

Minnesota Highway Safety Plan 2023

TO REDUCE FATALITIES AND SERIOUS INJURIES ON MINNESOTA'S ROADS TO ZERO

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

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The Minnesota Department of Public Safety Office of Traffic Safety submits the attached document as our Federal Fiscal Year 2023 Annual Highway Safety Plan. As we continue to work through one of the most challenging periods that any of us have experienced, we remain focused on our traffic safety mission while also acknowledging the many challenges that are currently facing our state and our nation. The twin challenges of COVID-19 coupled with a nearly unprecedented surge in fatalities has resulted in a critical need for bold and decisive action. These challenges are only further exacerbated by current events and the changing landscape regarding traffic law enforcement and the increasing disrespect for the rule of law and common courtesy on our roads. There is no doubt that we will continue to deal with the effects of COVID-19 pandemic/endemic in the coming years, but our increasing fatality rate is something we can and will correct.

In FY23 we will continue to focus on the goals and focus areas of the current Minnesota State Strategic Highway Safety Plan in cooperation with the Minnesota Department of Transportation and Department of Health. The SHSP sets out the strategies and tactics that are being implemented as we move into the next phase of the plan. All projects and programs found in this HSP are designed to support the goals and objectives of the SHSP and our mission of saving lives by preventing fatal and serious injury crashes.

Minnesota remains focused on the four primary contributing human factors that lead to the majority of serious injury and fatal motor vehicles crashes; Distracted driving, Impaired driving, Occupant protection nonuse, and Speed. Our enforcement and public outreach programs are specifically designed to address these behaviors and to further reduce their prevalence on our roadways. Further, by embracing the Safe System philosophy and working with a broad and diverse stakeholder group, we can begin the evolution of the next generation of countermeasures to improve driver behavior and performance. Each of our enforcement, education, and outreach programs have been carefully researched and the projects were developed based on data analysis. Data driven approaches remain the foundation of our planning and implementation processes. Along with data, ensuring equity in all that we do will be paramount to success. Our equity focus will be reinforced through outreach to historically underserved and marginalized communities across our state.

Minnesota must and will seek new and innovative approaches to address ongoing and emerging traffic safety issues and challenges. Fatalities on Minnesota roads increased for the second year in a row to levels not seen in 15 years. Certainly the COVID-19 pandemic and other societal influences will continue to impact our partners and we will focus on flexibility and accountability in all of our programs. The Office of Traffic Safety 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.

In the area of traffic fatalities, we will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. We will work closely with our Regional TZD Coordinators to identify and offer solutions to local concerns. In 2022-2023 the next generation of our nationally recognized TZD program will begin to be implemented. This evolution will be strongly supported by the additional resources provided through the Bipartisan Infrastructure Law or IJA.

Minnesota has made remarkable gains in traffic safety over the past twenty years but we are seeing a troubling and unacceptable reversal of this progress. We are committed to using data to drive our response and innovation to lead to the next solution. 2020 and 2021 were years best seen in our rearview mirror. In 2023 and beyond we are looking forward and are focused on our life saving mission.

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The Office conducts research to identify pervasive traffic safety problems and sets realistic targets based on that research. Looking at the targets, we select the countermeasures and strategies that are likely to improve performance in the problem area. The strategies in turn lead us to seek specific projects and vendors to conduct them. The final step in the process is selecting the funding source for the selected projects.

The planning process continues throughout the year and involves collaborating with partners, developing performance goals and selecting performance measures, articulating objectives related to the goals, identifying, prioritizing and selecting programs and projects, evaluating results and adjusting problem statements and strategies accordingly.

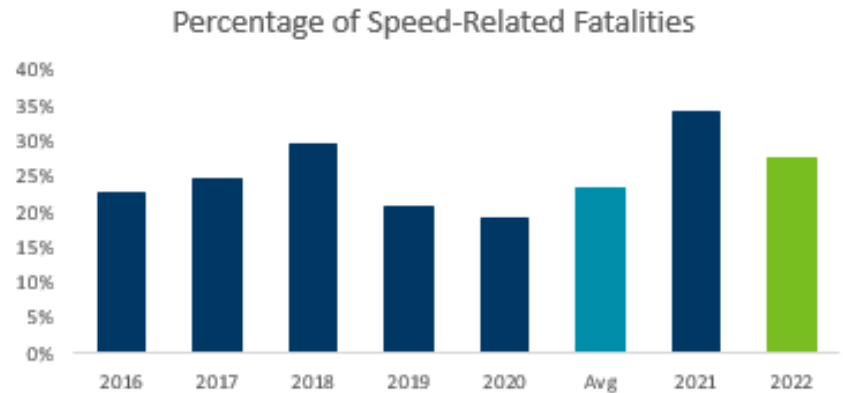
When identifying problems, the office looks at both the size of the problem and at over-representation, considering overall numbers and the proportions to design a balanced program that takes both into account.

Selecting the right projects is one of, if not the most critical tasks leadership performs to further the mission of saving lives on the roadway. As mentioned, the process is year round, ideas come in a variety of ways such as data trend analysis, brain storming sessions, the monitoring and evaluation of current projects, building relationships and listening to the formal and informal safety leaders across the state.

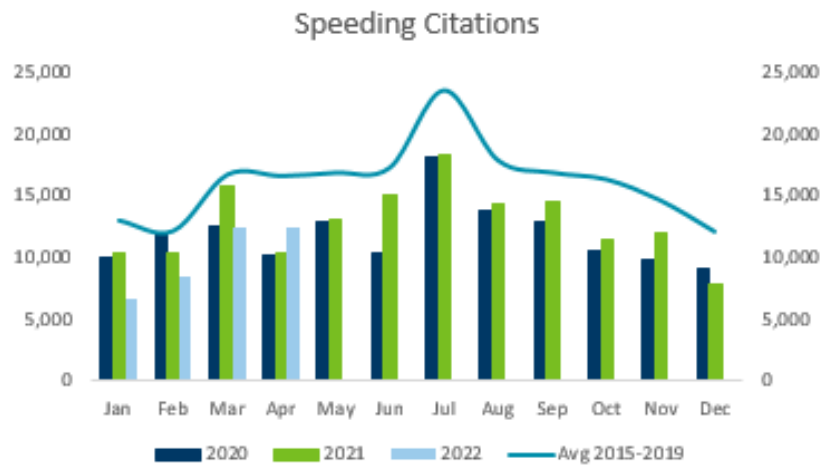
While close attention is paid to data trends throughout the year, we study the trends most closely when planning for a new year. Below are the performance target areas most closely considered in the planning process for 2022.

- In the area of traffic fatalities, we will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. We will work closely with our Regional TZD Coordinators to identify and offer solutions to local concerns.
- While our occupant restraint compliance rate was 92.4 percent in 2021, 110 unrestrained vehicle occupants were killed in 2021. Outreach and education opportunities will increase as the well as the outreach to our law enforcement partners.
- According to preliminary data in 2021, 135 persons were killed as a result of impaired driving. We will continue to advocate for policy and legislative solutions that will strengthen our current laws and make them more effective.
- Speed related fatalities continue to plague our entire state. In 2021, 171 people were killed in speeding related crashes. Improvement to our outreach and educational efforts while also looking for additional ways to support enforcement related activity. Minnesota OTS will also continue to explore other speed management projects.
- In the area of Motorcycle Safety, we will continue to work closely with rider advocacy groups and industry professionals to educate all riders about the importance of helmets and high visibility gear.
- 54 people were killed in teen driver crashes last year. In 2022, OTS will work closely with our Teen Driver Safety Task Force and with our partner agency Driver and Vehicle Services (DVS) to study and improve teen driver education and testing for all new drivers.
- Minnesota is following the national upward trend in the number pedestrian and bicycle fatalities. Minnesota and our partnership with the Minnesota Department of Transportation (MnDOT) will expand both education and outreach projects as well as enforcement efforts.

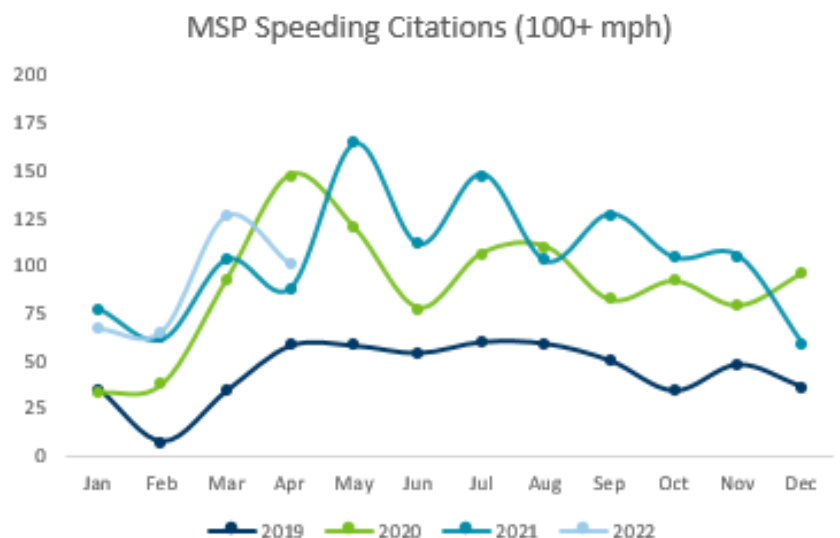
Speed related fatalities account for around 23 percent of Minnesota’s traffic fatalities each year. As of May 2022, speed related deaths make up 27.6 percent of our fatalities. This is cause for alarm as the warmer weather brings increases in speeding and speed related fatalities.



Speeding citations issued for 2020 and 2021 are below the 2015-2019 average. However, 2022 began low, but appears to be picking up. Heading into the summer months speed enforcement initiatives will attempt to tackle the speeding problem.



Since the pandemic began, law enforcement agencies across the state have noticed increases in excessive speed. This trend was observed both in rural areas and throughout the metro. The graph below displays counts of citations issued by the Minnesota State Patrol for speeders driving over 100+ mph.



The following information lists the key advisory boards and networks used during the past year.

Chiefs' and Sheriffs' Associations:

The boards of the Chiefs' and Sheriffs' associations receive a presentation on traffic safety legislation and emerging issues nearly every year. The executive directors of the associations are invited to the TZD program events. Both executive directors have been involved in OTS projects in the past and will be invited again when appropriate. The Chiefs' association regularly reports OTS enforcement news, events, and grant opportunities in its weekly online newsletter.

