcement Recognition (other than impaired driving)

Challenge Coins are presented to officers, deputies, troopers and other stakeholders for outstanding efforts in traffic safety enforcement other than impaired driving.

22-04-05 Liaison Law Enforcement (402, 164AL) Kristen Oster

Amount obligated \$228,000.00 402 Amount expended \$222,350.00
 Amount obligated \$155,000.00 164AL Amount expended \$150,900.00

The four law enforcement liaisons provide weekly updates on traffic safety strategies and outcomes within their districts, generate interest in our grant application process, and answer questions about how to enforce traffic safety laws including, but not limited to, alcohol impairment (which is supported with 164 funds). They are involved in statewide planning efforts through partnerships with MnDOT and MDH. They present at city and county meetings, as well as at traffic safety events in their districts. Further duties include conducting site visits, recognizing extraordinary efforts in our law enforcement communities, and being active members of their local Fatal and Serious Injury Review Committees and TZD Safe Roads coalitions. Providing insight into traffic safety from a law enforcement officer perspective is invaluable when reviewing effectiveness of our traffic safety strategies.

2022 Law Enforcement Liaison Activity Summary by Region	Metro	NE	NW	Southern	Total
Law Enforcement Agencies in Area	90	73	107	140	410
Funded Site Visits	257	181	136	108	682
Unfunded Site Visits	17	2	19	43	81
Number of City Council, County Board meetings attended	3	0	0	2	5
Number of Safe Road Meetings attended	12	25	55	46	138
Number of Fatal and Serious Review Meetings attended	3	1	10	5	19
Number of TZD Program Meetings	77	12	74	53	216
Number of Education/Outreach media events attended	16	0	12	3	31
Number of Chief's/Sheriff's meetings attended	41	5	10	2	58
Number of Traffic Safety Related Conferences/Webinars attended	40	12	18	9	79
Number of Law Enforcement Recognition Events	77	24	36	37	174
Other Events	3	0	4	0	7

22-04-07 State Patrol Administrative Support (402) Kammy Huneke

Amount obligated \$65,000.00 402 Amount expended \$53,429.02

This project allows the Minnesota State Patrol to employ a full-time staff member who manages the Patrol’s traffic safety grants and assists the DRE Coordinator. This position has been filled since November, after being vacant for the previous two years.

Activities that were supported by this funding include management of the statistical data provided by troopers working federal overtime, project purchasing, reporting, tracking, invoicing, and similar administrative tasks required for grant-funded projects. This position contributed to improved enforcement of traffic safety laws by ensuring that members of the State Patrol were able to utilize the grants available to them and thereby perform their duties as efficiently and seamlessly as possible.

22-04-08 State Patrol Enforcement (402, 405b, 405d, 164AL) Kammy Huneke

Amount obligated	\$705,000.00	402	Amount expended	\$502,171.08
Amount obligated	\$297,500.00	405b	Amount expended	\$193,622.53
Amount obligated	\$203,000.00	405d	Amount expended	\$118,234.19
Amount obligated	\$522,000.00	164AL	Amount expended	\$300,474.51

Drunk driving, speeding, unbuckled motorists, distracted driving, and pedestrian safety are the focus areas of this high-visibility enforcement project. Funding requires counties to develop specific goals for reducing fatalities and serious injuries, increasing seat belt usage and decreasing impaired driving. The enforcement hours are timed with NHTSA’s enforcement calendar to maximize the impact of the paid media campaigns running concurrently. To assist agencies in educational efforts, DPS-OOC provides sample news releases, talking points for news conferences, sample social media posts and letters to the editor for use during the campaign.

22-04-09 State Patrol Professional Development (402, 405d) Kammy Huneke

Amount obligated	\$10,000.00	402	Amount expended	\$6,059.65
Amount obligated	\$5,000.00	405d	Amount expended	\$2,943.09

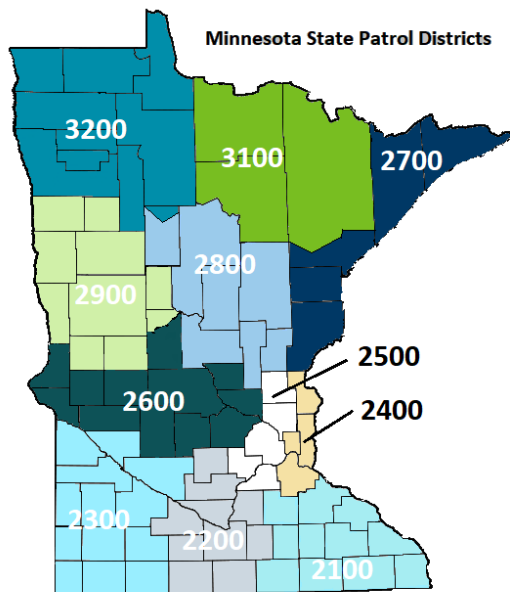
It is important for members of the State Patrol to attend traffic safety conferences so that they can keep pace with changing best practices and countermeasure strategies. Participating in the education and training available at conferences allows members of the State Patrol to promote and maintain excellent performance.

This project provided funding for members of the State Patrol to attend the following conferences:

- Lifesavers National Conference on Highway Safety Priorities held in Chicago, IL – 3 attendees
- IACP Impaired Driving and Traffic Safety Conference held in San Antonio, Texas – 2 attendees

These conferences brought together key local, state, and national traffic safety professionals to discuss important concerns, share strategies, highlight successes, and highlight emerging issues. Grant funded conference attendees were required to submit a report detailing which classes they attended and how they planned to share the knowledge they gained amongst their traffic safety partners. Overall, this project contributed to reducing traffic fatalities by allowing members of the State Patrol to learn about and implement new traffic safety strategies and techniques that have been proven effective.

MSP Seat Belt Enforcement (405b Funding)				
Campaign	Dates	Districts Participating	Citations	Warnings
Click It or Ticket	May 23-June 5, 2022	All	2,063	1,365
Child Passenger Safety Week	September 18-24, 2022	All		
MSP Alcohol & Drug Impaired Enforcement (405d, 164AL Funding)				
Campaign/Holiday	Dates	Districts Participating	DWI Arrests	
Halloween	October 30-31, 2021	2400, 2500, 2800	1	
Deer Hunting	November 4-6, 2021	2100, 2400, 2500, 2600, 2700, 2900, 3100	2	
Thanksgiving	November 24-27, 2021	All	13	
Holiday Season	December 2-4, 9-11, 16-18, 23-25, 30-31, 2021	All	13	
Super Bowl	February 13, 2022	2700, 2900	1	
St. Patrick's Day	March 12 and/or 17, 2022	2200, 2400, 2500, 2600, 2700, 2900, 3100	7	
100 Deadliest Days	Every Thu-Sun, May 12-September 5, 2022	2100	7	
Drive Sober or Get Pulled Over	August 19-September 5, 2022	All	19	
MSP Enforcement (402 Funding)				
Campaign	Dates	Districts Participating	Citations	Warnings
Speed Enforcement	July 1-July 31, 2022	All	13,719	13,855
Distracted Enforcement	April 1-30, 2022	All	863	714
Ted Foss Move Over	August 31, 2022	All	101	124



Click It or Ticket Participating Agencies

FY22, May 23-June 5

Grant Lead	Grant Amount	Total Spent	% Spent	Partner Agencies	Hours	Night Hours	Total Stops
Airport PD	\$41,200.00	\$35,275.89	85.62%	Airport PD	9	3	20
				Eden Prairie PD	60.75	2	89
				Edina PD	35	9	50
				Hopkins PD	10.25	2.5	12
				Richfield PD	35	3	76
				St. Louis Park PD	20.5	4	32
					170.5	23.5	279
Aitkin PD	\$1,600.00	\$1,094.35	68.40%	Aitkin PD	20	2	20
					20	2	20
Alexandria PD	\$2,500.00	\$1,724.09	68.96%	Alexandria PD	11.75	2	20
				Douglas County SO	9.25	5	7
					21	7	27
Austin PD	\$3,600.00	\$2,087.73	57.99%	Mower County SO	6	1.5	19
					6	1.5	19
Bemidji PD	\$4,800.00	\$1,666.42	34.72%	Beltrami County SO	16	4	21
				Bemidji PD	4	0	4
				Lake of the Woods County SO	8	4	15
					28	8	40
Blue Earth County SO	\$24,600.00	\$20,324.88	82.62%	Blue Earth County SO	18.5	6	40
				Eagle Lake PD	10	8	9
				LeSueur County SO	24	18	41
				LeSueur PD	14	9	19
				Madelia PD	10	5	10
				Mankato Dept of Public Safety	34	12.5	93
				North Mankato PD	8	4	16
				St. Peter PD	14.5	7	33
					133	69.5	261
Brainerd PD	\$4,500.00	\$1,592.08	35.38%	Brainerd PD	5	3	10
					5	3	10
Brooklyn Park PD	\$15,700.00	\$13,848.51	88.21%	Brooklyn Park PD	32	18	38
				Champlin PD	20	0.75	31
				Hennepin County SO	24	6	29
				Osseo PD	16	6.75	26
					92	31.5	124
Carver County SO	\$2,500.00	\$1,842.29	73.69%	Carver County SO	24	17	53
					24	17	53
Cass County SO	\$5,400.00	\$3,541.70	65.59%	Cass County SO	37.75	9.75	74
				Walker PD	7.5	7	13
					45.25	16.75	87
Chippewa County SO	\$3,000.00	\$2,834.39	94.48%	Chippewa County SO	10	7	16
				Granite Falls PD	3.5	0	14
				Lac Qui Parle County SO	5.25	0.25	8
				Montevideo PD	4.5	3.5	10
					23.25	10.75	48

**Click It or Ticket Participating Agencies
FY22, May 23-June 5**

Grant Lead	Grant Amount	Total Spent	% Spent	Partner Agencies	Hours	Night Hours	Total Stops
Chisago CO SO	\$7,900.00	\$6,298.81	79.73%	Chisago County SO	14	9.25	22
				Lakes Area PD	19	12	27
				North Branch PD	15	9	32
				Wyoming PD	9.5	5.5	18
					57.5	35.75	99
Cloquet PD	\$2,700.00	\$2,080.47	77.05%	Carlton County SO	18.25	6.25	31
				Cloquet PD	6	4	6
					24.25	10.25	37
Dodge County SO	\$3,600.00	\$3,191.45	88.65%	Dodge County SO	7	0	15
				Kasson PD	7	0	14
				Steele County SO	7	3	21
					21	3	50
Duluth PD	\$13,400.00	\$5,270.25	6.78%	Duluth PD	43.75	0	65
				Floodwood PD	11.25	8.25	22
					55	8.25	87
East Grand Forks PD	\$3,700.00	\$2,870.89	77.59%	Crookston PD	5	3	7
				Polk County SO	26	18	38
					31	21	45
Elk River PD	\$4,200.00	\$3,853.41	91.75%	Elk River PD	15	4.5	17
				Sherburne County SO	16	2	30
					31	6.5	47
Faribault PD	\$3,300.00	\$3,300.00	100.00%	Faribault PD	13	7	28
				Lonsdale PD	12	6	16
				Northfield PD	14.25	9.25	27
				Rice County SO	8	4	20
					47.25	26.25	91
Fillmore County SO	\$2,100.00	\$1,791.25	85.30%	Fillmore County SO	21	6	28
					21	6	28
Glencoe PD	\$2,900.00	\$1,296.32	44.70%	Glencoe PD	6	5	13
				Hutchinson PD	7.5	1	13
				McLeod County SO	6	3	13
				Winsted PD	2	2	4
					21.5	11	43
Goodhue County SO	\$3,400.00	\$3,177.78	93.46%	Goodhue County SO	12	4	36
				Kenyon PD	12	4	29
				Zumbrota PD	17.75	5.75	33
					41.75	13.75	98
Grand Rapids PD	\$2,700.00	\$1,826.62	67.65%	Deer River PD	4	2	9
				Keewatin PD	5	0	6
				Nashwauk PD	8.75	5	9
					17.75	7	24
Grant County SO	\$3,100.00	\$2,443.27	78.82%	Grant County SO	12	9.25	11
					12	9.25	11

**Click It or Ticket Participating Agencies
FY22, May 23-June 5**

Grant Lead	Grant Amount	Total Spent	% Spent	Partner Agencies	Hours	Night Hours	Total Stops
Houston County SO	\$2,500.00	\$2,429.06	97.16%	Caledonia PD	12	0	22
				Houston County SO	12	2	24
				La Crescent PD	8	2	17
					32	4	63
Hubbard County SO	\$4,000.00	\$802.07	20.05%	Hubbard County SO	13.75	3.75	9
					13.75	3.75	9
Isanti PD	\$5,800.00	\$3,199.76	55.17%	Cambridge PD	2	2	6
				Isanti County SO	15	4	35
					17	6	41
Kandiyohi County SO	\$7,800.00	\$7,119.82	91.28%	Kandiyohi County SO	20	10	19
				Willmar PD	25	10	40
					45	20	59
Lake City PD	\$3,900.00	\$2,809.66	72.04%	Lake City PD	5	5	11
				Plainview PD	10.5	2.5	16
				Wabasha County SO	10	2	13
				Wabasha PD	12.75	1	13
				38.25	10.5	53	
Lino Lakes PD	\$26,200.00	\$20,195.97	77.08%	Anoka County SO	8	5.5	16
				Anoka PD	8	6	15
				Blaine PD	4	2	16
				Centennial Lakes PD	9	2	21
				Columbia Heights PD	9.75	0	9
				Coon Rapids PD	18.75	9.5	41
				Lino Lakes PD	8	4	25
				Ramsey PD	17	7.5	23
				Spring Lake Park PD	17	8.5	28
				St Francis PD	12	0	17
				111.5	45	211	
Maple Grove PD	\$17,700.00	\$13,674.78	77.26%	Maple Grove PD	12	0	23
				Minnetonka PD	48	0	76
				Plymouth PD	24	0	33
				Wayzata PD	6	0	7
				90	0	139	
Marshall PD	\$5,000.00	\$4,345.65	86.91%	Lincoln County SO	10	1.75	10
				Lyon County SO	7.5	7.5	12
				Marshall PD	4	0	8
				Pipestone County SO	4	0	2
				Redwood County SO	10	4.25	13
				Redwood Falls PD	9	9	10
				44.5	22.5	55	
Moorhead PD	\$7,700.00	\$4,709.21	61.16%	Clay County SO	14	5.5	19
				Glyndon PD	10.25	5	25
				Moorhead PD	26.5	15	44
				50.75	25.5	88	