Child Passenger Safety Advisory Taskforce:

This taskforce of Minnesota child passenger safety experts meets quarterly to provide advice on improvements to Minnesota's child passenger safety program. Members are SafeKids certified technicians from around the state and different professions.

CODES Board of Directors:

OTS traffic records coordinator sits on the Board of Directors for the CODES project at the Department of Health in the Injury and Violence Prevention Section.

MN DWI Task Force:

The DWI Task Force is a long-standing group which meets throughout the year and is most active during the legislative session. Presently chaired by an assistant city of Minneapolis attorney, members include representatives from OTS, law enforcement, MADD, Minnesotans' for Safe Driving, probation, prosecutors, and other interested individuals. The primary focus of the task force is to propose changes to current DWI laws and new DWI laws. The chair, a position with strong influence, testifies for or against many of the DWI laws that are proposed each year. In addition, the group identifies gaps in Minnesota's current DWI programs and proposes projects to fill those gaps that are possible under current law.

Enforcement:

Minnesota's law enforcement liaisons provide a wealth of information and recommendations about the needs of state, county and local law enforcement agencies. One of their primary duties is to identify and bring the wealth of information from the agencies they work with to OTS challenges, successes, and recommendations. In addition, break-out sessions at the statewide annual TZD conference are given separately for enforcement grant recipients, providing them an opportunity to offer suggestions and exchange information.

MMAP (Mobility for Minnesota's Aging Population):

Formerly housed at DARTS, a transportation provider, this group has been meeting on a regular basis for the past ten years to discuss older driver issues. Members include representatives from OTS, the Minnesota and Metropolitan Boards on Aging, Driver and Vehicle Services, occupational therapists and instructors of occupational therapists at universities.

Motorcycle Safety Advisory Taskforce:

This taskforce continues its role in defining key messages for public information campaigns and providing recommendations for the state-funded motorcycle safety program.

National Highway Traffic Safety Administration:

OTS takes into account the recommendations and opinions of those in the Region 5 NHTSA Office and NHTSA headquarters.

Open Solicitation of Projects:

Throughout the year, OTS solicits ideas for traffic safety projects. The solicitation is kept informal; we ask for a description of the problem needing to be addressed, the target market, a brief project description and an estimate and explanation of funding needed.

Toward Zero Deaths Conference:

In a collaborative effort, the Departments of Public Safety, Health and Transportation develop and conduct the annual Toward Zero Deaths conference with sessions geared towards child passenger safety advocates, state and county traffic engineers, public health personnel, local, county and State Patrol enforcement officers and other advocates (including OTS staffers, AAA of MN/IA, MADD, the Minnesota Safety Council, and EMS providers). Evaluations of all sessions are conducted and used in planning for the next year's conference. Ideas generated and issues discussed are summarized in conference proceedings.

Toward Zero Deaths Forums

Twice a year, the Center for Transportation Studies will invite advocates from around the state to St. Paul to discuss trends, current efforts, and new ideas for decreasing traffic deaths and injuries. The sessions are available in real-time with dial up capabilities and are also archived for later review online. Participants include representatives from organizations such as MADD, the Minnesota Safety Council, EMS, the law enforcement community, AAA, other state agencies such as Health and DOT, other divisions within the Department of Public Safety (the Minnesota State Patrol, Office of Communications, and Driver and Vehicle Services) and present contractors to OTS (our law enforcement liaisons and traffic safety resource prosecutor). Information gathered at these meetings is considered when developing future programs and plans. In addition, the meetings increase partnership possibilities and decrease the possibility of duplication or competition of efforts for everyone involved.

Toward Zero Death Leadership Committee:

The leadership committee is responsible for providing strategic direction and is made up of decision making staff from DPS, MNDOT, Department of Health, EMS Regulatory Board, FHWA and the Association of Minnesota County Engineers.

Toward Zero Death Program Committee:

The program committee is made up of stakeholders and other interest groups from the four E's – engineering, enforcement, education and emergency medical services – and other vital partners such as the media outlets and the court system. The program committee shares information on what activities are being conducted to enhance synergy. It also draws members into subcommittees for tasks such as advocating for a proposed legislation.

Traffic Records Coordinating Committee:

Representatives from local law enforcement, DOT, Health, DPS divisions and the courts work together to develop a strategic plan which prioritizes projects to ensure that any proposed changes to data systems related to traffic safety are reviewed by and acceptable to all.

University of Minnesota:

OTS has a close relationship with the Center for Transportation Studies at the University of Minnesota. The CTS is one of the primary partners in the TZD effort, receiving funding from OTS to provide support for all the TZD committees, TZD forums and the annual conference. Each year an OTS staff person reads and assists in evaluating proposals for funding received from the CTS. In addition to CTS, OTS has close ties to the HumanFIRST program (especially through the development and assessment of the new crash database), Intelligent Transportation Systems Institute and Center for Excellence in Rural Safety at the University of Minnesota.

Occupant Protection

Performance Measure C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities

Though Minnesota has made great strides in the area of occupant protection, there is still an urgent need for improvement, particularly in higher injury severity crashes. The data shows that targeted occupant protection campaigns focusing on high- risk demographics, times and locations are necessary to maximize the safety of Minnesota roadway users. An unacceptable proportion of motor vehicle occupants killed or injured in crashes are not properly buckled up.

Age and Gender

Young people are especially at risk; 30 percent of motor vehicle occupants killed or severely injured in Minnesota were aged 15-29. Tragically, only half of them were known to be buckled up. Males of all ages are less likely than females to wear their seat belts. Of all the motor vehicle occupants killed or injured in 2021 crashes, a larger percentage of males were not properly buckled up.

Time of Day

Seat belt usage is worse during late night hours. Thus, attention to enforcing seat belt use in the evening is being strengthened by OTS, regardless of the obvious optical difficulties.

Safety Equipment Use by killed or Injured Motor Vehicle Occupants by Region of the State.

Region	Used	Not Used	Unknown	Number Killed or Injured
Metropolitan	78.8%	3.9%	17.3%	12,376
Central	83.7%	7.2%	9.1%	3,336
Northeast	80.0%	9.0%	11.1%	1,094
Northwest	77.6%	10.5%	12.0%	459
South Central	79.9%	7.7%	12.4%	943
Southeast	85.0%	7.4%	7.6%	1,817
Southwest	76.8%	11.8%	11.4%	1,125
West Central	79.7%	10.3%	10.0%	770
Statewide	80.06%	5.90%	14.04%	21,920



Observational Seatbelt Survey Data

Each year, a statewide survey is conducted observing motor vehicle occupant seatbelt use. This study was not conducted in 2020 due to COVID-19 and 2021 results were delayed due to administrative issues. The reports from 2021 were used to identify and implement proven countermeasures.

From our 2021 Observational Study of seat belt use, we found that males in the general population buckle up less often than females. In 2021, 95.0 percent of females observed were buckled up, compared to 90.2 percent of males. Pick-up truck drivers buckled up less than car drivers by 8.4 percentage points (85.2 percent of pickup truck drivers buckled up, down 3.3 percent from 2019).

Summary

The crash data and observational study provide evidence that, while seatbelt use in Minnesota has greatly increased over the past 20 years, there is room for improvement, particularly among specific demographic groups in high-risk locations. These data tell us that our occupant protection campaigns should target mostly young men in greater Minnesota.

Enforcement should focus on high-risk times, locations and vehicle types. In addition, programming that promotes the motor vehicle safety of children in Minnesota must be maintained, as the safety and well-being of our youth continue to be of the highest priority.

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Impacted Projects: 23-02-01, 23-02-04, 23-02-07, 23-08-01, 23-08-02

Many caregivers are not aware of the proper child passenger safety restraint procedures. This countermeasure aims to educate all caregivers on the best methods for securing children in motor vehicles based on Minnesota's CPS laws and NHTSA's recommendations.

Learning and sharing best practices allows technicians in the state to keep up-to-date, helps keep kids safe when traveling in cars and reduces fatalities amongst children between the ages of zero and seven years old. When children are properly restrained, their chances of being injured in a traffic crash are drastically reduced.

For example, 88 percent of the 14,692 children ages zero to seven that were properly restrained during traffic crashes in Minnesota from 2017-2021 were not injured and another nine percent sustained only possible injuries.

Minnesota is confident in supporting child passenger safety advocates who serve to promote child passenger safety in the southern, northern, and northeastern portions of the state. These advocates will conduct Children and Restraint Systems (CARS) trainings throughout the state to caregivers and parents. In FY21, there were 296 CARS training held with verified completion of 2,666 attendees. OTS CPS advocates were also able to offer the National Child Passenger Safety Certification trainings, with low or no fee to incoming students, ensuring access to all, including low income and underserved populations.

Minnesota is confident in using Countermeasure That Work (Chapter 2: Seat Belts and Child Restraints; 6. Communications and Outreach; 6.2 Strategies for Child Restraint and Booster Seat Use).

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects: 23-02-08

The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment and not buckling up increases one's chances of being killed or injured in a crash and makes roadways less safe for everyone. According to the observational survey, in 2021, 92.4 percent of drivers and passengers buckled up. However, 110 unrestrained vehicle occupants were killed. This demonstrates the importance of identifying the groups that are still not buckling up and targeting enforcement and outreach efforts accordingly. Minnesota has had successful outcomes when using data to drive strategies for education, outreach and enforcement.

This project facilitates the implementation of an annual seatbelt observational survey, compliant with NHTSA guidelines, that determines Minnesota's seat belt use rate based on proven methodology. The results of this survey help to guide enforcement and communication efforts.

We have chosen this countermeasure as one of our strategies because Minnesota is confident in using data driven solutions. Crash data analyses have been proven effective at helping to direct traffic safety efforts, thereby helping Minnesota achieve our performance targets.

Impaired Driving 164 Alcohol and 405d

Performance Measure C-1 Fatalities, C-5 Impaired Related Fatalities

Overview

Impaired driving remains a serious threat on Minnesota roadways, accounting for one fourth of all traffic deaths annually. Although progress has been made in combatting impaired driving, Minnesota, like other states, is experiencing an increase in impairment caused by substances other than alcohol. In 2021, there were 24,324 motorists arrested for DWI, compared with 22,653 in 2020, a 7 percent increase.

Minnesota, like 49 other states, has a 0.08 BAC limit for drivers. Motorists can be arrested with a BAC under 0.08 if impairment is determined by a combination of impaired driving conduct and/or field sobriety testing or if operating a commercial vehicle or school bus. If a motorist's alcohol concentration is at or above 0.08, this constitutes a criminal offense ranging from a misdemeanor to a felony. This also triggers civil penalties including, but not limited to, loss of driving privileges, ignition interlock sanctions and vehicle forfeiture.

Alcohol fatalities

The term "alcohol related" is used when any amount of alcohol was involved. In 2020, there was an 18 percent increase in alcohol related fatalities in comparison to 2019 (114 in 2019, 135 in 2020). In 2021, fatalities remained constant at 135. However, officer perceived alcohol related serious injuries increased percent in 2021 (350 in 2020, 382 in 2021).

The term "alcohol impaired" is used when the amount of alcohol involved is greater than the 0.08 legal limit. Fatalities involving alcohol impairment still concern the State. In 2020, there were 79 alcohol impaired fatalities. In 2021, there were 85, an 8 percent increase. Whether alcohol related or alcohol impaired, these fatalities and serious injuries are preventable. We must not become complacent in our mission to drive deaths toward zero.

The most significant age group of concern remains the 20-34 year-olds. Nearly 41 percent of all alcohol impaired fatalities were in that age group, compared with 29 percent of all traffic crash fatalities in that age group. Overall, males and young adults are overrepresented in impaired related crashes and account for a disproportionate share of fatalities. For instance, in 2021, males accounted for 69 percent of killed drivers who tested positive for alcohol.

In 2021, the eight county Twin Cities metro area had 45.3 percent of the impaired driving arrests and the remaining 79 county non-metro area had 54.7 percent.

Drug Impaired Incidents

Based on arrest data the use of other substances has been steadily increasing over the past ten years. Alcohol impairment is not the only area of concern as in the past, drivers are typically impaired with more than one substance. According to a recently completed an impaired driving assessment coupled with the potential for legalized marijuana all projects must focus on alcohol and other impairing substances.

Enforcement

Minnesota has 53 Enforcement groups and an additional 22 DWI Officer grantees throughout the state. The Enforcement groups conduct High Visibility Saturation campaigns to detect and arrest impaired drivers.

During FY21, the Enforcement's High Visibility patrols netted 1,337 impaired driving arrests, while the DWI Officers accounted for 1,625 impaired driving arrests. These totals accounted for 13.9 percent of the statewide impaired driving arrests recorded during the fiscal year.

DWI Courts and Judicial Ignition Interlock

DWI Courts aim to reduce impaired driving recidivism by providing participants with much needed assistance. The DWI Court teams consist of a judge, state court employees, department of corrections employees, law enforcement, prosecuting authorities, defense attorneys, chemical dependency counselors and mental health experts. FY21 ended with 218 participants and had a recidivism rate of 2.9 percent, far below the statewide rate of 40 percent.

Judicial Ignition Interlocks ensure eligible impaired driving offenders have their vehicles equipped with an alcohol detecting device. In FY21, participation in this program increased from 498 participants to 570 by the end of the fiscal year. The ignition interlock devices not only reduce recidivism, but they also contribute to a reduction in impaired driving fatalities.

eCharging and DWI Mapping

Minnesota utilizes an electronic platform, eCharging, to process all impaired driving incidents. Within eCharging, law enforcement officers are able to use data from multiple databases within Minnesota. The eCharging platform connects with Driver and Vehicle Services databases to provide driving record data for suspected impaired drivers. DVS data includes license validity and prior alcohol and/or drug impaired offenses. eCharging also is the platform that officers use to obtain search warrants. The wait times for obtaining probable cause search warrants has been reduced from an hours-long process to being reviewed and approved by a judge within a matter of a few minutes.

eCharging also communicates with our DWI Mapping tool. Software improvements are currently allowing for geo-coding in cases where GPS is need to locate an impaired operation location. This is especially important for locating impaired operation incidents of snowmobile or watercraft impaired operation on one of many lakes. The DWI Dashboard Mapping tool is versatile and has the capability of pulling specific information for very narrow search needs. The DWI Mapping tool also plots crash data from the MNCrash reporting platform, which is used by all LEOs in Minnesota.

Summary

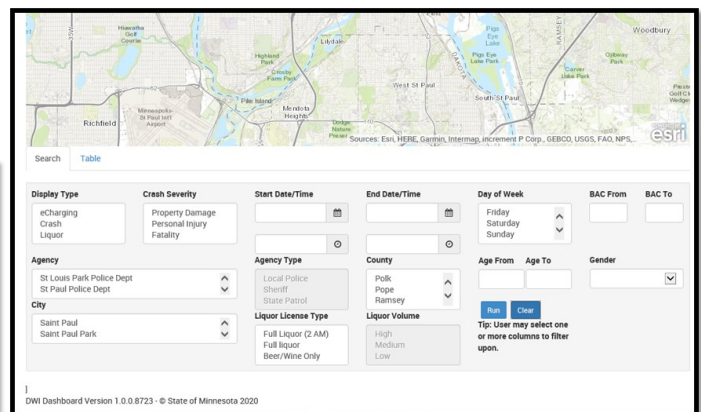
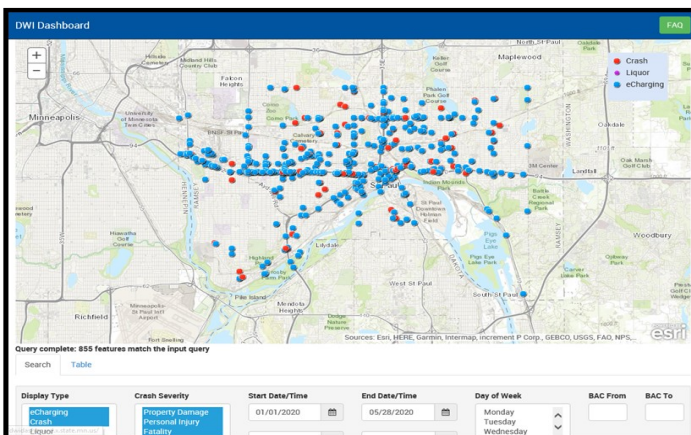
Minnesota recorded a 16 percent increase in alcohol related fatalities from 2019-2021. These data highlight the importance of focusing enforcement efforts on the deadliest counties and high-risk times. In addition, programming that promotes the responsible service of alcohol at participating establishments helps to prevent alcohol related crashes by reducing the number of impaired drivers on the roadway.

City of St. Paul 1/1/2020 to 5/28/2020

All agencies

All DWI arrests

All alcohol-drug related crashes (PD, PI, fatal)



Countermeasure Strategy: DWI Courts

Impacted Projects: 23-03-01, 23-03-04, 23-03-21

The goal of DWI Courts is to reduce recidivism by providing more monitoring, services and support than traditional courts provide. Key components of this approach are intensive supervision and addiction treatment, with the aim of modifying the offender's behavior in both the short and long-term.

Impaired driving remains a serious threat on Minnesota roadways. Alcohol plays a role in approximately one-third of all Minnesota traffic deaths annually. One in seven Minnesota drivers has a DWI on record and about half of those will re-offend. Reducing recidivism is key to decreasing impaired-driving related traffic fatalities and injuries. In Minnesota, this strategy has decreased recidivism rates among participants compared to offenders who do not participate in the program, thus bringing us closer to our goal of reducing impaired driving related fatalities.

Minnesota is one of the top states in the nation in terms of the number of designated DWI courts. Last year, there were 305 participants with 122 graduates, only 9 of whom incurred an additional DWI arrest. This recidivism rate of 2.9 percent demonstrates the projects success if compared to the statewide recidivism rate of nearly 40 percent. Participants complete treatment programs and participate in mandatory group therapy sessions. They are also regularly monitored and tested for drug and alcohol use. They receive support in achieving legal driving status and are closely monitored by probation officers who conduct random alcohol checks. Last year, 33 participants obtained valid unrestricted driving privileges and 72 obtained driving privilege via ignition interlock devices.

Minnesota believes in Countermeasure That Work (Chapter 1: Alcohol and Drug Impaired Driving; 2. Deterrence: Prosecution and Adjudication; 3.1 DWI Courts). We have chosen this countermeasure as one of our strategies as it has been proven to reduce recidivism by approximately 50 percent compared with regular courts. OTS believes in adopting an approach rooted in rehabilitation and support because this approach can be more cost effective long term than repeat arrests and incarceration and it will bring us closer to our goal of reducing impaired related traffic deaths and injuries.

Countermeasure Strategy: Impaired Data Collection and Analysis

Impacted Projects: 23-03-02, 23-03-09

The aim of this innovative countermeasure is to collect and analyze impaired related crash data and DWI data in order to help identify problems and inform enforcement and outreach efforts. OTS supports an ongoing DWI Dashboard project, which seeks to identify locations with high DWI incident numbers and analyze the correlation to crashes and liquor establishments by integrating several state databases and employing a DWI data analyst.

Last year 70.9 percent of DWI locations reported in eCharging were located and matched in the dashboard. These data were used to concentrate DWI enforcement efforts, helping Minnesota achieve the goal of reducing impaired related fatalities and injuries. Another important part of the data collection and analysis process is alcohol and drug testing.

We have chosen this countermeasure as one of our strategies because Minnesota is confident in using data driven solutions. Crash data analyses have been proven effective at helping to direct traffic safety efforts. Enhancing Minnesota's DWI analysis capabilities will broaden our ability to identify problems and implement solutions, thereby helping Minnesota achieve our impaired-driving related fatalities performance target.

Countermeasure Strategy: Ignition Interlock

Impacted Projects: 23-03-05, 23-03-13

Ignition Interlock is a device that prevents a vehicle from starting when the driver blows a breath alcohol level over a set threshold. The goal of this countermeasure is to reduce the likelihood that a DWI offender will re-offend, thereby decreasing overall recidivism and, in turn, impaired-driving related fatalities and injuries.

Impaired driving remains a serious threat on Minnesota roadways, accounting for one-fourth of all traffic deaths annually. Furthermore, one in seven Minnesota drivers has a DWI on record and of those, about half will re-offend. Reducing recidivism is key to decreasing impaired-driving related traffic fatalities and injuries. Studies have shown ignition interlock to reduce recidivism by 75 percent among participants compared to DWI offenders who do not participate.