**Click It or Ticket Participating Agencies
FY22, May 23-June 5**

Grant Lead	Grant Amount	Total Spent	% Spent	Partner Agencies	Hours	Night Hours	Total Stops
Olmsted County SO	\$14,300.00	\$13,362.98	93.45%	Olmsted County SO	44.5	22.5	67
				Rochester PD	16	10	27
					60.5	32.5	94
Orono PD	\$42,400.00	\$11,807.03	27.85%	Crystal PD	8.25	4.25	18
				Dayton PD	4	0	10
				New Hope PD	11	9	23
				Orono PD	9	8	18
				Robbinsdale PD	8	4	11
				Rogers PD	3	0	5
				South Lake Minnetonka PD	6.5	4.5	11
				West Hennepin Public Safety	9	8.75	9
					58.75	38.5	105
Otter Tail County SO	\$6,800.00	\$4,522.57	66.51%	Fergus Falls PD	22	10.75	24
				Otter Tail County SO	19.5	15.5	29
					41.5	26.25	53
Renville County SO	\$4,700.00	\$4,490.68	95.55%	Buffalo Lake PD	4.75	2.75	10
				Fairfax PD	4.25	2.25	6
				Hector PD	4	2	7
				Renville County SO	36	25.25	49
					49	32.25	72
Rosemount PD	\$28,400.00	\$24,506.21	86.29%	Apple Valley PD	4	0	8
				Burnsville PD	8	1	10
				Eagan PD	21.5	4.5	41
				Inver Grove Heights PD	18.5	2.5	42
				Lakeville PD	16.75	0	51
				Rosemount PD	7	3	17
					75.75	11	169
Shakopee PD	\$16,500.00	\$13,069.90	79.21%	Belle Plaine PD	6	1	14
				Elko New Market PD	32	16.5	49
				Jordan PD	6	3	11
				Prior Lake PD	18	3	39
				Savage PD	10	7	21
				Scott County SO	12	6	20
				Shakopee PD	6	3	12
					90	39.5	166
St. Cloud PD	\$32,200.00	\$13,846.78	43.00%	Benton County Sheriff Dept	22.25	14	39
				Cold Spring PD	5.25	0	9
				Foley PD	4	1	15
				Melrose PD	3.5	2	7
				Sauk Centre PD	11	4	32
				Sauk Rapids PD	16	2.5	32
				St. Cloud PD	15.75	13	19
				Stearns County SO	25.75	10	58
	103.5	46.5	211				

**Click It or Ticket Participating Agencies
FY22, May 23-June 5**

Grant Lead	Grant Amount	Total Spent	% Spent	Partner Agencies	Hours	Night Hours	Total Stops
St. Paul PD	\$48,200.00	\$42,602.41	88.39%	Maplewood PD	4	4	11
				Ramsey County SO	42.5	32.5	88
				Roseville PD	12	3	26
				St Anthony PD	8	0	10
				St Paul PD	69	26.5	210
				White Bear Lake PD	31	7	66
					166.5	73	411
Thief River Falls PD	\$1,600.00	\$1,600.00	100.00%	Thief River Falls PD	16	0	20
					16	0	20
Virginia PD	\$4,400.00	\$1,238.99	28.16%	Ely PD	6	3	8
					6	3	8
Wadena County SO	\$9,300.00	\$7,854.07	84.45%	Osakis PD	24	11.75	33
				Todd County SO	48	30.75	79
					72	42.5	112
Washington County SO	\$20,200.00	\$15,590.64	77.18%	Cottage Grove PD	8.25	0	12
				Forest Lake PD	8	4	12
				St Paul Park PD	3.5	0	3
				Stillwater PD	4	0	5
				Washington County SO	39	16.5	55
				Woodbury PD	20	16	49
					82.75	36.5	136
Winona County SO	\$4,200.00	\$3,049.13	72.60%	Goodview PD	39	0	60
				Lewiston PD	10	0	26
					49	0	86
Worthington PD	\$4,900.00	\$4,588.70	93.65%	Cottonwood County SO	15.5	9.75	23
				Jackson County SO	15	7.5	18
				Mountain Lake PD	19	14.75	19
				Nobles County SO	7	7	6
				Worthington PD	20.5	13.5	35
					77	52.5	101
Wright County SO	\$3,300.00	\$3,300.00	100.00%	Buffalo PD	6.5	0	7
				Wright County SO	29.5	10	64
					36	10	71

The preceding report details the 2022 Enforcement Grantees and their partner agency's hours of seat-belt enforcement during the national Click It or Ticket campaign (May 23 to June 5, 2022) utilizing 405b funding. Officers and deputies from these agencies dedicated overtime hours patrolling streets and highways to enforce seatbelt laws and documented these hours in ROAR. The report excludes agencies not lined up to a grant lead agency.

**Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5**

County	Participating Agency	Hours Worked	Citations and		Contacts Per Hour
			DWIs	Warnings	
Aitkin	Aitkin PD	64.75	5	65	8.39
		64.75	5	65	8.39
Anoka	Anoka PD	25.25	1	26	5.53
	Centennial Lakes PD	18	1	18	7.13
	Columbia Heights PD	7.5	0	11	1.73
	Coon Rapids PD	24.5	1	32	10.93
	Fridley PD	38.5	1	37	7.26
	Lino Lakes PD	5.5	1	4	0.73
	St Francis PD	4.5	0	3	1.56
		123.75	5	131	34.87
Becker	MSP - District 2900 - Detroit Lakes	49	0	138	33.29
		49	0	138	33.29
Benton	Benton Co Sheriff	133.75	1	144	26.21
		133.75	1	144	26.21
Blue Earth	Eagle Lake PD	32	0	33	5.88
	MSP - District 2200 - Mankato	34.25	4	36	13.42
	Madison Lake PD	10	0	9	4.75
		76.25	4	78	24.04
Carlton	Carlton Co Sheriff	30.25	2	31	6.39
	Cloquet PD	49.5	0	49	10.02
		79.75	2	80	16.41
Carver	Chaska PD	25.5	3	47	6.22
		25.5	3	47	6.22
Cass	Lake Shore PD	8	0	11	1.88
		8	0	11	1.88
Chippewa	Chippewa Co Sheriff	27.5	0	26	10.25
	Montevideo PD	13.75	0	14	5.04
		41.25	0	40	15.29
Chisago	Lakes Area PD	39.75	0	44	6.44
	North Branch PD	33	2	30	5.93
	Wyoming PD	16	0	16	2.88
		88.75	2	90	15.25
Clay	Clay Co Sheriff	40.5	1	56	24.96
	Dilworth PD	10	0	17	4
	Glyndon PD	15	0	28	10
	Moorhead PD	27.25	0	35	15.94
		92.75	1	136	54.9
Cottonwood	Cottonwood Co Sheriff	41	0	63	18.44
	Mountain Lake PD	50.25	0	44	28.4
		91.25	0	107	46.84

**Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5**

County	Participating Agency	Hours Worked	Citations and		Contacts Per Hour
			DWIs	Warnings	
Crow Wing	Brainerd PD	8	0	2	1.13
	Breezy Point PD	34	4	39	6.46
	Crosby PD	8	1	10	1.38
	Crow Wing Co Sheriff	8	0	13	1.75
	MSP - District 2800 - Brainerd	56.5	0	92	21.1
	Pequot Lakes PD	16	0	15	3
		130.5	5	171	34.81
Dakota	Hastings PD	6.5	0	7	2.46
		6.5	0	7	2.46
Dodge	Dodge Co Sheriff	32.25	1	36	6.95
	Kasson PD	32	0	35	5.63
		64.25	1	71	12.57
Douglas	Douglas Co Sheriff	5.75	0	6	1.04
	Osakis PD	15.25	0	30	8.55
		21	0	36	9.59
Fillmore	Fillmore Co Sheriff	21	0	23	3.43
	Preston PD	7	0	5	1
		28	0	28	4.43
Goodhue	Goodhue PD	12	0	18	3.5
	Kenyon PD	6	0	10	1.83
	Red Wing PD	6	0	20	3.17
	Zumbrota PD	23	1	33	8.47
		47	1	81	16.97
Grant	Grant Co Sheriff	44.5	2	24	5.59
		44.5	2	24	5.59
Hennepin	Bloomington PD	58	3	53	10.42
	Brooklyn Park PD	35	0	21	5.38
	Dayton PD	30	1	44	11.68
	Eden Prairie PD	40.75	1	73	8.61
	Hennepin Co Sheriff	8	0	9	3.13
	Hopkins PD	8	0	9	1
	MSP - District 2500 - Golden Valley	173	7	256	76.08
	Maple Grove PD	22.5	0	25	5.46
	Metropolitan Airport PD	40	4	39	7.25
	Minneapolis PD	7.5	0	11	2.8
	Minnestricta Public Safety	7	0	6	1.29
	Minnnetonka PD	34.5	1	29	5
	New Hope PD	16	2	28	4.13
	Osseo PD	14	0	11	2.33
	Richfield PD	16.5	3	16	3.14
	Rogers PD	26	0	40	9.59
South Lake Minnetonka PD	7.25	0	6	2.84	
		544	22	676	160.1

**Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5**

County	Participating Agency	Hours Worked	Citations and		Contacts Per Hour
			DWIs	Warnings	
Houston	Caledonia PD	18	0	17	3.83
	Houston Co Sheriff	12	1	12	2
		30	1	29	5.83
Hubbard	Cass Co Sheriff	42	5	41	13.35
	Hubbard Co Sheriff	16.5	4	19	2.33
		58.5	9	60	15.68
Isanti	Chisago Co Sheriff	27.75	1	30	5.83
		27.75	1	30	5.83
Itasca	Grand Rapids PD	50	1	80	8.97
	Keewatin PD	30	1	40	7.97
		80	2	120	16.94
Kanabec	Kanabec Co Sheriff	22.5	1	24	5.09
		22.5	1	24	5.09
Kandiyohi	Kandiyohi Co Sheriff	58.25	3	46	8.17
	Willmar PD	108	4	125	23.05
		166.25	7	171	31.22
Lac Qui Parle	Lac Qui Parle Co Sheriff	14.5	0	8	3.13
		14.5	0	8	3.13
Lake of Woods	Lake of the Woods Co Sheriff	16	0	9	1.25
		16	0	9	1.25
Le Sueur	Blue Earth Co Sheriff	9.5	1	10	2.27
	Le Sueur Co Sheriff	36.25	0	44	24
		45.75	1	54	26.27
Lincoln	Lincoln Co Sheriff	6	0	9	4.5
		6	0	9	4.5
Lyon	Lyon Co Sheriff	4	0	9	9.5
	MSP - District 2300 - Marshall	143	3	140	13.64
		147	3	149	23.14
McLeod	Glencoe PD	22.25	1	28	4.47
	Hutchinson PD	13	0	19	12.6
		35.25	1	47	17.07
Morrison	Little Falls PD	31	1	40	7.34
	Royalton PD	6	0	4	0.67
		37	1	44	8.01
Mower	Austin PD	12	1	8	3.5
	Mower Co Sheriff	22.25	0	26	9.35
		34.25	1	34	12.85
Nicollet	Mankato Dept of Public Safety	48	3	61	11.14
	North Mankato PD	41	0	67	10.31
	St Peter PD	10.75	0	22	13.55
		99.75	3	150	35
Nobles	Jackson Co Sheriff	32	0	32	14.04
	Nobles Co Sheriff	13.5	1	8	2.06
	Worthington Dept of Public Safety	60	1	37	24.07
		105.5	2	77	40.17

Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5

County	Participating Agency	Hours Worked	Citations and		Contacts Per Hour
			DWIs	Warnings	
Olmsted	Olmsted Co Sheriff	43	1	63	9.26
	Rochester PD	57.5	2	66	8.43
		100.5	3	129	17.68
Otter Tail	Fergus Falls PD	26.5	0	38	10.74
	Otter Tail Co Sheriff	7	0	9	4.5
		33.5	0	47	15.24
Pennington	MSP - District 3200 - Thief River Falls	91.5	1	137	40
	Thief River Falls PD	24	0	12	2.39
		115.5	1	149	42.39
Pine	Pine Co Sheriff	27	2	23	3.96
		27	2	23	3.96
Polk	Crookston PD	19	2	15	3.8
	Polk Co Sheriff	7.5	0	6	2.2
		26.5	2	21	6
Pope	Glenwood PD	5	0	6	3
	Pope Co Sheriff	6	0	7	2.75
		11	0	13	5.75
Ramsey	Blaine PD	67.75	1	82	18.61
	Maplewood PD	13	0	21	4.94
	Mounds View PD	31.25	0	47	10.26
	New Brighton Dept of Public Safety	22.25	2	12	1.54
	Ramsey Co Sheriff	2.5	0	0	1.6
	Roseville PD	8	0	3	1.38
	St Anthony PD	6	0	11	2.17
	St Paul PD	170.75	17	210	64.43
		321.5	20	386	104.9
Redwood	Redwood Co Sheriff	10.5	0	18	8.36
	Redwood Falls PD	8	0	6	4.75
		18.5	0	24	13.11
Renville	Buffalo Lake PD	19.5	0	24	6.95
	Fairfax PD	12	0	10	2.17
	Hector PD	11.5	0	12	1.22
	Renville Co Sheriff	82	1	95	20.21
		125	1	141	30.55
Rice	Northfield PD	8	0	3	1.13
	Rice Co Sheriff	7	0	9	1.57
		15	0	12	2.7
Rock	Pipestone Co Sheriff	6	0	5	0.83
		6	0	5	0.83
Scott	Jordan PD	16	0	5	2.13
	McLeod Co Sheriff	20	0	35	5.06
	Savage PD	33.5	2	47	7.89
	Scott Co Sheriff	16	0	3	2.25
	Shakopee PD	26	0	21	4.01
		111.5	2	111	21.34

Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5

County	Participating Agency	Hours Worked	Citations and Warnings		Contacts Per Hour
			DWIs		
Sherburne	Big Lake PD	6	0	6	1.83
		6	0	6	1.83
Sibley	Carver Co Sheriff	27	1	24	4.34
	Le Sueur PD	8	0	9	2.5
		35	1	33	6.84
St. Louis	Breitung Township PD	32	1	18	3.88
	Duluth PD	27.25	1	32	8.21
	Ely PD	8	0	2	0.5
	Floodwood PD	13.75	0	17	5.07
	Hibbing PD	31.5	2	32	5.18
	MSP - District 2700 - Duluth	60	0	116	26.75
	MSP - District 3100 - Virginia	55	4	74	17.45
	St Louis Co Sheriff	16	0	18	2.5
	Virginia PD	24	3	28	5.13
		267.5	11	337	74.65
Stearns	Belgrade PD	2	0	1	0.5
	MSP - District 2600 - St Cloud	26	0	34	9.46
	Sartell PD	18	0	37	13.62
	Sauk Centre PD	29	1	78	14.5
	St Cloud PD	51.5	6	49	12.01
	Stearns Co Sheriff	4	0	6	5.33
	Waite Park PD	6.5	0	5	1.23
		137	7	210	56.65
Steele	Blooming Prairie PD	9	0	20	4.45
	Steele Co Sheriff	30	1	61	11.33
		39	1	81	15.78
Swift	Swift Co Sheriff	9	0	9	1
		9	0	9	1
Todd	Long Prairie PD	33	0	35	11.31
	Morrison Co Sheriff	6	0	9	1.67
	Todd Co Sheriff	50	1	41	7.85
		89	1	85	20.83
Wabasha	Goodhue Co Sheriff	6.5	0	16	2.77
	Lake City PD	10.5	1	12	1.24
	Plainview PD	8	0	4	0.63
	Wabasha Co Sheriff	24	0	25	3.25
	Wabasha PD	6	0	4	0.67
		55	1	61	8.55
Wadena	Verndale PD	10	0	12	2.29
	Wadena Co Sheriff	31	0	77	22.96
		41	0	89	25.24

**Drive Sober or Get Pulled Over
Participating Agencies
FY22, August 19-September 5**

County	Participating Agency	Hours Worked	Citations and DWIs	Warnings	Contacts Per Hour
		41	0	89	25.24
Washington	Bayport PD	8	0	10	1.13
	Cottage Grove PD	80.5	3	58	9.81
	Stillwater PD	17	0	17	2.93
	Washington Co Sheriff	146.5	2	112	29.22
	White Bear Lake PD	59	3	78	12.59
	Woodbury Public Safety	15.75	1	7	4.17
		326.75	9	282	59.83
Watonwan	Madelia PD	12	0	14	2.31
		12	0	14	2.31
Winona	La Crescent PD	6	1	5	0.83
	Winona PD	41	1	56	9.75
		47	2	61	10.58
Wright	Buffalo PD	37.5	0	33	5.15
	Wright Co Sheriff	115.75	6	222	84.12
		153.25	6	255	89.28
Yellow Medicine	Granite Falls PD	5.5	0	6	1.82
		5.5	0	6	1.82

Traffic Records

Purpose Statement: Accurate, complete, timely and accessible data are the foundation of any traffic safety program and the only method for evaluating progress. Providing traffic records that assist in identifying areas of focus for all projects contributes to the overarching goal of zero deaths.