In Minnesota, an ignition interlock law has been in place since June 2011, wherein repeat offenders and offenders with high BAC are required to install ignition interlock in order to reinstate driving privileges. It is also mandatory for drivers whose licenses have been cancelled inimical to public safety. The ignition interlock program has been expanding in Minnesota since its launch. Last fiscal year ended with DVS monitoring 11,476 participants and field investigators having conducted 445 inspections of service centers around the state.

Minnesota is confident in using Countermeasure That Work (Chapter 1: Alcohol and Drug Impaired Driving; 2. Deterrence: DWI Offender Treatment, Monitoring, and Control; 4.2 Ignition Interlock). We have chosen this countermeasure as one of our strategies as it has been proven to reduce recidivism among participants, thereby reducing the occurrence of impaired-driving related crashes, fatalities and injuries.

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement

Impacted Projects: 23-03-03, 23-03-10, 23-03-12, 23-04-01, 23-04-08

The purpose of this countermeasure is to prevent impaired driving through vigorous and comprehensive enforcement of impaired driving laws. This strategy serves to remove unsafe drivers from the roadways and to deter the dangerous behavior of driving under the influence of alcohol or drugs.

Alcohol consumption by drivers remains a serious threat on Minnesota roadways, and alcohol plays a role in about one-third of all traffic deaths annually. One of the key strategies for deterring impaired driving is enforcement. Since 1998, drunk driving related fatalities have decreased by nearly 75 percent, due in part to enforcement efforts.

The eCharging system connects with the driver license database to immediately provide driver license information to law enforcement, including arrest data and prior DWI convictions. eCharging automates, simplifies and expedites an otherwise complex and time consuming arrest process. This makes enforcing impaired driving easier, more efficient, and more effective. eCharging remains voluntary, however 99.9 percent of DWI submissions are completed through the system.

Minnesota is confident in using Countermeasure That Work (Chapter 1: Alcohol and Drug Impaired Driving; 2. Deterrence: Enforcement). We have chosen this countermeasure as one of our strategies as it has been proven to be a vital component in deterring impaired driving, and removing unsafe drivers from the roadways.

Countermeasure Strategy: Responsible Beverage Service

Impacted Projects: 23-03-18

The purpose of this countermeasure is to prevent impaired driving through the implementation of over-serving policies in establishments that serve alcohol and providing responsible-server training for restaurant/bar staff.

This countermeasure is most effective when the training provided is intensive and in-person and when the policies are supported on an on-going basis by management.

Alcohol consumption by drivers remains a serious threat on Minnesota roadways, and alcohol plays a role in about one-third of all traffic deaths annually. Preventing impaired driving requires a multipronged approach, and one tactic is to reduce impairment at the source, namely, establishments that serve alcohol. Servers have the power to refuse over-service of alcohol, and can therefore contribute to a reduction in impaired driving.

The State will reinstate funding for intensive, in-person responsible server training that includes establishment management support. An AGE (Alcohol and Gambling Enforcement) liaison will update training materials and resources, provide 'train-the-trainer' services and recruit participants among traffic safety partners. He/she will collect and maintain data on trainer accreditation and the number of classes and participants. He/she will also provide responsible server training for community festivals and special events.

Minnesota is confident in using Countermeasure That Work (Chapter 1: Alcohol and Drug Impaired Driving; 5. Prevention, Intervention, Communications and Outreach; 5.3 Responsible Beverage Service). We have chosen this countermeasure as one of our strategies as it has been proven to be effective at reducing over-serving when conducted according to guidelines: intensive, face-to-face responsible server training, coupled with strong, continued management support.

Police Traffic Service

Performance Measure C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

Overview

The Police Traffic Services section of our traffic safety plan supports additional hours of enforcement and resources that focus on prevention and education. It also provides assistance for attendance at training and conferences, to provide opportunities for networking, sharing best practices and recognition to inspire and motivate officers to do their work effectively and efficiently.

In Minnesota, speed related fatalities continue to plague our entire state, with street-racing becoming an emerging trend. Preliminary numbers in 2021 show one fatality and seven serious injuries resulted from crashes in which the officer perceived street-racing was involved. Therefore, it is necessary to focus on improving our outreach and educational efforts while also looking for additional ways to support enforcement efforts. This will be key to reducing lives lost on the roadways due to excessive speed. NHTSA research shows motorists wrongly believe speeding is not as great a risk to safety as other traffic violations. That simply is not true.

Consequences of Excessive Speed:

- Greater potential for loss of vehicle control
- Increased stopping distance
- Increased crash severity leading to more numerous and severe injuries

Speeding Related Fatalities:

Illegal or unsafe speed is a leading contributing factor in fatal crashes.

In Minnesota 2017–2021, illegal or unsafe speed was a contributing factor in 517 fatal crashes resulting in 569 deaths.

224 of the 517 fatal speeding related crashes from 2017-2021 were also alcohol related.

Over the five-year period, 2017–2021, 55.1 percent of the speed related fatal crashes occurred in rural areas (population less than 5,000).

Speed is the largest contributor however an analysis of fatalities and injuries indicates that seatbelt usage, distraction, and impaired driving are troublesome. Enforcement efforts are based on local data driven problem identification in all behavior areas.

Enforcement

In 2021, OTS provided 53 multi-jurisdictional law enforcement grants to 294 agencies and 11 State Patrol districts. This collaboration created strong high-visibility enforcement programs not only to those grantees, but to neighboring communities as well. The grantees were required to report their enforcement activity once completed. The grant enabled six annual mobilizations plus additional speed campaigns, two seat belt campaigns (resulting in 6,824 seat belt citations), two impaired driving campaigns (resulting in 1,337 impaired driving arrests) and a distracted driving and speed campaign (resulting in 29,700 speeding citations).

Summary

The enforcement program incorporates the national and statewide mobilizations as part of the overall plan. Based on problem identification, additional funding is provided to specific law enforcement agencies to conduct highly-visible enforcement focused on specific behaviors, such as impaired driving, speed, distracted driving, occupant protection or pedestrian safety. Agencies participate in the national mobilizations and report their successes through a short report to the DPS-OTS. Minnesota has committed law enforcement liaisons that keep the program a priority locally and serve as resources to their agencies in the region.

Evidence Based Traffic Safety Enforcement Program

Overview

A significant portion of Minnesota's highway safety grant funding is awarded to law enforcement agencies each year. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, Minnesota has designed an enforcement plan that incorporates data driven problem identification. The data driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine what is occurring, where, when, why and how it occurring and who is involved. Deployment of resources are based on these analyses and the plan is continuously monitored and adjusted as warranted.

The state uses data to determine which 15 counties have had the most alcohol related traffic fatalities and serious injuries. Funding for enforcement and outreach is then concentrated in these counties. The counties with the highest number of alcohol related fatalities and severe injuries are eligible for additional funding for sustained year-round impaired driving enforcement. Additional speeding enforcement funding is allocated to counties that are at or above the state average for speed related fatalities and serious injuries. Counties with the highest number of pedestrian fatalities and serious injuries are eligible for additional funding for motorist and pedestrian behavior.

In addition, local law enforcement and other traffic safety stakeholders conduct reviews of fatal and serious injury crashes to determine when and where the majority occur, and direct resources based on these results. To further enhance location-based crash analysis, a public crash portal with mapping capabilities became available in 2022.

Paid Media is used primarily in conjunction with enforcement, and is paired with statewide campaigns targeting seatbelt use, impaired driving, distracted driving, speeding and pedestrian safety. Minnesota's paid media complements national paid media and enforcement, because combining increased enforcement with public awareness has been found to result in long lasting improvements in driver behavior. Upcoming paid media advertisements will focus on key messages about impaired driving, occupant protection, speed and distraction during the related campaigns.

Coupled media and enforcement campaigns follow an annual calendar (see Appendix C) that specifies dates for specific areas of enforcement (e.g. seat belts, speed, impaired-driving). To ensure proper allocation of resources, law enforcement events must be entered into ROAR according to the dates indicated on the enforcement calendar. In addition, continuous oversight and monitoring of the enforcement efforts include regular progress report review, onsite project monitoring, formal training, direct technical assistance, and LEL support.

Countermeasure Strategy: Enforcement of Drug Impaired Driving/Law Enforcement Training

Impacted Projects: 23-03-03, 23-04-01, 23-04-08

Drug-Impaired driving is often under-reported. It is not uncommon that only drivers with low BACs are tested for drugs, given the officer perceives impairment. In addition, drug impairment can be difficult to detect given the wide range of potential drug types and symptoms. This countermeasure aims to close the enforcement and reporting gap related to drug-impaired driving by providing special drug impaired enforcement training (DRE) in addition to highly effective general impaired training (SFST, ARIDE, DWI EZ Guide) to law enforcement officers, empowering them to identify drug impairment in drivers. This strategy contributes to traffic safety as it facilitates more thorough testing and enforcement, getting impaired drivers off the roadways, and collecting more complete impairment data for later analyses.

We know that alcohol-impaired driving remains a serious threat on Minnesota roadways, accounting for close to 20 percent of all traffic deaths annually. However, drug-impaired driving enforcement remains a significant challenge. Drivers who are found to be impaired by alcohol are often not tested for drugs. This prevents traffic safety officials from obtaining the data necessary in order to target enforcement, education, and outreach related to drug impairment. Drug-impairment training programs for officer's increases drug-impairment identification capabilities, giving law enforcement the tools they need to conduct tests and make arrests. DRE trained officers have proven effective in Minnesota, as more than half of the time, DRE opinion and toxicology results match.

All Minnesota law enforcement officers who participate in grant-funded enforcement programs by OTS are required to receive SFST, ARIDE, and OPUE training. These courses are peer-taught by trained troopers, local and tribal officers, and county deputies. By the end of FY21, there were 238 certified DREs representing 112 agencies. In addition, DRE certification programs are offered to qualified officers.

Minnesota is confident in using Countermeasure That Work (Chapter 1: Alcohol and Drug Impaired Driving; 7. Drug Impaired Driving; 7.1 Enforcement of Drug Impaired Driving). Drug Impaired driving enforcement is a key component in reducing deaths and injuries related to impaired driving.

Countermeasure Strategy: Short-Term, High Visibility Seat Belt Law Enforcement

Impacted Projects: 23-04-01, 23-04-08

This approach involves intensive, high visibility seatbelt enforcement for short-term durations accompanied by paid or earned media campaigns to spread awareness. The goal of highly visible enforcement is to encourage motor vehicle occupants to buckle up or risk incurring a citation. A high-profile example is the *Click It or Ticket* campaign which has been implemented with much success in many states across the nation.

Less than 8 percent of motor vehicle occupants are not properly restrained, according to Minnesota's annual observational survey, yet a disproportionate percentage of people killed in crashes are not buckled up. In 2021, 340 motor vehicle occupants were killed in traffic crashes, 49 percent of whom were unbelted. Therefore, it is vital that, despite Minnesota's high overall seatbelt use rate (which climbed from 64 percent in 1998 to 92.4 percent in 2021), we continue to target locations and demographics that have been shown to have lower belt use with enhanced enforcement and outreach.

Extra enforcement activities will take place across the state, coinciding with NHTSA's enforcement calendar (see Appendix C). Enforcement will run concurrently with paid media campaigns to maximize impacts.

Minnesota is confident in using Countermeasure That Work (Chapter 2: Seat Belts and Child Restraints; 2. Seat Belt Law Enforcement; 2.1 Short-Term, High-Visibility Seat Belt Law Enforcement). This strategy has been proven highly effective, particularly when coinciding with outreach and communications efforts.

Countermeasure Strategy: Short-Term, High Visibility Enforcement

Impacted Projects: 23-04-01, 23-04-08, 23-08-01, 23-08-02

This approach involves enhanced, high visibility, speeding enforcement for districts that have shown high rates of speeding and/or other aggressive driving behaviors, or have high fatality and serious injury numbers. These locations and times are identified by data-driven research. The primary strategy for this countermeasure is deterrence. With a perceived (and actual) high probability of arrest, the goal is to reduce the likelihood that individuals would risk speeding, or other high risk driving behaviors.

Speeding is a factor in one in four fatal crashes in Minnesota (2017-2021). Ensuring that drivers obey the speed limits and exercise due care when driving greatly impacts the safety of all roadway users. Minnesota saw a downward trend in speeding related fatalities between 2008 and 2017, and then experienced an extreme uptick in 2020 and 2021. This increase, coupled with the emerging issue of street-racing, make it necessary to review efforts to enforce speeding violations in order to reach our performance goals.

Distraction is a factor in 8 percent of fatal crashes in Minnesota (2017-2021), and is known to be under-reported. Ensuring that drivers obey cell phone use restrictions and exercise due care when driving greatly impacts the safety of all roadway users. The number of distraction related traffic fatalities has decreased since 2014. However, the launch of a new crash reporting system (MNCrash) likely contributed to under-reporting of distraction due to different data value options in the distracted driving field. A hands-free law was passed in the summer of 2019 and, while sufficient data has not yet been collected to identify changes in violation rates, we expect that this law, in conjunction with enhanced enforcement campaigns, will increase the number of violations given, while reducing distracted driving overall, helping Minnesota achieve its performance targets.

Extra enforcement activities will take place across the state in locations that show high rates of speeding related traffic fatalities and serious injuries. Enforcement is coupled with outreach and education in order to increase community awareness of these campaigns. Law Enforcement Liaisons play a key role in the success of these campaigns. Anecdotal evidence suggests that enforcement officers trust, and are more responsive to suggestions from, fellow officers than from others. OTS employs retired officers to communicate directly with law enforcement agencies. One of the key functions of these law enforcement liaisons is to rally the law enforcement network to participate in national and state High Visibility Enforcement campaigns.

Minnesota is confident in using Countermeasures That Work (Chapter 3: Speeding and Speed Management; 2. Enforcement; 2.2 High-Visibility Enforcement). We have chosen this countermeasure as one of our strategies as it has been shown to have positive traffic safety impacts. Overall, OTS believes that this is one of the tools we can use to bring us closer to our performance goals.

Countermeasure Strategy: Supporting Enforcement/Professional Development

Impacted Projects: 23-04-03, 23-04-05, 23-04-07, 23-04-09, 23-06-13

The aim of this countermeasure is to motivate law enforcement officers and/or agencies to enhance enforcement efforts and outreach to reduce traffic crashes, injuries, and deaths, by recognizing exceptional traffic enforcement performance. This provides an incentive to excel and expresses the gratitude of OTS, the Commissioner and all traffic safety stakeholders to those agencies that go above and beyond.

Encouraging law enforcement agencies to perform top notch enforcement and cultivate a positive traffic safety culture within their communities can greatly improve safety on Minnesota roadways by mitigating dangerous driving behaviors and preventing crashes from occurring.

Outstanding performance in the field is only possible with strong administrative support, rigorous training, and opportunities for growth via networking and idea sharing. Administrative staff maintain records, organize trainings and schedules, manage budgets, and perform all of the essential behind-the-scenes tasks that are necessary for effective and efficient law enforcement.

Enforcement is an important component in our mission to reduce traffic deaths and injuries, and keeping law enforcement officers motivated to excel in their enforcement efforts brings us closer to achieving that goal. Recognizing excellent work is a strategy that has resulted in enhanced enforcement performance. Minnesota awards agencies for superior performance in traffic, media, and public outreach during the previous year's grant-funded activities by presenting them with the Commissioner's Enforcement Award. The award includes the opportunity for the grant lead to attend an out-of-state traffic safety conference and allows for extra attendees at the statewide TZD conference.

Minnesota has chosen to use this countermeasure because it supports and motivates enforcement officers, enabling them to perform at the highest level possible, thereby reducing fatalities and injuries, making our roadways safer and helping Minnesota achieve our traffic fatality performance target.

Traffic Records

Performance Measure C-1 Number of Traffic Fatalities

Overview

The Traffic Records Program portion of the Highway Safety Plan supports a variety of projects designed to increase the ability to identify problem areas, evaluate the effectiveness of programs and develop new data sources to mine for information about traffic crashes and injuries in Minnesota. These projects use multiple funding sources.

The Traffic Records Coordinating Committee (TRCC) is moving forward with several data improvements identified in the 2019 Traffic Records Assessment and additional opportunities for improvement identified by traffic records stakeholders. Funds are used to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of State data, evaluate the effectiveness of efforts to make such improvements and link State data systems.

Minnesota incorporated the findings of the Assessment into the Traffic Records Strategic Plan
See: Appendix F.

Summary

Data is at the core of all the activities in the Highway Safety Plan. Data from the various Traffic Records systems provides the basis for problem identification, and project selection is also a data-driven process. Furthermore, performance measurement relies on accurate and timely data.

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects , 23-05-01, 23-05-02, 23-05-03, 23-05-04, 23-05-05, 23-05-06, 23-05-07, 23-05-08, 23-05-09, 23-05-11

The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment and not buckling up increases one's chances of being killed or injured in a crash, and makes roadways less safe for everyone. In 2021, 92.4 percent of drivers and passengers buckled up according to the observational survey. Yet, 49 percent of motor vehicle occupant fatalities were not restrained. This demonstrates the importance of identifying the groups that are still not buckling up, and targeting enforcement and outreach efforts accordingly. Minnesota has had successful outcomes when using data to drive strategies for education, outreach, and enforcement.

These projects have been developed to improve, enhance and maintain important traffic related data systems that ultimately help direct traffic safety efforts by ensuring that they are guided by the most accurate, complete and timely data possible.

We have chosen this countermeasure as one of our strategies because Minnesota is confident in using data driven solutions. Crash data analyses have been proven effective at helping to direct traffic safety efforts, thereby helping Minnesota achieve our performance targets.

Community Projects

Performance Measure C-1 Number of Traffic Fatalities, C-4 Number of Unrestrained Fatalities, C-5 Number of Impaired Related Fatalities, C-10 Number of Pedestrian Fatalities

Overview

There are few injuries or deaths more preventable than those caused by the decision to drive irresponsibly. Communities that are aware of the safety risks and costs that result from traffic crashes are more likely to devote their attention and resources to preventing more crashes, injuries and deaths on roadways. In addition, community members working together to solve their local traffic safety issues often increases the community's cohesiveness and improves its quality of living. Community level support is necessary for Minnesota to reach its goal of zero traffic deaths. It takes everyone, and everyone sharing the same message.

Young drivers are more likely than other age groups to be involved in crashes, often with serious consequences. Consistently, teen drivers make up a disproportionate percentage of crash-involved drivers on Minnesota roadways. In 2021 alone, there were 47 fatal crashes involving teen drivers. Senior drivers are involved in approximately 11 percent of all traffic crashes in Minnesota, but 17 percent of fatal crashes. As the senior population slowly increases, so does senior involvement in crashes.

An analysis of fatalities and injuries indicates that seatbelt usage, distraction, and impaired driving are of troublesome. Outreach and communication efforts are based on local data driven problem identification in all areas.

It is important that all traffic safety education and outreach efforts, whether legislated or voluntary, provide current information that is accessible to all of Minnesota's diverse communities.

Minnesota believes providing local education and outreach through a variety of community programs will provide the biggest impact to the Toward Zero Death goal set by Minnesota over 15 years ago. Community events need to be local and streamlined with consistent messages tailored to each unique audience. Local traffic safety professionals know the people in their community, identify with them and are better equipped to meet them where they are.

The Minnesota Toward Zero Death (TZD) program consists of community stakeholders from professional fields of education, enforcement, engineering and emergency medical services, as well as employers, the judicial system and media.

Reaching ZERO traffic deaths and serious injuries requires traffic safety partners across all levels of government, communities and disciplines working in a coordinated effort.

Summary

The projects, priorities, strategies and tactics are intended to foster the coordination between local communities and four E's Education, Emergency Response, Enforcement and Engineering, with Everyone completing the five E's in traffic safety. The Community Program projects allows the local committee members to implement and lead change in their own community.

Determining public perception regarding the risk of engaging in risky driving behaviors and of receiving a citation, and measuring the frequency in which people engage in dangerous driving behaviors is important because this information directs outreach and education efforts in order to target misconceptions and make our roadways safer.

Countermeasure Strategy: Young Drivers: Parental Role in Teaching and Managing Young Drivers

Impacted Projects: 23-06-05

The objective of this countermeasure is to provide programs that educate the parents of teen drivers on Graduated Driver License laws and the responsibilities of both the guardian and the new driver. The idea is that enlisting the parents of new drivers to participate in encouraging and enforcing safe driving habits in their teen will help to reduce teen-driver related fatalities and injuries.