22-05-01 Crash Outcome Data Evaluation System/CODES (405c) Brendan Wright

Amount obligated \$100,000.00 405c Amount expended \$45,793.43

CODES links motor vehicle crash data with hospital treatment information, while providing linked crash and hospital-injury data in aggregate form. Continuous work brings us closer to the goal of having the injury severity data linked to long term hospital outcomes and integrating the outcomes to crash data.

22-05-02 MNCrash Asset Data Integration (405c) Brendan Wright

Amount obligated \$300,000.00 405c Amount expended \$0

This project was unable to be completed due to data agreements.

22-05-03 MNIT Support and Services/Roar (402) Kammy Huneke

Amount obligated \$30,000.00 402 Amount expended \$0

OTS enforcement grantees are required to collect and report traffic stop data from overtime shifts through the ROAR System. No development time was needed, time spent on system was not charged.

22-05-04 MNIT Support and Services/E-grants (402) Kristen Oster

Amount obligated \$40,000.00 402 Amount expended \$29,495.48

This project covers a portion of the costs for maintaining, updating and improving the grant management system used the all divisions within DPS. All grants are administered through the E-grants system providing accurate and timely grant reporting by our sub-recipients.

22-05-05 Traffic Incident Management/TIM (402) Brendan Wright

Amount obligated \$100,000.00 402 Amount expended \$95,106.86

The need to enhance Minnesota's traffic incident management has been made a priority in an effort to strengthen the safety culture, helping to achieve Minnesota's traffic incident fatality and serious injury crash reduction goals and drive toward zero deaths. Funding for this project included the formation of a consultant team to determine the best methods for establishing a baseline used to measure TIM performance improvements. In FY22, this project identified gaps in existing data and differentiated data that was available for urban and rural locations.

Continued examination of existing state data sources vital to driving TIM improvements, such as computer-aided dispatch (CAD) and crowd sourced probe data is ongoing. In addition, a reevaluation of the current manual methods of tracking incident clearance time and secondary crashes using closed circuit television (CCTV) is underway. These activities are driving the push toward cleaner and more systematic management of crash system data and response capability intended to improve TIM strategy and decision-making.

Primary performance measures to be derived from existing data sources were initially based on some of the following parameters: Response Time, Incident Clearance Time, Roadway Clearance Time, Primary and Secondary Crashes, Recovery Time, Queue Length, Travel Time Delay, Speed and Location. Secondary performance measures like Travel Time Reliability and Near Misses are also under consideration. Finding the most reliable, efficient and highest quality means of measuring these parameters is an integral component of the desired TIM data system development.

22-05-06 Pursuit Study (402) Duane Siedschlag

Amount obligated \$115,000.00 402 Amount expended \$114,883.00

Significant data was collected from interviews with police officers, public defenders and fleeing suspects. The initial report found that impairment by drugs or alcohol were a predominant reason to flee a police officer in a motor vehicle. Additionally, the lack of a valid driver’s license, possession of drugs and having warrants were also reasons suspects fled.

Offender Testimonies	
Reason for Fleeing	Percentage
Impairment	65%
Unlicensed	40%
Possession of drugs	30%
Warrant	35%
Fear	15%
Motorcycle	10%
Another's vehicle	10%

22-05-07 MNCrash Updates (402, 405c, State) Allison Hawley

Amount obligated \$50,000.00 402 Amount expended \$44,851.09

Amount obligated \$210,000.00 405c Amount expended \$179,957.87

This project covers technical resources (a system architect and two developers) who work with MNCrash to maintain and enhance the quality of the data, the ease and efficiency of the law enforcement user experience, and the extraction and distribution of data to the public and other stakeholders. This team also works on system-specific data requests and resolves technical problems that arise with the system.

This year maintenance, system updates and enhancements, which included user interface changes adding fields required for the Department of Natural Resources incident report, thus eliminating the need for separate DNR and MNCrash reports, saving time and ensuring all crashes investigated by the DNR are entered into the MNCrash system.

The 405c funds were used in part to develop a public portal. This project began in FY21, and was set to go to production in the spring. However, security issues arose and which delayed the launch and necessitated additional resources to ensure the security of PII. These security scans and fixes were completed during and the site was launched in late February. Now, 100% of grantees, stakeholders, and the general public have access to this crash data. From March 22nd (when the feature for capturing IP addresses was implemented) through September 30, it has been accessed 4,129 times from 1,205 unique IP addresses.

This project also covered the hosting costs for the MNCrash training course for Law Enforcement, the software license required to maintain and edit the training, and the student registrations fees incurred. This training is hosted on the BCA’s training site, and allows for POST credits for law enforcement officers, 17 officers completed this course.

Another enhancement under the purview of 405c funding was the MNCrash Injury Severity Decision Guide, a tool for law enforcement developed by HumanFIRST lab at the U of M, and integrated into the crash report to increase the accuracy of traffic crash injury severity data. This improvement is now 100% complete.

Description	Platform
<p>1) Date/Circumstances page:</p> <ul style="list-style-type: none"> Removal of “Damage to vehicles or property exceeds \$1000” dropdown field. All motor vehicle traffic crashes should be reported. There is no minimum damage criterion. 	Web, Standalone client
<p>2) Unit Type page:</p> <ul style="list-style-type: none"> Four additional values are added to the Vehicle Type field: ATV (Class I), ATV (Class II), OHM (Off Highway Motorcycle), and ORV (Off Road Vehicle). The general “ATV” category will be removed. There will be a clickable help text document below the Vehicle Type field for more information on these vehicle types. Two additional fields are added, which are grayed out unless the appropriate recreation vehicle type has been selected: “Safety Certification” and “Fit Requirement Met?”. Click on the field name for pop-up help text for these fields. 	Web, Standalone client
<p>3) Location Page:</p> <ul style="list-style-type: none"> Change of the field name “On/Off Trafficway” to “Crash Originated on or Off the Trafficway”, and additional clarifying pop-up help text. Change of field name “Location Relative to Trafficway” to “Location of First Harmful Event”, and additional clarifying pop-up help text. Two additional values are added to the field “Location of First Harmful Event”: Grant-in-aid marked trail, and Government marked trail. 	Web, Standalone client
<p>4) Property Owners page:</p> <ul style="list-style-type: none"> When Public Property is selected, added a link to a Map with MnDOT Yellow Tag Contact Information. 	Web, Standalone client
<p>5) Narrative page:</p> <ul style="list-style-type: none"> Added a timer with an alert message to remind users to save their changes every 15 minutes when completing the narrative data. 	Web

Description	Platform
<p>6) Updates to the Standalone Client:</p> <ul style="list-style-type: none"> • Windows can now be resized by users. • Resolved the issue with Quick Capture Driver Exchange form not defaulting to Acrobat Reader when user's profile viewer is set to Acrobat Reader. • Resolved the issue with adding words to dictionary on the Narrative page. • Resolved the issue with the "View All" link not being visible when there are more than 10 Units involved in a Crash on the Unit page. 	<p>Standalone client</p>
<p>7) On the Advanced Search page:</p> <ul style="list-style-type: none"> • Resolved the issue with "Hit & Run" option not working in the Search functionality. • Setting applicable default Dates for "Before" and "After" date selections. • Updated the supported version of Microsoft Excel for crash data export. 	<p>Web</p>

22-05-08 Publication Automation (402) Brendan Wright

Amount obligated \$150,000.00 402 Amount expended \$106,856.25

This project seeks to create an automated method for producing the yearly *Minnesota Motor Vehicle Crash Facts* publication. This 120+ page report is filled with narrative, complex data tables, data visualizations, and utilizes information from multiple sources. Developing a shell program to run existing code, plot results, and output a formatted product is what this project is trying to accomplish. After an extensive request for proposal and contract negotiating process, a suitable SAS Software consultant was hired and programming work began in September 2021. At the time of this writing, approximately 90% of the development has been completed.

22-05-09 Model Minimum Uniform Crash Criteria/MMUCC (405c, State) Allison Hawley

Amount obligated \$100,000.00 405c Amount expended \$8,500.00

This project aims to develop user-centered design modifications and additions to MNCrash based on MMUCC 5th edition. The expected MNCrash enhancements should meet user needs to improve the timeliness of crash report completeness, data accuracy, data completeness, and data uniformity.

The contractor worked with Minnesota’s MMUCC workgroup to identify the recommendations proposed in MMUCC 5 that currently do not align with Minnesota’s crash data collection in MNCrash, and to clarify which of these recommendations Minnesota would like to adopt. The team has initially decided to adopt 19 (of the 39) recommendations. This task is 75% complete, and will be on-going into the 2023 fiscal year, during which time the contractor will then design (25% complete) and conduct law enforcement user experience testing, and will develop a user manual and updated video tutorials.

22-05-10 MNIT Support and Services/Web based Training (402) Kammy Huneke

Amount obligated \$20,000.00 402 Amount expended \$18,540.00

22-05-11 Trauma Data Improvements (405c) Brendan Wright

Amount obligated \$150,000.00 405c Amount expended \$72,964.88

The main goal of this project is to improve the timeliness of motor vehicle crash cases reported to the trauma system by utilizing syndromic surveillance. The number of facilities automatically reporting traumatic brain injury (TBI) and spinal cord injury (SCI) data to us through the Encounter Alert System (EAS) increased from seven hospitals and one urgent care clinic in November 2021 to 14 hospitals and one urgent care clinic by the end of the project year in September 2022.

Community Programs

Purpose Statement: Community activities, regional projects, and trainings bringing people together. Communities, coalitions, and dedicated advocates working together makes roadways safer.

22-06-01 Conference Annual Toward Zero Death (402) Kristen Oster

Amount obligated \$260,000.00 402 Amount expended \$132,907.90

Although the collective Minnesota TZD efforts have contributed to fewer traffic deaths over its 19 years, data for the last five years shows the need to aggressively enhance efforts to achieve greater outcomes. An effective strategy for maximizing comprehensive understanding of the problem, assessing the effectiveness of current countermeasures being implemented, and generating new, innovative solutions, is the sharing of information and ideas among a variety of stakeholders with different areas of expertise. The annual Statewide TZD conference offers such an opportunity.

22-06-02 Multi Cultural Driver Education (402) Kat Vue

Amount obligated \$30,000.00 402 Amount expended \$5,498.26

Available crash data includes role, gender, and age, but does not provide ethnicity or cultural information. It is hoped that this project, which targets multicultural drivers ages 18 and older, will help to identify traffic safety problems associated with ethnic or cultural differences. The project used pre- and post-class quizzes to evaluate changes in participant knowledge. Two sub-recipients were selected for the grant: City of New Brighton and Crystal Police Department.

22-06-03 Professional Development / OTS Staff (402) Tanya Boothe

Amount obligated \$75,000.00 402 Amount expended \$47,423.91

This project funds professional development through in state and out of state conferences, webinars, trainings and seminars.

Attending traffic safety industry major conferences give staff the opportunities to increase their knowledge and skills to exchange with community members to increase safety on Minnesota roads.

During the past fiscal year, 151 required and optional trainings were attended by 14 staff members. These training formats included webinars, virtual classrooms, web-based trainings, in-person classrooms and online meetings.

Event Name	Dates	Location	Staff Attending
Minnesota Toward Zero Death 2021 Webinar Series	October 13-November 17, 2021	Virtual	17
Transportation Research Board Annual Meeting	January 8-12, 2022	Washington, DC	3
LifeSavers Annual Conference	April 26-28, 2022	Long Beach, CA	3
AIIPA Conference	May 22-25, 2022	Kansas City, MO	2
National Alliance to Stop Impaired Driving Conference	July 27-29, 2022	Washington, DC	2
State Motorcycle Safety Association Annual Conference	September 14-17, 2022	Nashua, NH	1
GHSA Annual Meeting	September 17-21, 2022	Louisville, KY	3
National Association of Women Highway Safety Leaders Conference	September 17-21, 2022	Louisville, KY	1
SAS Explore	September 27-29, 2022	Virtual	1
Minnesota Toward Zero Death 2022 Annual Conference	October 12-13, 2022	St Cloud, MN	17
IACP Conference	October 15-18, 2022	Dallas, TX	3
TSI Grant Management training	November 1-4, 2022	St Paul, MN	14

22-06-04 Network of Employers for Traffic Safety/NETS (402) Kat Vue

Amount obligated \$100,000.00 402 Amount expended \$91,372.49

The Minnesota Safety Council’s NETS Program provides educational materials, training, and resources to employers and other traffic safety partners throughout Minnesota. This outreach helps support statewide enforcement efforts.

The Safety Council continued to carry out engagement with employers, using creative measures, networking with traffic safety partners, and the media to share traffic safety messages.

NETS program accomplishments:

- Exhibited at four virtual safety and health events, providing traffic safety educational resources about speeding, distracted, fatigued, and impaired driving to over 1,200 employees.

- Launched Speed Counts:
 - Don’t Crowd the Plow Traffic Safety Employer Campaign to share with traffic safety partners and employers statewide, provided turnkey resources to employers to help them keep their employees safe during snow events and around snowplows.
 - Slow Down Traffic Safety Employer Campaign with traffic safety partners statewide, provided turnkey resources and daily activities to employers.

- Participated, presented, and utilized the distracted driving simulator at eight high schools, reaching over 425 students.

- Partnered with the regional and state TZD coordinators to support yearly mobilizations on impairment, distractions, seat belt, and speed enforcement.

- Provided 35 virtual and in-person traffic safety presentations, reaching 1,596 employees across the state.

- Redesigned the MN NETS website, including logo branding and SEO development.

- Hosted, presented, and exhibited at the Minnesota Safety and Health Conference.

- Shared the Minnesota specific traffic safety campaign focused on speed, distracted driving, and work zone safety, reached thousands of employers and traffic safety partners statewide, PSA was viewed over 5,500 times.

22-06-05 Novice Drivers Education and Outreach (402) Kat Vue

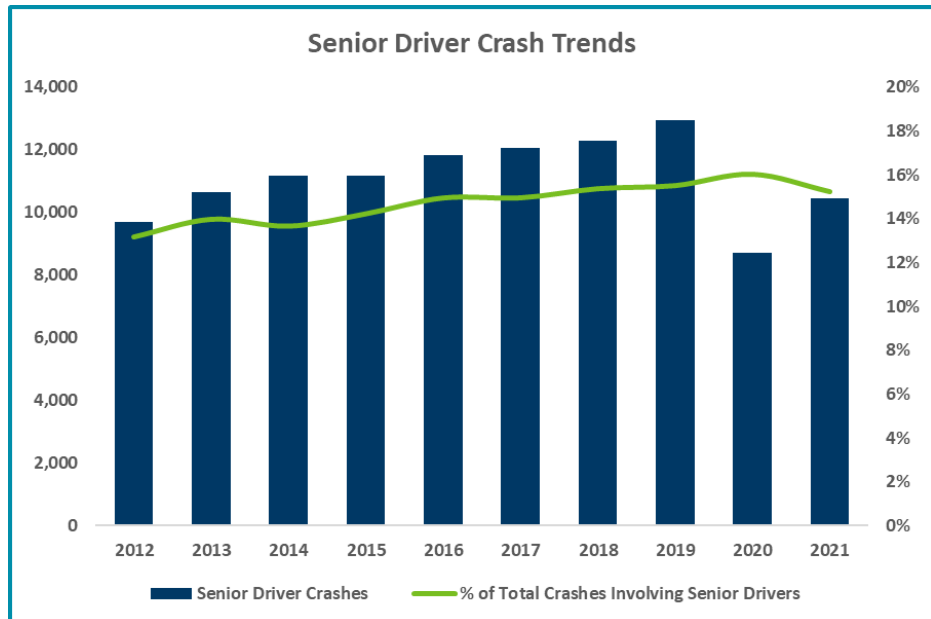
Amount obligated \$12,500.00 402 Amount expended \$0

Due to staffing shortages no activity was completed.