Young drivers are more likely than other age groups to be involved in crashes, often with serious consequences. Consistently, teen drivers make up a disproportionate percentage of crash-involved drivers on Minnesota roadways. In 2021 alone, there were 47 fatal crashes involving teen drivers. OTS is dedicated to improving teen-driver safety in order to protect our youth and everyone else on the roadways. These efforts have paid off: The proportion of teen-drivers involved in crashes, while still high, has been steadily decreasing over the past several years. Teen fatalities have decreased as well; teens aged 13-19 accounted for 16 percent of fatalities in 2004, 10 percent of fatalities in 2012, and 7 percent of fatalities in 2021.

Through educational materials and outreach activities, Minnesota brings teens and parents together to facilitate understanding of the laws and best practices surrounding novice drivers.

Minnesota is confident in using Countermeasure That Work (Chapter 6: Young Drivers; 3. Parents; 3.1 Parental Role in Teaching and Managing Young Drivers). We have chosen this countermeasure as one of our strategies with the aim of helping young drivers practice safe driving habits and of giving parents the tools needed to effectively monitor their teenagers.

Countermeasure Strategy: Older Drivers General Communications and Education

Impacted Projects: 23-06-06

This countermeasure focuses on educating older drivers and their families on the risks and driving challenges related to aging. The goal is to help older drivers assess their own abilities, develop strategies to compensate for the changes in their driving skill sets, and to self-restrict when necessary. In addition, this countermeasure is designed to assist families of older drivers with evaluating their loved one's changing capabilities and give them tools to mitigate the risks to the older driver and to all roadway users.

Senior drivers represent 20 percent of Minnesota's drivers. As a growing demographic in the population, it is important to prioritize safe driving behaviors among this group and to equip the drivers, families, and law enforcement with the tools needed to identify changing capabilities. Many older drivers will self-restrict to adapt to these changes. Currently, senior drivers are involved in approximately 16% of all traffic crashes. However senior drivers are disproportionately involved in fatal and serious injury crashes compared to the total driving population. Making senior driver safety a priority will help reduce this rate and keep seniors and all roadway users safer.

Minnesota maintains an older driver working group in which older driver safety strategies are developed and education and outreach activities are planned.

Minnesota is confident in using Countermeasure That Work (Chapter 7: Older Drivers; 1.2 General Communications and Education). We have chosen this countermeasure as one of our strategies because our senior driving population is steadily increasing and it is vital to not only educate seniors, communities and law enforcement on the risks specific to aging drivers but also to provide strategies to improve driving behavior, thereby helping to reduce traffic crashes, fatalities and injuries.

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects: 23-06-11, 23-07-07

With so many things changing, data collection efforts need to be constantly managed. The aim of this innovative countermeasure is to find new data collection formats, whilst continuously analyzing all data to identify and direct enforcement and outreach programs.

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment and not buckling up, not only increases one's chances of being killed or injured in a crash, but also makes roadways less safe for everyone. From 2017-2021, speeding was a factor in one in four fatal crashes, distraction contributed to 10 percent of fatal crashes, and over a quarter of fatal crashes involved impairment. Everyone knows that these behaviors are unsafe. However, determining public perceptions regarding the risk of engaging in these behaviors and the risk of receiving a citation as well as measuring the frequency in which people engage in dangerous driving behaviors, can help direct outreach and education in order to target misconceptions and at risk demographics. Minnesota has had successful outcomes when using data to drive strategies for education, outreach, and enforcement.

Minnesota conducts an annual, reflective attitude and behavior survey to gauge public opinion on a variety of traffic safety issues. The results of the survey are analyzed and used to identify problem areas and target demographics. The medium of the survey is currently being reevaluated to maximize response rates and effectiveness. Data needs to support problem identification and drive the direction of program and project development.

We have chosen this countermeasure as one of our strategies because Minnesota is confident in using data driven solutions. Crash data analyses have been proven effective at helping to direct traffic safety efforts, thereby helping Minnesota achieve our serious injury and fatality performance targets.

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Impacted Projects: 23-04-05, 23-06-01, 23-06-02, 23-06-03, 23-06-04, 23-06-07, 23-06-08, 23-06-09, 23-06-10, 23-06-13, 23-08-01, 23-08-02

This countermeasure focuses on high visibility communications and outreach, which includes paid advertising, a variety of educational media (including newsletters and web-based outreach), in person presentations and traffic safety conferences and events. This has been proven effective, especially when accompanied by enhanced enforcement efforts, in improving outcomes of seat-belt and impaired driving enforcement.

Awareness of enforcement has declined since 2017 according to Minnesota's 2020 behavior survey. Among the general population, TV and billboards were the most common sources of enforcement awareness. Interestingly, this percentage has dropped over time, demonstrating a need for this and other community outreach. The survey also showed young unmarried males are consistently more likely to believe they would be stopped for driving drunk, particularly when they are aware of enhanced enforcement, again showing a need to pair communication and extra enforcement efforts. The survey showed that online ads and social media are most effective at reaching young people, the target population for much of our traffic safety messaging. However, partially due to outreach and communications, the numbers of both impaired related fatalities and unbelted motor vehicle occupant fatalities have declined significantly in the past 20 years, as have traffic fatalities overall.

Minnesota State funds subsidize the distribution of the NETS (Network of Employers for Traffic Safety) newsletter, the development of media releases coordinated with impaired-driving and seatbelt enforcement campaigns, outreach at health fairs, participation in traffic safety meetings for Minnesota Employers and representation at traffic safety conferences. In addition, the State supports regional coalitions in their efforts to reach out to their communities with traffic safety messaging and supports both an annual traffic safety conference and regional workshops for all stakeholders to share ideas and develop strategies. Outreach, education and enforcement resources addressing senior driver issues are also supported by State funds .

General Population's Awareness of Enforcement Campaigns					
Enforcement Area	2017	2018	2019	2020	2021
Seat Belt Enforcement	70%	65%	54%	38%	41%
Speed Enforcement	64%	59%	50%	47%	56%
Drunk Driving Enforcement	84%	72%	68%	61%	56%
MN Ignition Interlock Law	46%	41%	41%	45%	40%
Law Regarding Legality of Using Cell Phone While Stopped	65%	68%	73%	78%	71%
DWI Arrest Possibility from Taking Medications or Drugs	66%	75%	65%	64%	66%

Minnesota is confident in using Countermeasure That Work (Chapter 2: Seat Belts and Child Restraints; 3: Communications and Outreach 3.1 Supporting Enforcement). We have chosen this countermeasure as one of our strategies because supplementing enforcement with outreach has been proven time and again to maximize the impacts of both.

Media/Communication

Performance Measure C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-5 Number of Impaired Related Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

Overview

Throughout each program area, the need for education and outreach is noted as a strategy to assist in changing the behaviors of roadway users. Studies have shown that messages that are repeated, particularly from a credible source, are likely to facilitate changes in attitude (Johnson and Watkins, 1970). Changing attitudes is an important step toward instilling a culture of traffic safety in our communities, and ultimately, changing behaviors.

It is a well known fact that individuals are unique and have different learning styles and can experience different responses to the same message. The challenge is to provide enough information, at the right time, in the right way, for the biggest impact. This involves understanding the target audience and formulating messaging that is likely to resonate with that group. The data show young men continue to be over represented in traffic fatalities. Campaigns need to focus on platforms that will reach this target demographic, without ignoring the younger teens, seniors and other roadway users.

Paid/Relations and Creative Media

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

These include:

- Cinema advertising
- Digital billboards
- Gas station Media - TV, fill boards, pump-toppers, concrete floor graphics
- Indoor displays in restaurants and restrooms
- Light rail train wraps, bus tails, bus kings, truck side wraps
- Out-of-home advertising (OOH)
- Social media promoted posts (i.e., Facebook, Instagram and Twitter)

For digital advertising, the focus will be on using the behavioral targeting competencies of Facebook, as well as the high reaching capabilities of top local websites.

Summary

Minnesota is well known for its exceptional traffic safety communications projects, carried out by the Department of Public Safety's Office of Communications. Media will be used in conjunction with enforcement, and statewide/national campaigns targeting seatbelt use, impaired driving, distracted driving, speeding and pedestrian safety.

Countermeasure Strategy: Mass Media Campaigns

Impacted projects 23-08-01, 23-08-02

This approach consists of intensive communications and outreach regarding alcohol-impaired driving using a variety of media, including television, billboards, radio, social media and print. This can include both paid and earned media. These media campaigns are used to instill good driving behaviors and/or deter dangerous behaviors, and are most effective when data driven research is used to target specific audiences with appropriate messaging.

Alcohol use remains a serious threat on Minnesota roadways, contributing to one-third of all traffic deaths annually. Furthermore, drunk-driving (BAC 0.08 or above) contributes to a quarter of all traffic fatalities. One in seven Minnesota drivers has a DWI on record, about half of whom will re-offend. Reducing the number of drinking drivers on our roads will have a direct impact on our efforts to decrease traffic fatalities and injuries. In fact, in large part due to media campaigns running in conjunction with enhanced enforcement, drunk driving related fatalities have decreased by nearly 40 percent since 2013.

This project covers creative services for paid media related to impaired driving. It funds the creative messaging via a variety of platforms, including television, radio, billboards, bus clings/tails, digital websites, Facebook and Instagram. These media campaigns are supported by strong enforcement efforts to maximize the traffic safety impacts.

Minnesota is confident in using Countermeasure That Work (Chapter 1: Alcohol and Drug-Impaired Driving; 4: Prevention, Intervention, Communications, and Outreach; 5.2 Mass Media Campaigns). We have chosen this countermeasure as one of our strategies as it is proven to be very effective, when well-executed, at reducing alcohol related traffic fatalities.

Countermeasure Strategy: Communications and Outreach

Impacted projects 23-08-01, 23-08-02

Each chapter of countermeasures that work focuses on the importance of communication and outreach, media campaigns follow the national and local enforcement calendar in addition to and with the ability to refocus based on data driven problem identification.

Planning and Administration Projects

23-01-01 Planning and Administration

Amount	Source	Use	Fain
\$494,000.00	FAST Act NHTSA 402	Planning and Administration	69A37521300004020MN0
\$494,000.00	State	Match	

This project supports the individuals acting in leadership, financial and other support positions.