22-06-06 Senior Driver Working Group (402) Kat Vue

Amount obligated \$25,000.00 402 Amount expended \$20,705.36

Senior drivers are disproportionately involved in fatal and injury crashes compared to the rest of the driving population and their involvement in all types of crashes has been increasing over the past several years.



Activities included:

- Attended meetings with the Minnesota legislature to advocate for older driver safety
- Created a short 15-minute on-line DOSCI card training
- Created two ENA Flyers describing the effects of aging – one for the general public and a second for those involved in injury prevention
- Distributed DOSCI cards to 23 different agencies/organizations, surpassing goal of sending DOSCI cards to 20 law enforcement agencies
- Formatted educational materials so that they could be accessed either as a hard copy or electronically
- Identified and collaborated with other senior driver stakeholders to participate in events and promote awareness of senior driver safety (e.g., Dakota County Fair, Twin Cities Auto show, Senior Expo)
- Identified several older driver resource brochures and flyers with a photo, a brief description of the content, and a link to the source and placed into a comprehensive resource list available on the MN ENA website, TZD website, and as a hard copy
- Partnered with the MN State Patrol to include information about the DOSCI screening tool in their newsletter
- Presented results of senior driver work at TZD conference
- Provided education to law enforcement agencies about age-related cognitive changes including instruction on how to use of the DOSCI screening tool and recommendations about actions to take if the screen indicates the driver is unsafe on the road
- Updated the Driver Orientation Screening for Cognitive Impairment (DOSCI) cards to have larger print and include the screening score on the back of the card

22-06-07 Regional Coordinators Toward Zero Death (402) Shannon Ryder

Amount obligated \$385,000.00 402 Amount expended \$354,497.10

This year, post COVID-19, the TZD regional coordinators have focused on rebuilding their regional teams. All have seen a decline in traffic-safety volunteers attending the regional TZD steering committees monthly, bi-monthly or quarterly meetings. After canceling the eight TZD regional workshops in 2020 due to COVID-19, the workshops were held virtually in 2021, with an online attendance of 511 registrants. In Spring 2022, we made the decision to hold the workshops in person, with a contingency plan if health concerns arose. All eight workshops were held, with a total participation of 559. Slow, but steady progress!

The TZD regional coordinators have been utilizing the state's 5-year SHSP, setting up both regional and state action teams around specific behaviors or target audiences. Currently, the State SHSP Speed state action team is the most developed. Since speed has not been identified in many SHSPs with effective countermeasures, the team began working with a consultant to develop the Minnesota Speeding Behavior Research study. The goal of the research is to gather and analyze information about the motivations and circumstances contributing to speeding and risky driving behavior and to identify the most effective manner to reach drivers through traffic safety messaging. Following the survey, focus groups will be conducted to achieve in-depth discussions. Other state action teams around belts, younger drivers and older drivers are continuing to be developed as well as reviewing other opportunities.

Innovative/new regional TZD accomplishments to highlight:

The Twin Cities Metro TZD Region was able to participate in the in the Annual Twin Cities Auto Show. Nearly 500 demonstrations (combined) at the event included the Seatbelt Convincer as well as the Seat Belt Persuader. Both demonstrations require each participant to wear a seat belt. The convincer simulates a 5-10 mph collision. Riders get to experience a crash from a low speed, feel the forces generated and see the value of restraints. The SB Persuader demonstrates a rollover type of collision. The participant is sitting in a race type vehicle seat and buckled in a 5-point harness. This keeps them well protected and allows them to be slowly rotated (360 degrees). The rider gets to feel the forces working as they go round and round. The responses and expressions are priceless. Some of the responses were: "Wow, I didn't realize," "This opened my eyes," "I don't want to do that again."

The Southeast Minnesota TZD region has been working on a pilot project since 2019 to determine if digital Vehicle Feedback Signs (VFS) change behavior. The signs collect data allowing us to analyze driver behavior. Local data is used to determine locations with high-speeds. Vehicle Feedback Signs are deployed to record speeds at those locations. The signs are installed in "stealth" mode for two weeks to get a baseline speed data, then the signs are activated to show drivers their speeds for two weeks. The signs are put into "stealth" mode again for two weeks. We were able to run reports to show if the system changed short and/or long-term behavior. The reports showed that there was a significant decrease in speeds when drivers receive feedback. The signs also give Law Enforcement a tool to combat speeds as the report can pinpoint the time-of-day and day-of-week that speeding is occurring. The data generated could also potentially help to slow drivers down with changes in roadway design. Next step is to purchase additional feedback signs to enable the researchers to analyze additional data throughout the region.

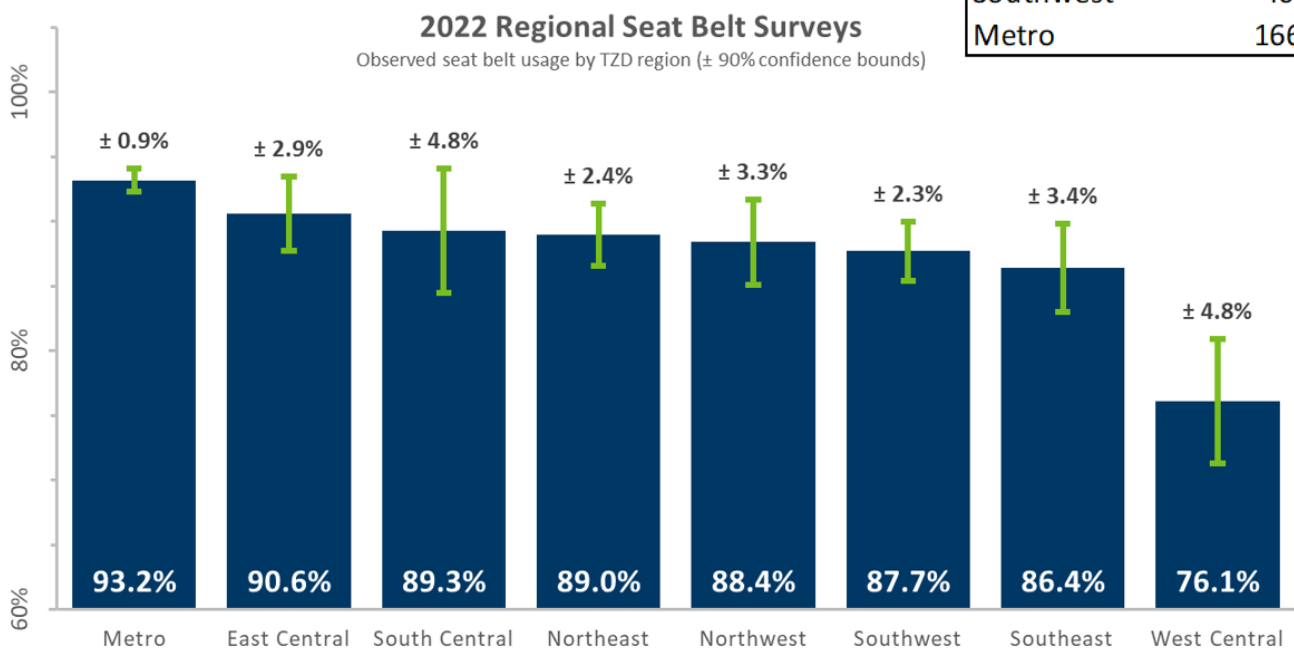
The Northwest Minnesota TZD Region has been working on reaching out to teens and teen peer leaders to influence positive social norming. Some of their recent activities have been:

Advanced Teen/Younger Driver Traffic Safety education by providing resources and coordination to the 2nd Annual Teen TZD Conference, participating and providing TZD educational equipment to Bemidji State University’s Health and Safety event, coordinating funding to several schools participating in traffic safety messaging contests, providing TZD resources and educational equipment for a high school pre-prom event with over 300 students attending, and providing resources and education to Stephen/Argyle High School in the city of Stephen (Marshal County) for their first “Awareness Week” which focused on teen driver safety throughout the week. Also, we have encouraged teen driver safety to be included in the Drug Free Community grantee programs.

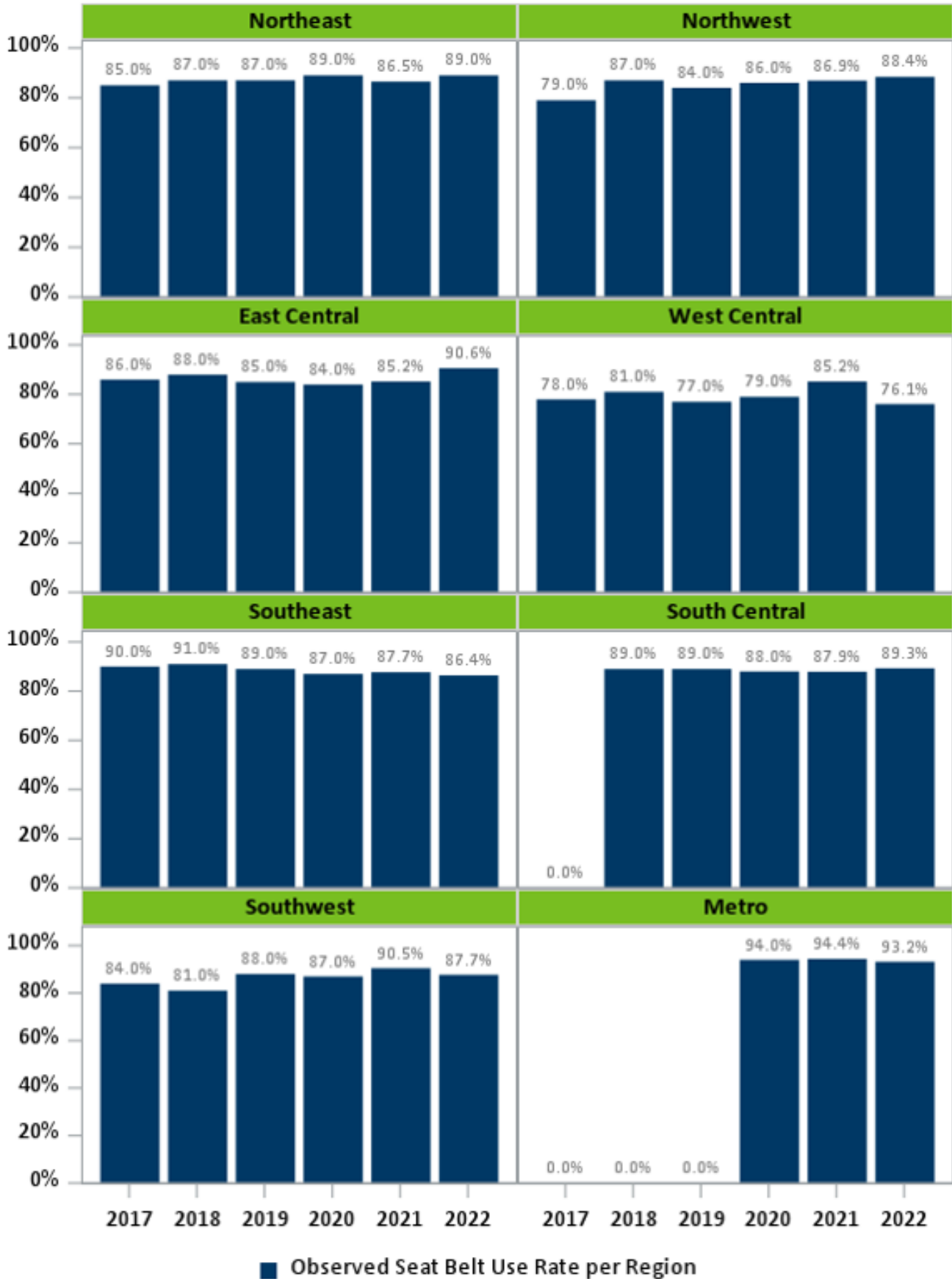
Provided resources and TZD educational equipment to several communities for their National Night Out events. Initiated the first National Night Out for Lake of the Woods/Baudette and helped them throughout the planning which resulted in a huge success with approximately 400+ community folks attending.

Regional Observational Seatbelt Survey 2022 Results

TZD Region	Sites Surveyed
Northeast	21
Northwest	31
East Central	22
West Central	41
Southeast	29
South Central	36
Southwest	40
Metro	166



Regional Observational Seatbelt Survey Historical Results



22-06-08 Safe Roads Coalition (402) Kat Vue

Amount obligated \$430,000.00 402 Amount expended \$314,214.56

Safe Roads Coalitions work to educate, support, and prepare traffic safety stakeholders from across the state so that they can work effectively and cooperatively to reduce serious injuries and fatalities. During the FY22 grant period, 18 coalitions met six times or more and included representatives from all four 'E's (Education, Emergency Medical and Trauma Services, Enforcement, and Engineering). Over 196 fatal and serious injury crashes were reviewed, the effectiveness of past activities was assessed, and future activities were planned. During discussions, an emphasis was placed on risky driving behavior education and outreach. Over the course of FY22, all coalitions successfully implemented public information and earned media campaigns for enhanced enforcement efforts and implemented at least one additional activity.