Planning and administration staff will:

- Develop and submit the annual Highway Safety Plan
- Oversee completion of the Annual Report and biennial state budget
- Ensure all deadlines are met
- Ensure sound problem identification for each project
- Ensure State and NHTSA programmatic and financial policies, procedures, rules and regulations are met

The leadership team will:

- Hire and supervise employees
- Make final decisions on projects to be conducted and set project budgets
- Testify at the legislature (OTS director)
- Participate in the development of the Statewide Strategic Highway Safety Plan

Funds are used for salaries, fringe benefits and indirect costs covering leadership, administrative, coordinators and one half time of an accounting officer. In addition, rent, office supplies, communications (phone, postage, voice mail, email), necessary office supplies, computers, business technology/software, in-state travel to conduct oversight of all programs and attendance at traffic safety seminars/conferences.

Sub recipient: The Staff of Office of Traffic Safety/State of Minnesota approved vendors.

Match

OTS will use the flexibility to States to aggregate all expenditures for highway safety activities by the State and political subdivisions to meet the matching requirements for Section 402 and Section 405 funds allowed per the guidance NHTSA issued in 2019 on determining non-Federal share.

Local Benefit

Political subdivisions of the State of Minnesota have consented and accepted the work, goods, and services of the following planned activities as a part of their local governments' highway safety programs; OTS has establish and maintained evidence of this acceptance within eGrants in the files for all projects that OTS has with political subdivisions of the State of Minnesota.

23-02-04	23-03-10	23-03-18	23-04-05	23-06-05	23-06-08
23-03-01	23-03-12	23-03-21	23-06-02	23-06-06	23-08-01
23-03-05	23-03-13	23-06-01	23-06-04	23-06-07	23-08-02

Multiple Program Area Projects

23-0X-22 Office of Traffic Safety Staff

Counter Measure Strategy: Program Management

These projects will provide for a coordinator designated as the point-of-contact for each program area. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

The coordinator for each program area will:

- Assist the Office of Communications with the technical aspects of print, electronic materials and events as requested
- Seek out and present to OTS new, well-researched projects addressing identified problems
- Monitor assigned projects and advise project directors on administrative processes and program requirements
- Respond to legislative and media enquiries
- Provide expertise and support to, and participate in, coalitions and partnerships addressing traffic safety issues

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota goal for traffic fatalities. Business technology/software related to the program.

See also MN_MN-CR-03, MN-MGMT-01 Traffic Records Strategic Plan/Appendix F.

Intended sub recipient: Office of Traffic Safety Staff

Countermeasure Strategy: Program Management

Impacted Projects: 23-01-01, 23-02-22, 23-03-00, 23-03-22D, 23-04-22, 23-05-22C, 23-05-22, 23-06-03, 23-06-22, 23-07-22

A key factor in the success of a traffic safety program is effective management. Program management involves developing and planning projects from start to finish, ensuring that project activities take place on time and on budget, monitoring the projects' financial status to ensure funding is allocated as planned, assessing the effectiveness and efficiency of the projects (and program as a whole) throughout the year, troubleshooting problems that occasionally arise and maintaining appropriate documents and records.

The key staff who assume the aforementioned responsibilities must be funded in order to continue making progress toward fewer injuries and fatalities on our roadways.

Activity #	Amount	Source	Use /Program Area	FAIN
23-02-22	\$120,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	69A37521300004020MNO
23-03-22D	\$260,000.00	Fast Act 405d Impaired	405d Impaired Driving Low	69A3752130000405DMNL
23-04-22	\$260,000.00	FAST Act NHTSA 402	Police Traffic Services (FAST)	69A37521300004020MNO
23-05-22C	\$300,000.00	Fast Act 405c	405c Traffic Records	69A3752030000405CMNO
23-05-22	\$300,000.00	Fast Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MNO
23-06-22	\$180,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO
23-07-22	\$130,000.00	FAST Act NHTSA 402	Motorcycle Programs (FAST)	69A37521300004020MNO

Occupant Protection Projects

23-02-01 Child passenger Hospital Support

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Fain
\$120,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	69A37521300004020MNO

This project will provide outreach and education on proper restraint systems to parents of children under the age of nine. Activities include but are not limited to:

- Assistance with the installation of proper restraints
- Occupant protection events including not limited to clinics, and training
- Pediatric vehicular hyperthermia education and awareness

Funds will cover car seat clinic and instruction related items, business technology, reasonable in/out state travel, registration fees related to attendance at local and national traffic safety seminars and salary, fringe for child passenger safety technicians, instructors and those overseeing and supporting data collection/and evaluation.

Intended Sub recipient: TBD

23-02-04 Liaison Occupant Protection

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Fain
\$270,000.00	FAST Act NHTSA 402	Occupant Protection (FAST) /	69A37521300004020MNO

The goal of this project is to promote occupant protection in more rural areas of the state and ensure that occupant protection services received are as high quality and readily available as the metro area services. Specific outreach/engagement efforts will be created/developed in underserved and/or socioeconomically disadvantaged communities. Activities will include but not limited to:

- Traditional and nontraditional instruction
- Recruiting
- Mentoring
- Facilitating/ planning education and awareness activities to include but not limited to occupant protection, child restrains and pediatric vehicular heatstroke

Funds will cover salary, fringe for a liaison, the awarding agency grant representative and support staff. Rent, vehicle maintenance, printing/copying, postage, business technology, car seat clinic and instruction related items, equipment and room rental related to traffic safety projects. Reasonable in/out state travel, registration fees for attendance at local and national traffic safety seminars/conferences that assist in reaching Minnesota's goal for unrestrained motor vehicle occupants.

Intended sub recipient: TBD

23-02-07 Support Occupant Protection

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Fain
\$40,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	69A37521300004020MNO

This project will support educational opportunities through but not limited to school programs, law enforcement, public health and tribal communities. Education and outreach will be accomplished through inspection stations, virtual classroom education and in-person classroom education.

Funds will cover LATCH manuals and other instruction related items. Reasonable in state/out state travel, associated costs for attendance at local and national traffic safety trainings and instructor stipends will also be funded with the overall aim of reaching Minnesota's goal for unrestrained motor vehicle occupants.

Intended sub recipient: TBD

23-02-08 Seat Belt Survey
 Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$90,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	69A37521300004020MN0

This NHTSA-approved observation of statewide seat belt use survey both captures data that assists in evaluating the success of applied occupant protection related efforts and identifies opportunities to implement future strategies related to encouraging Minnesotans to buckle-up. Project activities include:

- Training observers
- Collecting seatbelt use data at pre-designated locations
- Compiling and analyzing the data
- Completing the final report

Funds will cover the salary for survey preparation, data collection, analysis and reporting, and in-state travel.

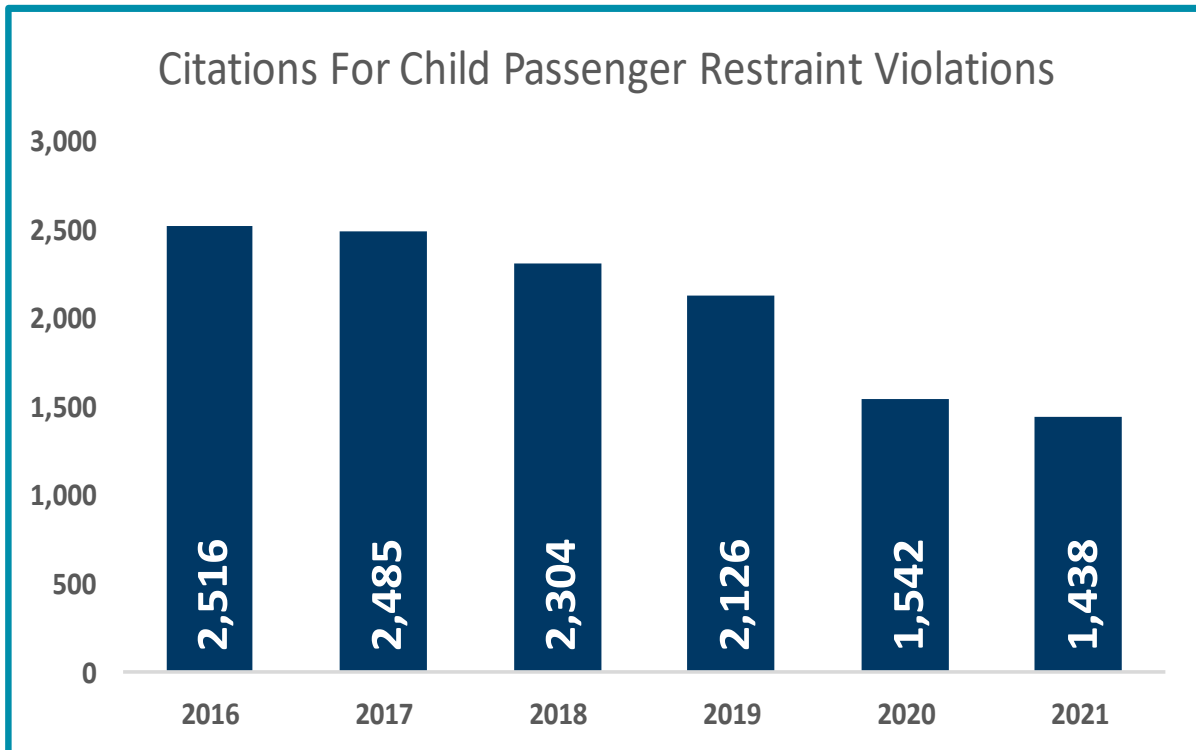
Intended sub recipient: Corona Insights

Child Seats for Needy Children
 Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Fain
\$65,000.00	State	Match	N/A

This project funds a statewide car seat distribution program. Funds will be used to provide child seats to families in need via a variety of traffic safety agencies and stakeholders across the fields of education, enforcement, emergency medical & trauma and engineering. This project also involves providing education to the caregivers about how to install the provided child seat.

Intended sub recipient: based on need



Impaired Driving Projects

23-03-00 Standardized Field Sobriety Testing Evaluation Assessment

Countermeasure Strategy: Program Management

Amount	Source	Use	Fain
\$30,000.00		FAST Act 405d Impaired Driving Law	69A3752130000405DMNL

This project will support the assessment of the related sobriety testing evaluation projects, specifically DRE but in general all impaired driving projects.

Funds will cover salary and fringe, reasonable in/out state travel. Business technology/software, communication device related to traffic safety projects.