Other coalition activities included:

- Conducting sober can information campaigns
- Coordinating victim impact presentations and mock crashes
- Facilitating responsible server trainings
- Leading motorcycle safety awareness campaigns
- Leveraging medical clinics for teen driver safety awareness
- Participating in local events (including but limited to: National Night Out, Rural Safety Day, county fairs)

22-06-10 Professional Development Project Directors (402) Kat Vue

Amount obligated \$43,000.00 402 Amount expended \$16,594.38

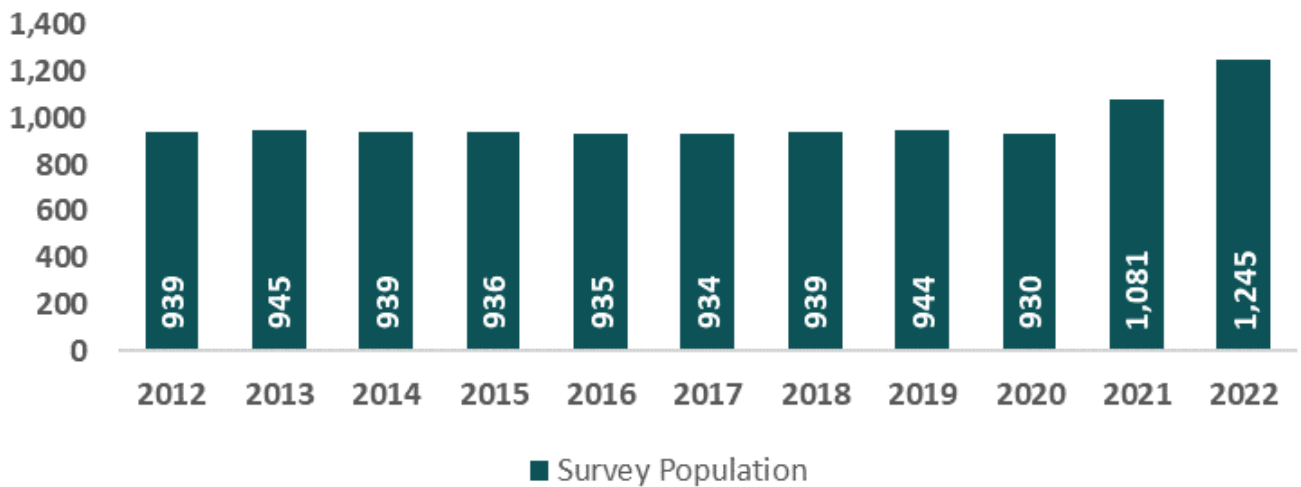
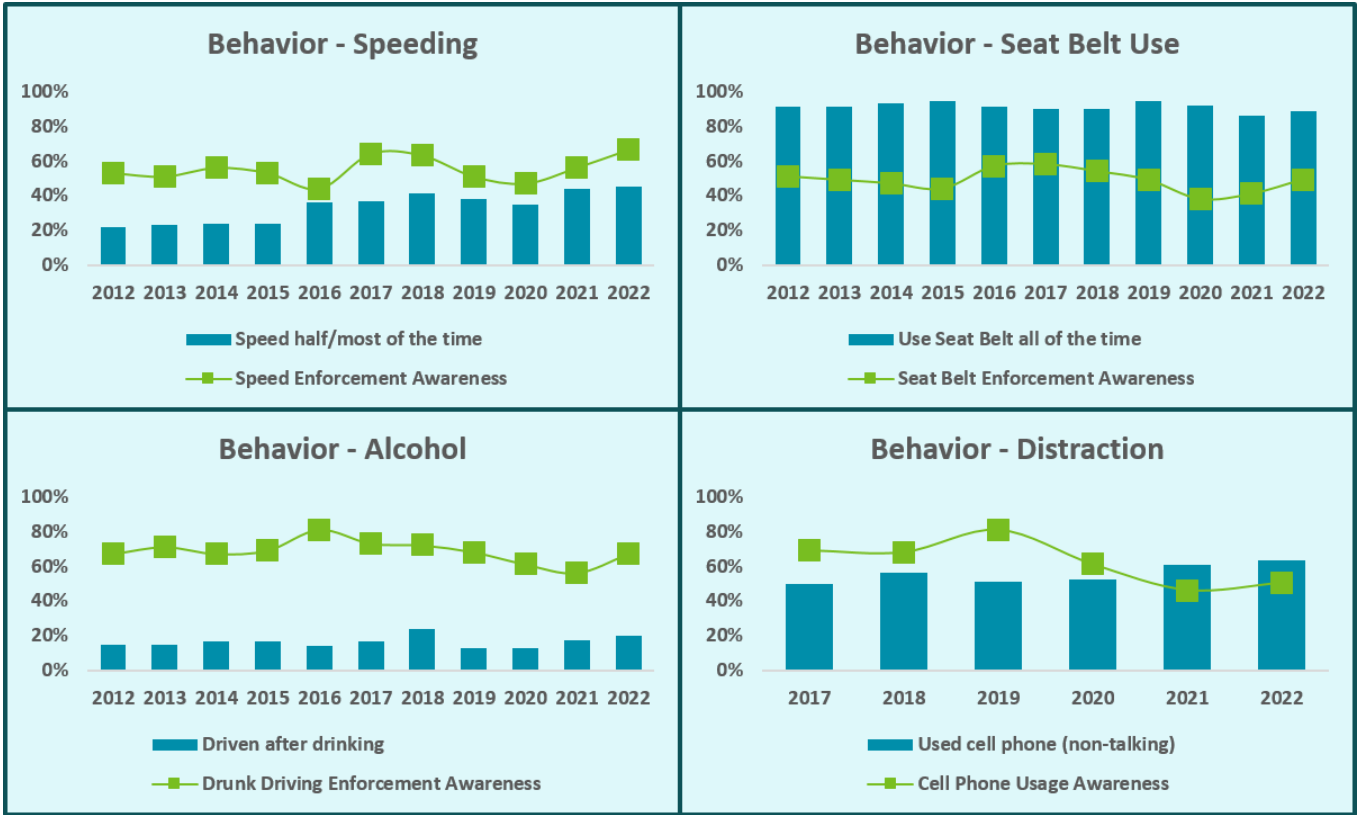
Sending traffic safety stakeholders to industry-specific conferences and seminars contributes to Minnesota's goal of reducing traffic fatalities and injuries by exposing those individuals who are already committed to local traffic safety to new and innovative ideas. Stakeholders who are selected can then implement new traffic safety strategies within their own communities, share ideas with other stakeholders across the state, and contribute to Minnesota's statewide plan to reduce traffic fatalities and injuries.

In FY22, nine outstanding traffic safety stakeholders were selected to attend traffic safety conferences/seminars. Five traffic safety advocates attended the Lifesaver's Conference, two attended the Governor's Highway Safety Association annual meeting, one attended the National Highway Safety Association Nationwide Speed Campaign, and one attended the International Association of Chiefs of Police Impaired Driving and Traffic Safety Conference. Funds covered registration and limited accommodation costs.

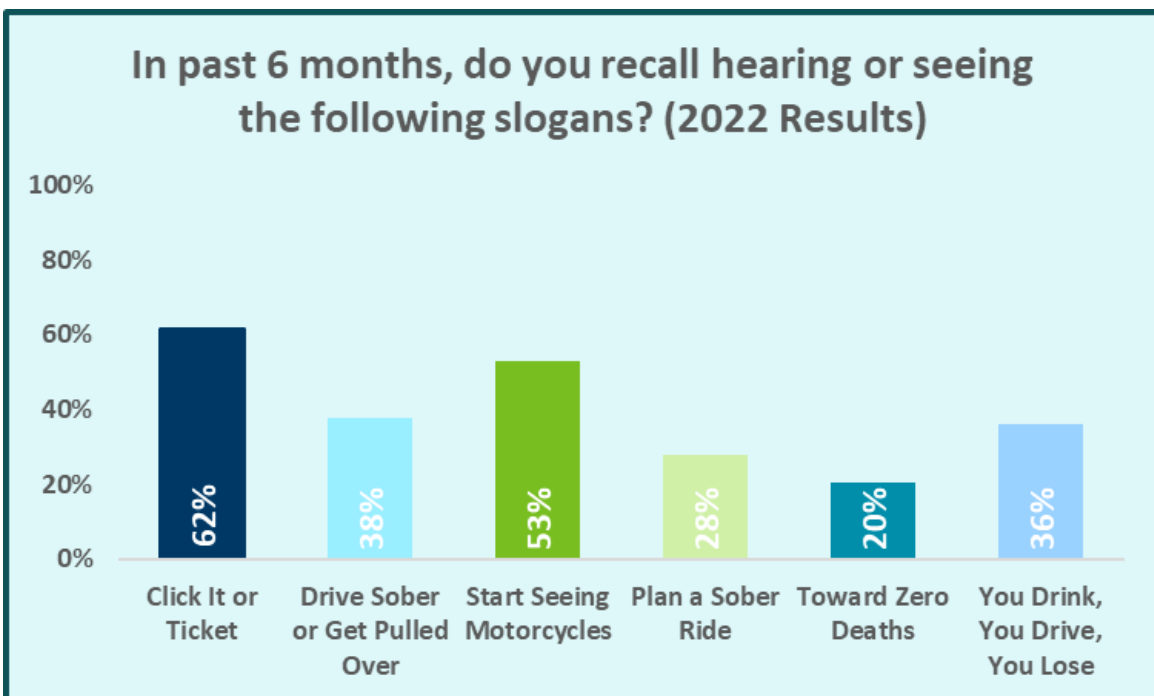
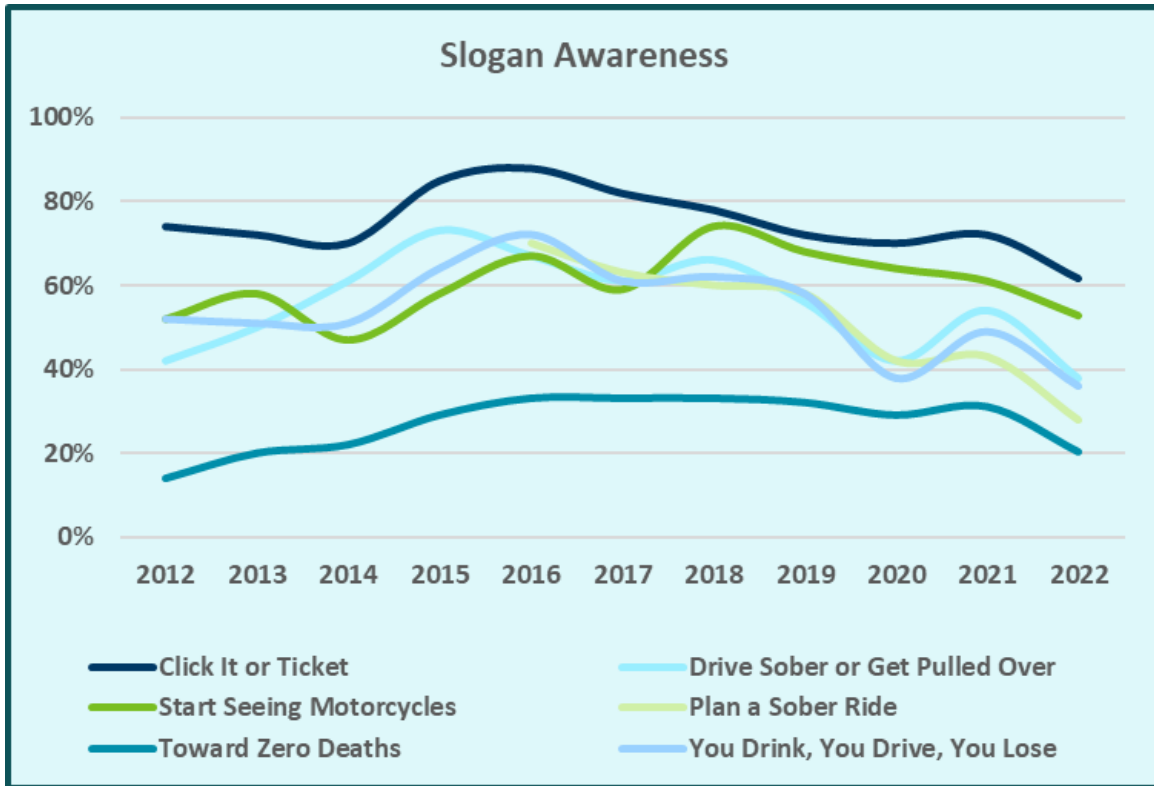
22-06-11 Behavior Survey and Evaluation (402) Brendan Wright

Amount obligated \$75,000.00 402 Amount expended \$34,458.00

Understanding driver perceptions is key to determining traffic safety strategies and media messaging. Each year, OTS conducts a reflective survey of Minnesota drivers. In 2022, this survey was conducted via an online panel. The study was open for responses from August 19 through August 22, 2022.



The survey digs into media campaign awareness to gauge the level of campaign effectiveness. Trends indicate awareness of all campaigns is declining. Minnesotans are most familiar with Click It or Ticket. Toward Zero Deaths is the least recalled campaign by survey respondents.



22-06-13 Administrative Support TZD Outreach (402) Craig Flynn

Amount obligated \$225,000.00 402 Amount expended \$93,963.52

The Minnesota TZD program aims to create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. Efforts are driven by data, best practices, and research. CTS works with approximately 150 stakeholders each year through coordination of the TZD Leadership Team, Co-Chairs, Program Team, Communications Subcommittee, and Legislative Subcommittee meetings. We maintain an electronic distribution list with over 5,000 stakeholders who receive approximately 20-25 announcements each year. In a typical month our Facebook posts reach over 11,000 and we see almost 4,500 Twitter impressions. Finally, we coordinate four Traffic Safety Hotdish events each year which reach, on average, between 150-250 people each.

Date	Topic	Attendance		
		In-Person	Web/Remote	Total
February 9, 2022	Improving Safety for Aging Drivers ... and We Are All Aging - Joan Somes	N/A	223 (339 registrants)	223
March 30, 2022	Behind the Scenes of Active Safety Technology Testing and What's Coming Next - David Aylor, Manager of Active Safety Testing Insurance Institute for Highway Safety (IIHS)	N/A	119 (181 registrants)	119
August 17, 2022	A look to the future: Advanced Vehicle Technology and IIJA - Taking Traffic Safety to the Next Level - Russ Martin, Stephanie Manning, Mike Hanson	N/A	137 (191 registrants)	137
November 16, 2022	Utah's Experiment in Saving Lives - Tyson Skeen and Sgt. Jared Cornia	N/A	146 (238 registrants)	146

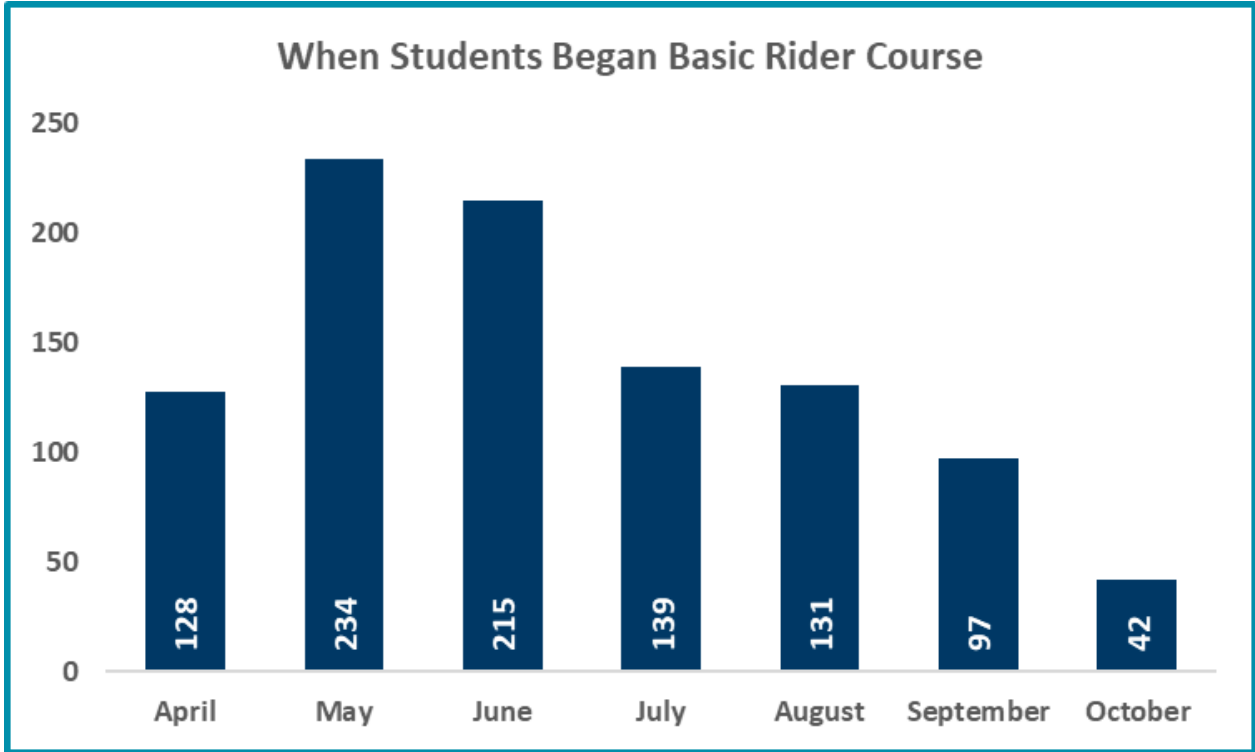
Motorcycle Safety

Purpose Statement: It is essential to support the development and continuation of motorcycle safety programs in order to achieve the overarching goal of reducing traffic fatalities toward zero deaths.

Motorcycle Rider Training (State) Jay Bock

State Amount expended \$404,517.08

Minnesota State Colleges, provided twenty –two different sites for on-cycle training courses for riders of varying skill levels. These sites were located in counties containing 65% of the state’s registered motorcycles and trained 4,291 (up from 2,733 in 2021) students in 2022. Students received an electronic evaluation survey and the program, instructors, and courses were uniformly given excellent ratings. Through Basic Rider Course participant surveys, 76% of respondents reported their skills were much improved and 22% reported their skills were somewhat improved, for above all 98% bettering their skillset.



Riding experience prior to taking course		
Experience Level	Students	Percent
Extensive	135	13.7%
Limited	517	52.6%
No experience	330	33.6%

Motorcycle Rider Testing and Licensing (State) Jay Bock

State Amount expended \$30,000.00

In an effort to increase the number and percentage of motorcyclists who hold a motorcycle license endorsement, evening skills testing hours were offered at select exam stations throughout the state. Over 700 permitted motorcycle riders took advantage of the evening testing program and 3,424 motorcyclists enrolled in a Basic Rider Course.

Motorcycle Safety Public Information and Media Relations (State, 405f) Jay Bock

See: Paid Media 22-08-01 for 405f funding information

State Amount expended \$175,000.00

A paid ad campaign featuring concepts for training, riding sober, and motorist awareness was conducted by the DPS-OOC. The campaign also utilized earned media to reach riders on the importance of wearing MnDOT approved motorcycle helmets, brightly colored protective gear, riding sober, and regularly taking a rider training course. These, along with motorist awareness, were the primary themes included in all of our news releases.

NHTSA Section 405f funding was programmed into the paid media project conducting a motorist awareness campaign in Minnesota’s top 12 motorcycle crash counties with the goal of reminding the general driving public to “look twice” for motorcycles. The result of this project was a targeted motorist awareness campaign that ran heavily during the months of May and June in those counties. A wide variety of advertising platforms were used including earned media via news releases and a variety of social media platforms. The evaluation for this project is administrative. See page 93 for details.

Motorcycle Rider Training Equipment and Supplies (State) Jay Bock

State Amount expended \$6,331.29

Curriculum and site training supplies were distributed before the rider training season began, and throughout the season as supplies are needed. OTS insures 335 training motorcycles, 28 transport trailers, and also 48 instructor motorcycles when they are being used for demonstrations in intermediate, advanced and expert rider courses. The goal of this project is to have training sites that are well supplied and to have all equipment insured. Through participant satisfaction surveys, we were able to determine that 94% of students rated the equipment as in good condition.

Motorcycle Transport (State) Jay Bock

State Amount expended \$6,745.12

Training motorcycles and the trailers that house them were deployed to the training sites in the spring, moved between sites that share a trailer during the training season, and returned to storage in the fall.

Mechanical Services (State) Jay Bock

State Amount expended \$75,426.83

Training motorcycles and the trailers that transport them were winterized in the fall, had a full tune up and pre-season maintenance completed before the start of the training season, and were repaired during the training season (April through October).

22-07-07 Motorcycle Research Study (402) Jay Bock

Amount obligated \$0 402 Amount expended \$0

Originally requested \$7,500.00 in FAST Act 402. The project was removed by an amendment when it was realized the survey was not going to be administered. The questions were developed, and will be used in FY23.

Media

Purpose Statement: Advertising through, but not limited to, local message boards, news releases, personal impact stories, social media, public service announcements, and radio interviews, in conjunction with enforcement, will promote safe driving behavior. Public education through media campaigns contributes toward the goal of reducing fatal and serious injury traffic crashes.

22-08-01 Full Service Media Contract (402, 405d, 164AL) Shannon Grabow

Amount obligated	\$1,155,000.00	402	Amount expended	\$1,155,000.00
Amount obligated	\$54,500.00	405d	Amount expended	\$54,500.00
Amount obligated	\$1,035,500.00	164AL	Amount expended	\$1,035,500.00
Amount obligated	\$180,000.00	405f	Amount expended	\$180,000.00

Historically, the OTS had two separate professional/technical contracts for paid media and creative services. In FY22, the OTS issued an RFP that combined these services into one, full-service media contract to provide creative services and administration of paid media buys. Combining these two contracts increased overall efficiency and streamlined the process when developing creative assets that were placed on a variety of paid media platforms. This also eliminated the communication gap that existed between two separate contractors. Linnihan Foy Advertising serves as OTS’ full-service media agency.

Paid media is used primarily in conjunction with enforcement, and paired with statewide campaigns targeting seatbelt use, impaired driving, distracted driving and speeding. Minnesota’s paid media complements national paid media and enforcement.

Each campaign’s purpose is reviewed and evaluated to ensure the right message will be delivered to the right audience, using the most appropriate platforms.

In addition to broadcast/cable TV and radio, other media elements are used to reach the intended targets of each campaign. These include:

Out-of-home advertising (OOH)

For digital advertising, the focus has been using the behavioral targeting competencies of Facebook, as well as the high reaching capabilities of top local websites. The implementations have gone beyond standard advertisements on sports, entertainment, and home pages to include “homepage takeovers” during key high-traffic days/holidays - this includes in-banner video to connect with the audience.

Paid advertising is often negotiated to deliver a value-added return, including bonus public service announcements, additional OOH advertising and digital impressions, programming sponsorships, and radio drive-time, on-air interviews.

Impaired Driving Recap

164 Funds and 405d

Objectives/Strategy

Execute a highly intrusive, multi-media campaign garnering statewide reach and impression-driving awareness of the impaired driving message, with special emphasis on informing and educating citizens of increased DWI enforcement periods.

Impaired Details

Total budget: \$960,000

Total paid media: \$958,725 (including agency fees)

Primary Demo: M18-34

Secondary Demo: A18-49

Holiday – DWI Media Summary

Flight Dates: 11/24/21-12/31/21

Total Campaign Spend: \$291,222 (including agency fees)

OTT (Over-the-top Digital Video)

Total purchased budget: \$26,045

Total Impressions: 797,881

Markets: Statewide Cable TV

Total purchased budget: \$14,998

Total TRP's: 24.3

Markets: Mpls-St. Paul DMA – Interconnect coverage

Radio

Total purchased budget: \$75,203

Total TRPs: 1050.6

Total Spots: 7,522

Rated Markets: Duluth, Mpls-St. Paul, Rochester, and St. Cloud

Spot Markets: Statewide coverage with Minnesota News Network and Ampers radio (diverse targeting)

Digital Audio

Pandora

Total purchased budget: \$14,831

Total impressions: 640,799

Coverage: Statewide

Out-Of-Home/Sponsorships

OOH Billboards (13x), Bar/Restaurant Media (70 locations -posters, floor graphics, table tents, mirror clings), Light Rail Wrap (Green Line)

Total purchased budget: \$75,892 Digital/Social

Total Impressions: 7,954,212

Markets: Duluth, Mankato, Mpls-St. Paul, Moorhead, Rochester, St. Cloud, and statewide coverage

Sponsorships

Gopher Sports – Audio, social, display, in-stadium executions

Total purchased budget: \$7,000

Markets: Mpls-St. Paul

Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers

Total purchased budget: \$66,757

Total impressions: 11,174,460

Coverage: Statewide

Demo: M18-34

Super Bowl Media Summary

Flight Dates: 2/7/22-2/13/22

Total Campaign Spend: \$26,245 (including agency fees)

Out-Of-Home/Sponsorships

Light Rail Wrap (Green Line)

Total purchased budget: \$9,750

Total impressions: 275,702

Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram

Total purchased budget: \$13,802

Total impressions: 2,618,614

Coverage: Statewide

St. Patrick's Day Media Summary

Flight Dates: 3/7/22-3/17/22

Total Campaign Spend: \$21,681 (including agency fees)

Out-Of-Home

Light Rail Wrap (Green Line)

Total purchased budget: \$9,750

Total impressions: 413,553

Markets: Mpls- St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram

Total purchased budget: \$9,238

Total impressions: 2,529,360

Coverage: Statewide

Motorcycle Media Summary

Flight Dates: 6/27/22-9/4/22

Total Campaign Spend: \$114,225 (including agency fees)

Radio

KFAN - Chris Hawkey Endorsement Spots

Total purchased budget: \$20,003

Coverage: Mpls-St. Paul

Out-Of-Home

Bar Media (85 locations - posters, floor graphics, table tents, mirror clings)

Total purchased budget: \$55,580

Total impressions: 6,838,799

Markets: Statewide



Digital/Social

Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers

Total purchased budget: \$24,842

Total impressions: 11,980,622

Coverage: Statewide

Summer Media Summary

Flight Dates: 5/16/22-8/18/22

Total Campaign Spend: \$300,568 (including agency fees)

OTT (Over-the-top Digital Video) Total purchased budget: \$16,894

Total Impressions: 478,570

Markets: Statewide

Cable TV

Total purchased budget: \$13,107

Total TRP's: 35.2

Markets: Mpls-St. Paul DMA – Interconnect coverage

Radio

Total purchased budget: \$53,016

Total TRPs: 818.4

Total Spots: 1,460x

Rated Markets: Duluth, Mpls-St. Paul, Rochester, St. Cloud and Ampers radio (diverse targeting)

Digital Audio

Pandora

Total purchased budget: \$30,000

Total impressions: 1,465,427

Coverage: Statewide

Out-Of-Home

OOH Billboards (6x), Bar/Restaurant Media (50x posters, floor graphics, table tents, mirror clings), Light Rail Wrap (Green Line), Bus Tails and Fullbacks (60x)

Total purchased budget: \$85,638

Total impressions: 15,537,416

Markets: Duluth, Mpls-St. Paul, Rochester, St. Cloud and statewide

Sponsorships

Gopher Sports – Audio, social, display, in-stadium executions

Total purchased budget: \$16,000

Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram,

Local and Diverse Publishers

Total purchased budget: \$49,896

Total impressions: 12,005,351

Coverage: Statewide



Labor Day Media Summary

Flight Dates: 8/19/22-9/5/22
Total Campaign Spend: \$204,784
(including agency fees)

OTT (Over-the-top Digital Video)
Total purchased budget: \$20,852
Total Impressions: 526,532
Markets: Statewide



Radio
Total purchased budget: \$59,459
Total TRPs: 728.3
Total Spots: 6,271
Rated Markets: Duluth, Mpls-St. Paul, Rochester and St. Cloud
Spot Markets: Statewide coverage with Minnesota News Network and Ampers radio (diverse targeting)

Digital Audio
Pandora
Total purchased budget: \$10,465
Total impressions: 791,194
Coverage: Statewide

Out-Of-Home
OOH Billboards (16x), Bar Media (50 locations - posters, table tents, floor graphics, mirror clings), Light Rail Wrap (Green Line)
Total purchased budget: \$65,175
Total impressions: 8,837,239
Markets: Duluth, Mankato, Mpls-St. Paul, Moorhead, Rochester, St. Cloud and statewide coverage

Digital/Social
Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers
Total purchased budget: \$24,833
Total impressions: 5,274,305
Coverage: Statewide



Community Programs Recap

402 Funds

FY22 Community Programs (402 Funds)

Breakout by Campaign

Distracted Driving Media Summary

Objectives/Strategy

Generate statewide awareness of the dangers associated with distracted driving, while educating and reinforcing key brand position of “Don’t Text and Drive” to targeted demo while ultimately conditioning drivers to change those behaviors causing drivers to be distracted.

Distracted Driving Details

Total budget: \$300,000

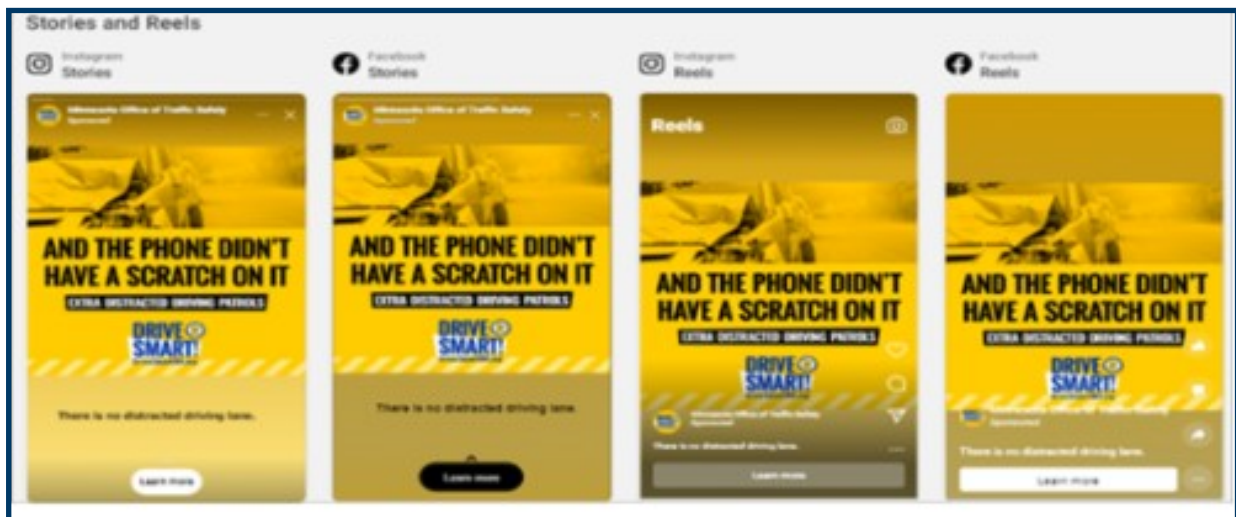
Total paid media: \$299,247 (including agency fees)

Flight Dates: 4/1/22-4/30/22

Demo: A18-49

Total Impressions: 282,447

Markets: Statewide



OTT (Over-the-top Digital Video)

Total purchased budget: \$10,000

Cable TV

Total purchased budget: \$9,350

Total TRP's: 33.0

Markets: Mpls-St. Paul DMA – Interconnect coverage

Radio

Total purchased budget: \$71,152

Total TRPs: 881.1

Total Spots: 8,381x

Rated Markets: Duluth, Mpls-St. Paul, Rochester, and St. Cloud

Spot Markets: Statewide coverage with Minnesota News Network and Ampers radio (diverse targeting)

Digital Audio

Pandora

Total purchased budget: \$15,000

Total impressions: 685,406

Coverage: Statewide

Out-Of-Home

OOH Billboards (25x), Bus Kings and Sides – 80x

Total purchased budget: \$79,842

Total impressions: 17,283,282

Markets: Duluth, Mankato, Mpls-St. Paul, Moorhead, Rochester, St. Cloud

Sponsorships

Gopher Sports – Audio, social, display, in-stadium executions

Total purchased budget: \$25,000

Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers

Total purchased budget: \$52,903

Total impressions: 12,874,935

Coverage: Statewide



Seat Belts Media Summary

Objectives/Strategy

Continually raise awareness and drive recall of life saving messaging detailing the importance of wearing seat belts at all times through a statewide, high-impresion media campaign. Ultimately changing non-compliant behavior and informing drivers of extra enforcement periods.

Seat Belts Details – May

Total budget: \$230,000

Total paid media: \$229,564
(including agency fees)

Flight Dates: 5/23/22-6/5/22

Demo: M18-34

OTT (Over-the-top Digital Video)

Total purchased budget: \$26,153

Total Impressions: 661,704

Markets: Statewide

Cable TV

Total purchased budget: \$5,000

Total TRP's: 21.7

Markets: Mpls-St. Paul DMA – Interconnect coverage

Radio

Total purchased budget: \$54,390

Total TRPs: 787.4

Total Spots: 6,168x

Rated Markets: Duluth, Mpls-St. Paul, Rochester and St. Cloud

Spot Markets: Statewide coverage with Minnesota News Network and Ampers radio (diverse targeting)

Digital Audio

Pandora

Total purchased budget: \$12,937

Total impressions: 782,430

Coverage: Statewide



Out-Of-Home

OOH Billboards (20x), Gas Station TV (750x)

Total purchased budget: \$53,567

Total impressions: 8,482,169

Markets: Duluth, Mankato, Mpls-St. Paul, Moorhead, Rochester, St. Cloud and statewide coverage

Sponsorships

Gopher Sports – Audio, social, display, in-stadium executions

Total purchased budget: \$15,000

Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers

Total purchased budget: \$34,917

Total impressions: 9,082,690

Coverage: Statewide

Speeding Media Summary

Objectives/Strategy

Execute a statewide campaign utilizing highly effective media platforms to increase awareness and consumer recall of the life-saving message around the dangers of speeding, while simultaneously informing and educating citizens of extra enforcement patrols on Minnesota roads. Ultimately, instigating behavioral change and adherence to the speeding laws.

Speeding Details – July

Total budget: \$300,000

Total paid media: \$300,715 (including agency fees)

Flight Dates: 7/1/22-7/31/22

Demo: A18-49

OTT (Over-the-top Digital Video)

Total purchased budget: \$10,001

Total Impressions: 282,856

Markets: Statewide

Cable TV

Total purchased budget: \$10,000

Total TRP's: 27.3

Markets: Mpls-St. Paul DMA – Interconnect coverage



Radio

Total purchased budget: \$73,645

Total TRPs:823.2

Total Spots: 10,325x

Rated Markets: Mpls-St. Paul

Rated Markets: Duluth, Mpls-St. Paul, Rochester and St. Cloud

Spot Markets: Statewide coverage with Minnesota News Network and Ampers radio (diverse targeting)

Digital Audio

Pandora

Total purchased budget: \$14,986

Total impressions: 676,195

Coverage: Statewide

Out-Of-Home

OOH Billboards (25x), Bus Kings and Sides – 80x

Total purchased budget: \$75,837

Total impressions: 16,872,625

Coverage: Statewide

Sponsorships

Gopher Sports – Audio, social, display, in-stadium executions

Total purchased budget: \$25,000

Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram, Local and Diverse Publishers

Total purchased budget: \$55,246

Total impressions: 11,980,622

Coverage: Statewide



Child Passenger Safety Media Summary

Objectives/Strategy

Utilize multi-media platforms to generate significant reach and impression levels to drive awareness of the importance of properly installing and using child safety and booster seats.

Child Passenger Safety Details

Total budget: \$100,000

Total paid media: \$99,108 (including agency fees)

Flight Dates: 9/18/22-9/24/22

Demo: W18-49

OTT (Over-the-top Digital Video)

Total purchased budget: \$5,001

Total impressions: 114,746

Coverage: Statewide

Cable TV

Total purchased budget: \$10,000

Total TRP's: 18.6

Markets: Mpls-St. Paul DMA – Interconnect coverage

Radio

Total purchased budget: \$21,897

Total TRPs: 400.7

Total Spots: 590x

Rated Markets: Duluth, Mpls-St. Paul, Rochester, and St. Cloud

Digital Audio

Pandora

Total purchased budget: \$5,000

Total impressions: 365,930

Coverage: Statewide

Out-Of-Home

Posters – pediatric hospitals and clinics (30x), daycare centers (75x)

Total purchased budget: \$30,290

Total impressions: 1,890,000

Markets: Statewide

Digital/Social

Digital video, Facebook, Instagram, Pinterest

Total purchased budget: \$14,920

Total impressions: 1,602,500

Coverage: Statewide



Motorcycle Recap

405F Funds

FY2022 Motorcycle Budget Breakout by Campaign

Motorcycle Awareness Media Summary

Objectives/Strategy

Educate the general auto-driving population and raise awareness around their increased need to be highly aware of motorcycles while on the road.

Motorcycle Awareness Details

Total budget: \$90,000

Total paid media: \$90,010 (including agency fees)

Flight Dates: 5/2/22-5/29/22

Demo: A18-49

Digital Audio

Pandora

Total purchased budget: \$20,000

Total impressions: 1,180,160

Coverage: Statewide

Out-Of-Home

OOH Billboards (5), Truck sides – Infinity Wraps (25x)

Total purchased budget: \$37,965

Total impressions: 21,111,630

Markets: Duluth, Mankato, Mpls-St. Paul, Moorhead, Rochester, and St. Cloud

Digital/Social

Digital Video, Display, Facebook, Instagram

Total purchased budget: \$21,245

Total impressions: 6,802,038

Coverage: Statewide



Motorcycle Training and Safety Media Summary

Objectives/Strategy

Raise awareness and increase enrollment in Motorcycle Training and Safety courses in select statewide markets, while simultaneously reinforcing the critical importance of wearing proper safety gear, ultimately leading to increased adoption.

Motorcycle Training and Safety Details

Total budget: \$90,000

Total paid media: \$88,804 (including agency fees)

Flight Dates: 4/18/22-5/15/22

Demo: M25-54

Digital Audio

Pandora

Total purchased budget: \$15,004

Total impressions: 1,056,366

Coverage: Statewide

Radio

Total purchased budget: \$34,996

Total TRPs: 241.6

Total Spots: 460x

Rated Markets: Mpls-St. Paul

Digital/Social

Digital Video, Display, Facebook, Instagram, Search

Total purchased budget: \$28,004

Total impressions: 3,759,465

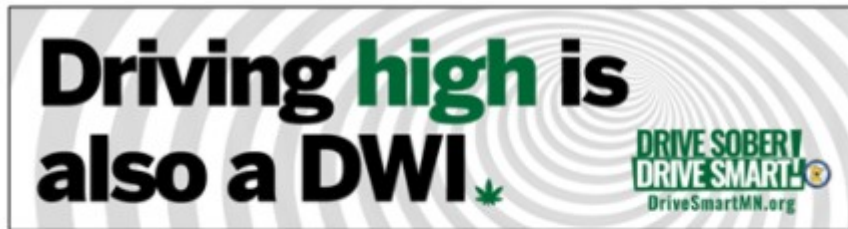
Coverage: Statewide

Creative Services



In 2022, the OTS completed creative messaging for a general impaired driving message, speed and a combined “Buckle Up Phone Down” message that combined two messages in one tagline. The tagline was already being used by other states including Wisconsin, Missouri, Nebraska and South Dakota encouraging young people to take a pledge or accept a challenge to wear their seat belt and put their phones down while driving. The messaging was developed; however, the creative will not be placed into media buys until FY23.

During the legislative session in 2022, legislation passed that allowed the sale of cannabis derived from hemp, including edibles and cannabis-infused beverages. An amendment for the HSP was approved to add 402 funds in the full-service media contract to develop messaging related to drugged driving, which was not part of the original creative priorities plan. After concepts were developed, OTS and OOC leadership decided not to place the ads in the media until further guidance was provided by the DPS Commissioner’s Office.



22-08-02 Media Relations (402, 405d, 405h, 164AL) Shannon Grabow

Amount obligated	\$181,000.00	402	Amount expended	\$110,915.68
Amount obligated	\$10,500.00	405d	Amount expended	\$3,112.19
Amount obligated	\$199,500.00	164AL	Amount expended	\$99,952.75

This focuses on educational efforts to support enforcement campaigns. Enforcement and education are proven countermeasures that work to change dangerous driving behavior that contributes to serious injuries and deaths on Minnesota’s roads.

This project provides print and electronic materials on speed, distracted driving, occupant protection, motorcycle, pedestrian, and alcohol-related traffic safety issues, as well as media relations services with a grant through DPS-OOC. The earned media include, but are not limited to, website blogs, social media posts, news conferences, interviews, talking points, and collateral materials such as brochures, posters, other print materials, five Enforcement campaign template materials posted to the website, production costs for public service announcements, and individuals to develop the public information and media relations efforts.

As a result of the increase in speed-related fatalities and serious injuries, there was shifting of priorities and this project focused heavily on additional speed messaging throughout the year. The OOC and the OTS conducted ongoing social media outreach, blog development and events to talk about the dangers of speed. Costs also include salaries, fringe benefits, indirect costs, and in-state travel for communications staff.

Enforcement and education are proven countermeasures that work to change dangerous driving behavior that contributes to serious injuries and deaths on Minnesota’s roads.

Examples of Media Relations Activities during FY22:

Examples of Media Relations Activities during FY22:

News Conference prior to impaired driving campaign: (November 2021)



Seat Belt News Conference

To kick off the Click it or Ticket campaign, (Sept. 18-24, 2022) a news conference was held highlighting a personal impact story where a driver was saved by her seat belt in a head-on crash. A witness pulled her from her vehicle before it was consumed in flames.



Stop Arm Camera Project

OTS partnered with the Minnesota State Patrol and local police and sheriff departments across the state for additional grants to schools and transportation companies. In FY22, there were three phases of grants that allowed recipients to purchase and install school bus stop arm cameras and supporting software programs. Education and awareness are part of the project to help drivers make the safe decision to obey the law and stop for buses with flashing lights and stop arms extended. The cameras help schools and law enforcement find the violators and hold them accountable.

The OOC supported OTS' stop arm camera project through news releases, social media, a blog post and media relations.



Speed Awareness Day

Minnesota joined NHTSA’s region 5 “Great Lakes High Stakes” Speed Awareness Day that took place on Wednesday, July 27. The goal of the enforcement day was to raise awareness and proactively enforce speeding law to reduce crashes, save lives and prevent injuries. This one-day event occurred during the planned Speed campaign. The OOC supported this initiative through media relations, social media, blog post and news releases.



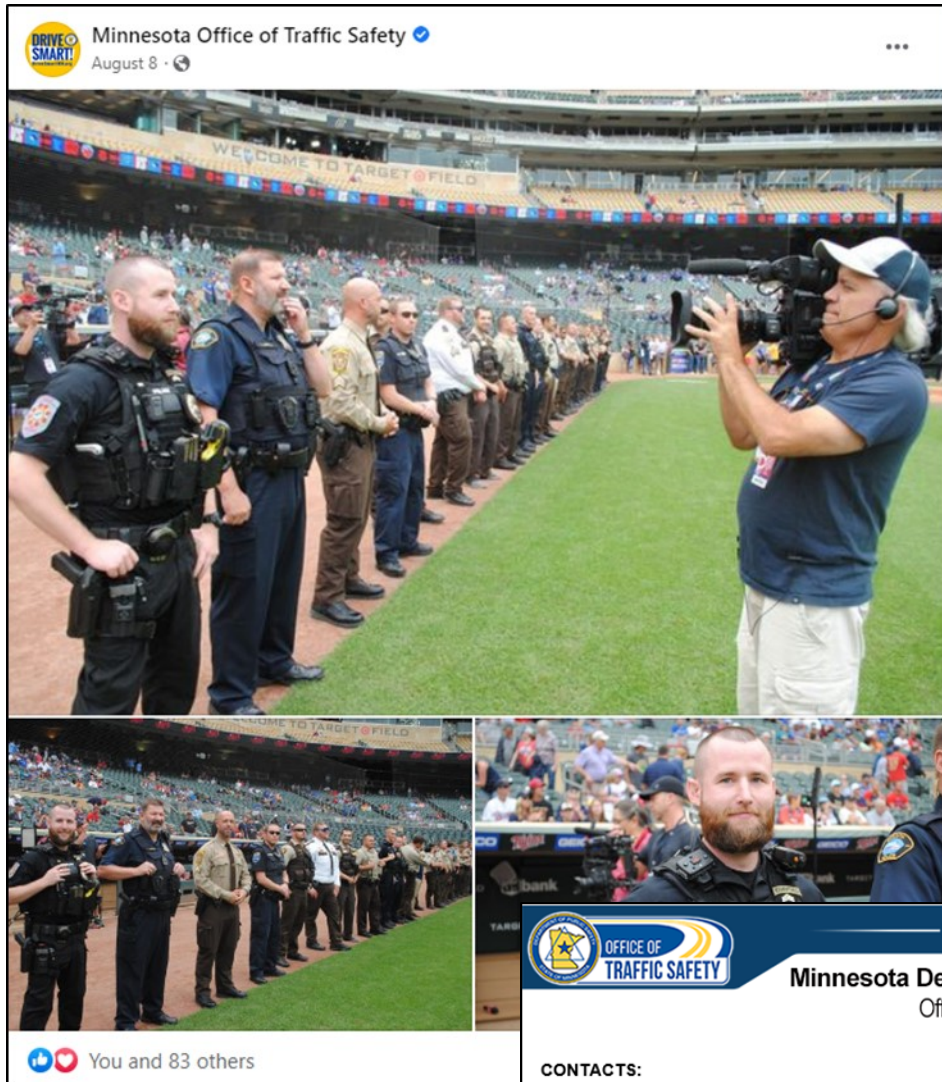
Social Media Support During Campaigns:

OTS staff requested traffic stop information from law enforcement agencies to educate the public about dangerous driving behavior. Traffic stop information was highlighted during each campaign and posted to social media channels.



DWI All Star Event:

OTS honored 61 law enforcement officers as 'DWI Enforcer All Stars' during pregame festivities at a Minnesota Twins Game in July. The OOC supports this annual event through photography, social media, blog post and news releases.



NEWS RELEASE

Minnesota Department of Public Safety
Office of Traffic Safety

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Aug. 5, 2022

'DWI Enforcer All-Stars' Honored at Minnesota Twins Game for Getting Impaired Drivers Off Roads

Red Lake Police Officer Patrick Bendel Leads State With 248 Arrests in 2021; Throwing Ceremonial First Pitch

ST. PAUL — To honor those who excelled at keeping Minnesotans safe from impaired drivers last year, the Minnesota Department of Public Safety Office of Traffic Safety (DPS-OTS) is recognizing 61 officers, troopers, deputies and prosecutors. They represent the DWI Enforcer All-Star team and will be honored during Minnesota Twins pre-game activities at Target Field on Sunday, Aug. 7. Hiway Credit Union is helping sponsor the event.

List of Acronyms and Definitions

Acronym	Definition
ACR	Ambulance Child Restraint
AIIPA	Association of Ignition Interlock Program Administrators
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicle
B2B	Border to Border
BAC	Blood Alcohol Content
BCA	Bureau of Criminal Apprehension
BRC2u	Basic Rider Course 2
BRCu	Basic Rider Course
CARE	Collision Awareness Reduction Efforts
CARS	Children and Restraint Systems
CEU	Continuing Education Unit
CFF	Critical Flicker Frequency
CHQ	Central Headquarters
CLEO	Chief Law Enforcement Officer
CODES	Crash Outcome Data Evaluation System
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CTS	Center for Transportation Studies
CVO	Criminal Vehicular Operation
DCTC	Dakota County Technical College
DMV	Department of Motor Vehicles
DOSCI	Driver Orientation Screen for Cognitive Impairment
DOT	Department of Transportation
DPS	Department of Public Safety
DRE	Drug Recognition Evaluators
DVS	Driver and Vehicle Services
DUID	Driving Under the Influence of Drugs
DWI	Driving While Impaired

List of Acronyms and Definitions

Acronym	Definition
EC	East Central (TZD Region)
EMS	Emergency Medical Services
ENA	Emergency Nurses Association
FARS	Fatality Analysis Reporting System
FAST	FAST Enterprises (Software vendor for DVS)
FAST Act	Fixing America's Surface Transportation Act
FY	Federal Fiscal Year
GHSA	Governors Highway Safety Association
HS	High School
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
IRB	Institutional Review Board
JPA	Joint Powers Agreement
KIM	Kidz In Motion
LATCH	Lower Anchors and Tethers for Child Restraints
LEL	Law Enforcement Liaison
LMS	Learning Management System
MAAA	Metropolitan Area Agency on Aging
MADD	Mother's Against Drunk Driving
MC	Motorcycle
MDH	Minnesota Department of Health
MEMSA	Minnesota EMS Association
MIDAS	Minnesota Interactive Data Access System
MMAP	Mobility for Minnesota's Aging Population
MMSP	Minnesota Motorcycle Safety Program
MMUCC	Model Minimum Uniform Crash Criteria
MN	Minnesota
MNIT	Minnesota Information Technology
MnDOT	Minnesota Department of Transportation

List of Acronyms and Definitions

Acronym	Definition
NCDC	National Center for DWI Courts
NE	North East (TZD Region)
NETS	Network of Employers for Traffic Safety
NGA	National Governor's Association
NHIS	National Health Interview Survey
NHTSA	National Highway Traffic and Safety Administration
NMS Labs	National Medical Services Labs
NW	North West (TZD Region)
OOC	Office of Communications
OOH	Out of Home
OP	Occupant Protection
OPUE	Occupant Protection Usage and Enforcement
OTS	Office of Traffic Safety
OTT	Over the Top
PBT	Preliminary Breath Testing
PD	Police Department
PeCANS	Pedestrian and Cyclist Awareness Notification System
POST	Peace Officer Standards and Training
PSA	Public Safety Announcement
RFP	Request For Proposal
RMS	Risk Management Solutions
ROAR	Real-Time Officer Activity Reporting
SAS Software	Statistical Analysis System Software
SCI	Spinal Cord Injury
SE	South East (TZD Region)
SFST	Standardized Field Sobriety Test
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan
SO	Sheriff's Office
STEP	Strategic Traffic Enforcement Program
SW	South West (TZD Region)
TBI	Traumatic Brain Injury
TRCC	Traffic Records Coordinating Committee
TRF	Traffic Records Forum

List of Acronyms and Definitions

Acronym	Definition
TRPs	Target Rating Points
TSI	Traffic Safety Institute
TSRP	Traffic Safety Resource Prosecutor
TZD	Toward Zero Deaths
TZDRC	Toward Zero Deaths Regional Coordinator
TZDRD	Toward Zero Deaths Regional Director
UTV	Utility Terrain Vehicle
VMT	Vehicle Miles Traveled
WC	West Central (TZD Region)
YUM	Young Unmarried Male

Enforcement Calendar - FFY22



Enforcement Dates

- DWI (optional): Oct. 30-31; 2021 - Halloween
- DWI (optional): Nov. 4-6; 2021 - Deer hunting opener
- DWI: Nov. 24-27; Dec. 2-4; 9-11; 16-18; 23-25; 30-31, 2021
- DWI (optional): Feb. 13, 2022 - Super Bowl
- DWI (optional): March 12 and/or 17, 2022 - St. Patrick's Day celebrations
- Distracted: April 1-30, 2022
- DWI (optional): Every Thursday-Sunday, May 12- Sept. 5, 2022
- Seat belts and child restraints: May 23 - June 5, 2022
- Speed: July 1 - 31, 2022
- DWI: Aug. 19 - Sept. 5, 2022
- Move Over (optional): Aug. 31, 2022
- Seat belts and child restraints: Sept. 18-24, 2022

Short Report Due Dates (Each agency required to submit)

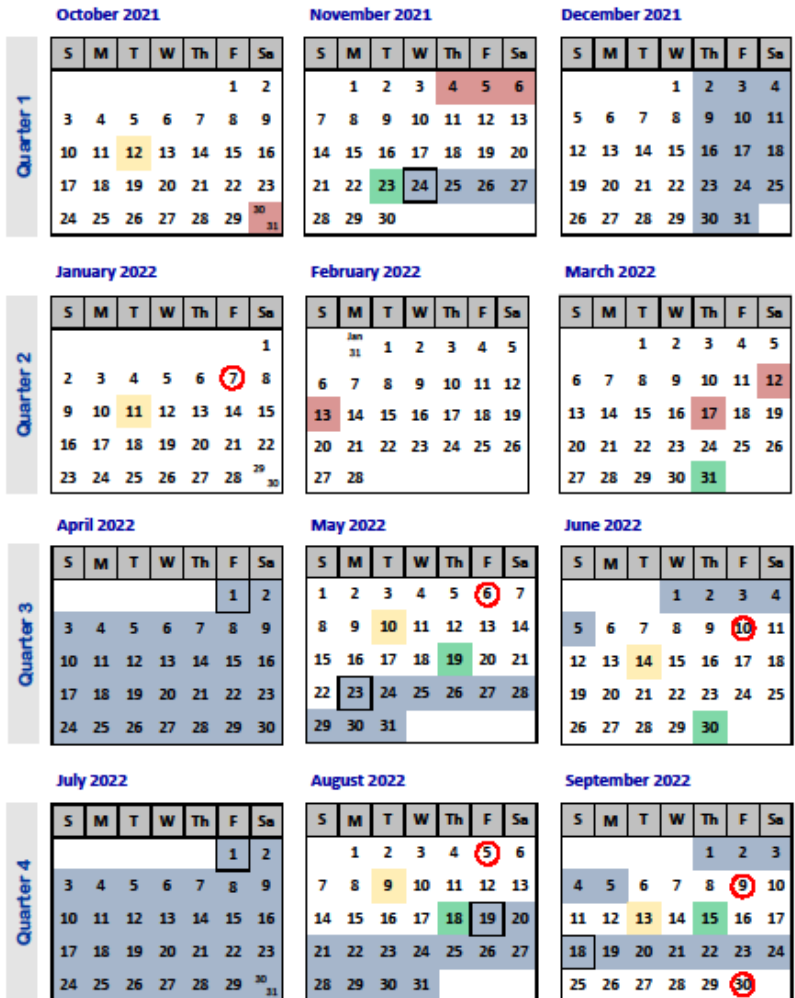
- Jan. 7: DWI arrests, highest B.A.C., from Nov. 24 - Dec. 31, 2021
- May 6: Use of wireless device citations, from April 1-30, 2022
- June 10: Seat belt/child restraint citations from May 23- June 5, 2022
- Aug. 5: Speed citations from July 1-31, 2022
- Sept. 9: DWI arrests, highest B.A.C., from Aug. 19 - Sept. 5, 2022
- Sept. 30: Seat belt/child restraint citations from Sept. 18-24, 2022

Short Report Due Dates

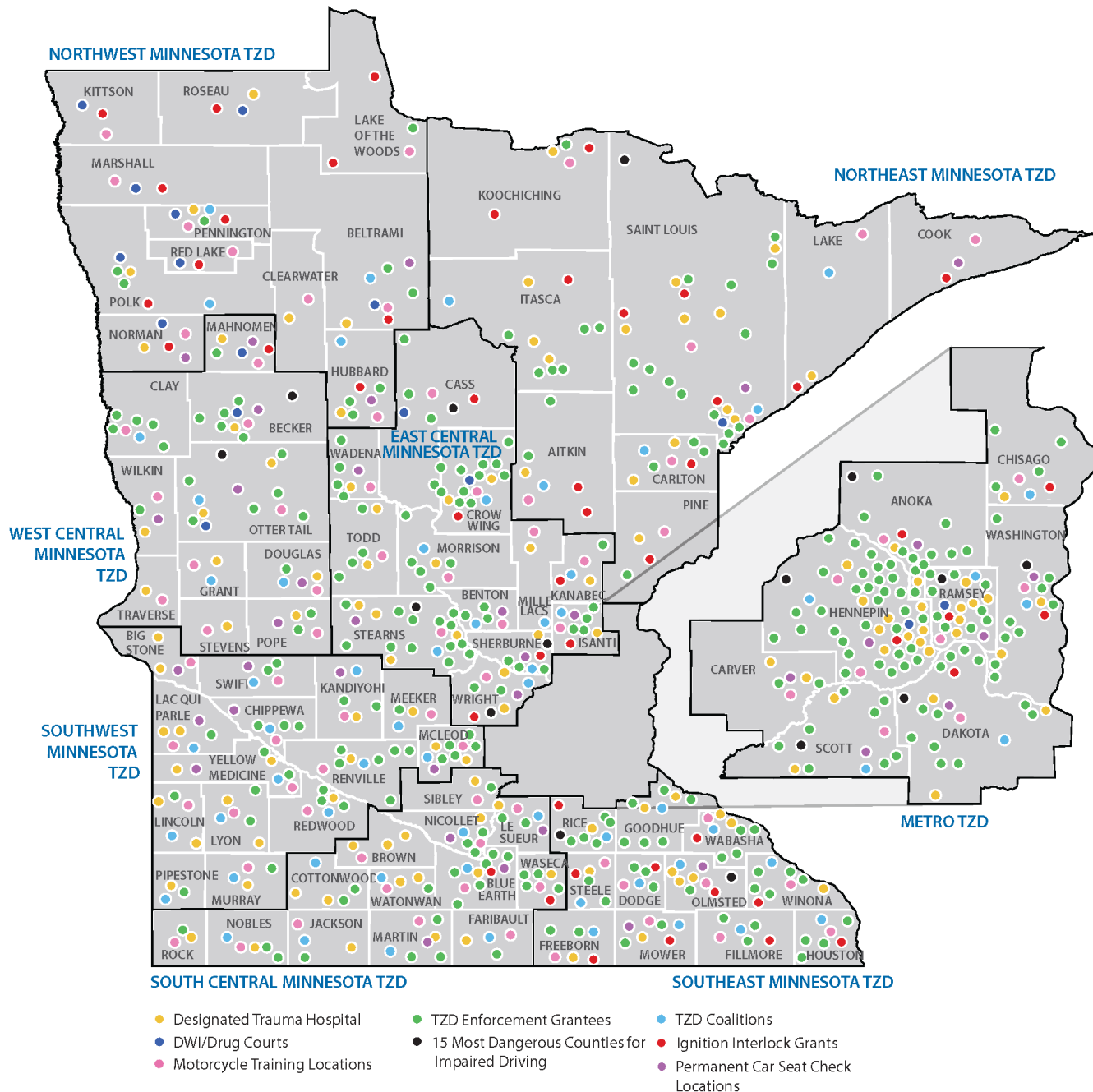


- Announcement to Media
- Enhanced Enforcement
- Statewide Results to Media
- Optional DWI Enforcement
- Statewide Enforcement

Enforcement Grant recipients should collaborate with Toward Zero Deaths education and outreach programs to support enforcement campaigns.



Local Minnesota Traffic Safety Initiatives

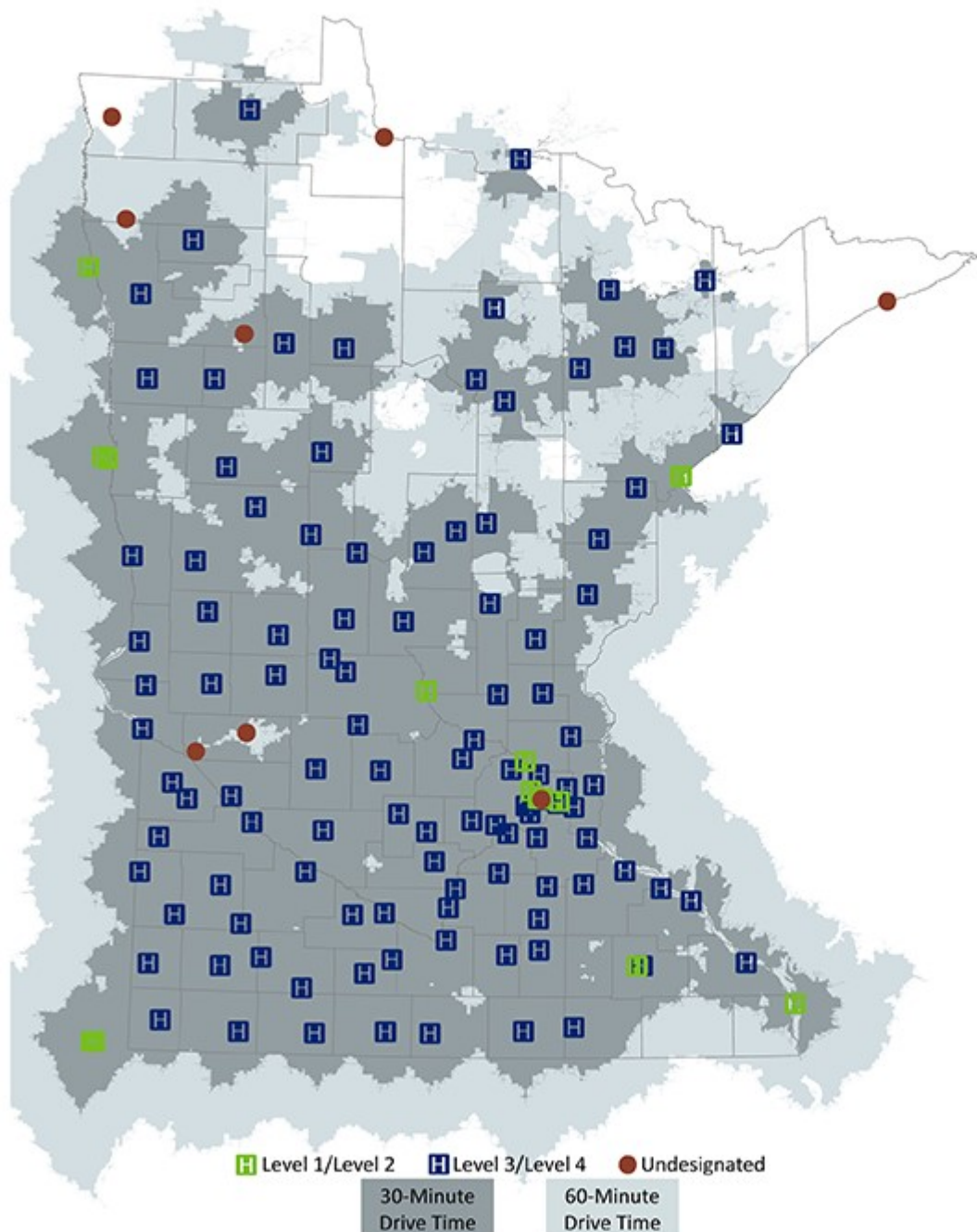


MinnesotaTzd.org/programs

Map Updated
April 2021

Do you live close to a trauma hospital?

98% of Minnesotans live within 60 minutes of a trauma hospital.



Drive times to designated trauma hospitals; MDH Statewide Trauma System, 2022