Intended sub recipient: TBD

23-03-01 Impaired Driving Courts

Countermeasure Strategy: DWI Courts

Amount	Source	Use	Fain
\$1,423,400.00		164 Alcohol 164 Transfer Funds	69A37522300001640MNA
\$ 576,600.00		FAST Act 405d Impaired Driving Law	69A3752130000405DMNL

This project supports participants as they complete treatment programs and participate in group therapies. Probation Officers will conduct intensive supervision of participants and make multiple random visits weekly to conduct random alcohol testing. Court teams will assist and support participants in achieving legal driving status.

Program income will be used toward matching requirements per NHTSA approval letter dated May 24, 2021

Funds will cover testing supplies related to compliance of probation procedures, salary, fringe reasonable in/out state travel for attendance or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for impaired related fatalities.

Intended sub recipient: 2nd, 4th, 6th, 7th and 9th Judicial Districts and Tribal Courts

23-03-02 Dashboard
Countermeasure Strategy: Impaired Data Collection and Analysis

Amount	Source	Use	Fain
\$380,000.00	FAST Act 405c	Traffic Records	69A3751930000405CMNO
\$ 40,000.00	FAST Act 405d	Impaired Driving Low	69A3752130000405DMNL

The DWI Dashboard (Analytics) project integrates several different state databases relevant to DWI events through a web-based site. Public safety officials can enter selection criteria and view a list of DWI events that meet those criteria, or display those events on a generated map.

The main purpose of this project is to improve the quality of location and address data on DWI arrest reports in order to improve analysis of the data along with other factors to aid in enforcement efforts, crash reduction efforts, and roadway design.

Traffic Records funds will be used to conduct an analysis in an effort to identify gaps and business needs to build a new DWI Dashboard application. A new DWI Dashboard solution would reduce or eliminate the need for developers to run database queries and provide the end users with timely, accurate and complete data.

See MN_CIT_01 Traffic Records Strategic Plan/Appendix F

Funds will cover business technology, salary, fringe as well as reasonable in/out state travel for attendance and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

Intended sub-recipient: MN DPS, Bureau of Criminal Apprehension

23-03-03 Enforcement/Traffic Safety
Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement

Amount	Source	Use	Fain
\$ 930,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MNO
\$2,120,000.00	FAST Act 405d	Impaired Driving Low	69A3752130000405DMNL

Full time DWI/Traffic Safety enforcement officers will provide coverage in all behaviors. In recent years, this project focused exclusively on impairment. Additional funds will provide a wider net with additional officers primarily between the hours of 1700-0500. A minimum of two Fridays and two Saturdays a month are required as part of the DWI/Traffic Safety Officer’s schedule.

Funds will cover salary and fringe and reasonable in/out state travel for attendance or facilitation at traffic safety seminars/conferences which assist in reaching Minnesota’s goal for impaired related fatalities.

Intended sub recipient: Various city and county agencies

23-03-04 Liaison Judicial
Countermeasure Strategy: DWI courts

Amount	Source	Use	Fain
\$50,000.00	FAST Act 405d	Impaired Driving Law	69A3752130000405DMNL

This project will provide for a Judge to serve as a liaison between NHTSA, OTS, and the district court judges and other stakeholders to reduce instances of impaired driving and incidents of recidivism of impaired driving.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities. Business technology related to project.

Intended sub recipient: TBD

23-03-05 Ignition Interlock (Vendor Oversight)

Countermeasure Strategy: Ignition Interlock

Amount	Source	Use	Fain
\$400,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA

The Ignition Interlock program provides an option for participants to continue to drive legally while under a revocation period determined by Driver Vehicle Services and the participant's DWI history. The device is installed in the participant's vehicle and measures breath alcohol concentration level. If alcohol is detected, the vehicle will not start.

Funds will cover salary and fringe, travel to the over 217 service centers across the state and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for impaired related fatalities. In addition, communication/phone charges, vehicle lease payments, office printing/copying, and postage related to the MN ignition interlock program.

Intended sub recipient: Department of Public Safety Driver and Vehicle Services

23-03-09 BCA Lab Technicians

Countermeasure Strategy: Impaired Data Collection and Analysis

Amount	Source	Use	Fain
\$400,000.00	FAST Act 405d	Impaired Driving Low	69A3752130000405DMNL

This project funds a lab technician at the BCA who preforms vital drug and alcohol testing. Activities will include but are not limited to: drug screening and confirmatory tests of samples beyond the triage point and ongoing study of drug use by category.

Funds will cover salary, fringe of the laboratory technicians and supervisor as well as reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for impaired related fatalities. Business technology and testing supplies related to project.

Intended Sub-recipient: Minnesota Department of Public Safety/Bureau of Criminal Apprehension

23-03-10 eCharging

Countermeasure Strategy Alcohol and Drug Impaired Deriving Enforcement

Amount	Source	Use	Fain
\$1,780,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA

This project covers the ongoing system updates. 164AL funds will be used for breath test equipment replacement, analysis of Breath Alcohol Data (BrAD) storage and other upgrades and updates required by pending DWI law changes resulting from the legislative session. Funds will also be used to support the training of law enforcement officers and other staff utilizing the eCharging system.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences to assist in reaching Minnesota goal for impaired related fatalities. Office printing/copying, postage, and business technology related to traffic safety projects.

Intended sub recipient: Minnesota Department of Public Safety/Bureau of Criminal Apprehension

23-03-12 Drug Recognition/ DRE support

Countermeasure Strategy: Enforcement of Drug Impaired Driving/Law Enforcement Training

Amount	Source	Use	Fain
\$550,000.00	FAST Act 405d	Impaired Driving Low	69A3752030000405DMN

The project provides funding for State Patrol personnel to coordinate Drug Recognition Evaluator, Standardized Field Sobriety Testing and Advanced Roadside Impaired Driving Enforcement instructors and training sessions and to provide necessary materials for traffic law enforcement training courses. Classes are provided without charge to state, municipal, and county officers as requested, with a priority given to enforcement officers that are required to take courses prior to working OTS/NHTSA funded overtime shifts.

Courses offered include:

- Drug recognition evaluator (DRE) courses
- Recertification training for current DREs
- Standardized Field Sobriety Testing (SFST)
- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- SFST Update
- One SFST instructor courses
- Up to two Phlebotomy course offerings for new phlebotomists
- Up to two refresher courses for current phlebotomists

Funds will cover business technology, equipment and room rental related to project, salary, fringe, reasonable in/out state travel for attendance, vending, and/or facilitation for the Coordinator and DPS-OTS approved attendees to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: Minnesota State Patrol

23-03-13 Ignition Interlock (Judicial)

Counter measure Strategy Ignition Interlock

Amount	Source	Use	Fain
\$600,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA

Judicial districts and/or probation service agencies need support to implement ignition interlock programs. They work in cooperation with judges who order ignition interlock devices for offenders or make it part of their probation requirement. Participation rates in the MN ignition interlock program continue to be low. This grant will assist with reaching offenders through the judicial system and increasing participation in the program.

The program plans to target first time adult DWI offenders with a BAC at or above 0.16, with a test refusal or repeat offenders. Voluntary offenders will also be accepted into the program. Offenders with multiple DWIs, with a license status of "Cancelled Inimical to Public Safety", who are no longer monitored by a probation agency will be targeted.

Enrollment in the ignition interlock program is coordinated with the current administrative ignition interlock program conducted at Driver and Vehicle Services. See project 03-05 Ignition Interlock (vendor oversight). Coordinators will: assist participants with the enrollment process, assist participants with the installation of the device, and monitor participation.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reducing impaired related fatalities. Business technology/software, communication device related to traffic safety projects. A portion of the ignition interlock installment fees, monthly service fees, and removal fees may be covered based on a participants financial eligibility

Intended sub recipient: Arrowhead Regional Corrections, Dakota County Community Corrections, 3rd, 4th, 5th, 9th Judicial Districts, Ramsey Community Corrections, Wright County Court Services

23-03-18 Responsible Server Training
 Countermeasure Strategy: Responsible Beverage Service

Amount	Source	Use	Fain
\$120,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA

This project supports a Server Training Program providing training 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 developed will continue to be updated and will 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.

Funds will cover business technology, salary, fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

Intended sub recipient: Minnesota DPS/Alcohol and Gambling Enforcement

23-03-21 Traffic Safety Resource Prosecutor
 Countermeasure Strategy: DWI courts

Amount	Source	Use	Fain
\$240,000.00	FAST Act 405d	Impaired Driving Law	69A3752130000405DMNL

This project will provide for a Traffic Safety Resource Prosecutor (TSRP) to serve as a liaison between NHTSA, OTS, and the county and city prosecutors. Training/education on new DWI laws and court case rulings will be easily accessible to Minnesota officers and prosecutors.

TSRP will provide:

- Brief bans
- Case consultation
- Community outreach with MADD, schools, another groups
- Expert witness referrals
- Prosecutor training
- Quarterly newsletters
- Research assistance
- Website for resources

Funds will cover business technology, rent, subscriptions, salary, fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

Intended sub recipient: TBD

Police Traffic Services Projects

23-04-01 Enforcement Cities & Counties

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement, Short-Term, High Visibility Enforcement.

Amount	Source	Use	Fain
\$1,771,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MNO
\$2,250,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA
\$ 90,000.00	Fast Act 405h	Non motorist Safety	69A3752030000405HMNO
\$ 550,000.00	FAST Act 405b	Occupant Protection High	69A3751930000405BMNH

This project will support enforcement activities and high Visibility Enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted 405b, and impaired related 164al crashes, or non-motorist 405h crashes or crashes involving other identified contributing factors. Counties that experience among the highest numbers of traffic deaths and severe injuries also qualify for extra enforcement.

High visibility enforcement will include, but will not be limited to, “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events (see Appendix C), other enforcement based on problem ID.

Enforcement will be combined with public information and outreach conducted by the Office of Communication.

Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December. In addition, an additional campaign will be held leading up to the Labor Day holiday.

Funds will cover a portion of the cost of patrol and supervising officers, equipment, dispatch, grant administration and corrections assistance related to enhanced enforcement activities, in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences.

Intended sub recipient: City and county law enforcement agencies.

23-04-03 Enforcement Recognition

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$10,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MNO

Minnesota will use the following items to recognize individual performances:

- Hat-trick hockey sticks to recognize LEOs who make three impaired driving arrests during one continuous shift of work.

- Grand Slam baseball bats to recognize LEOs who make four impaired driving arrests during one continuous shift of work.

- TOP DWI ACE Plaques for LEOs who make five or more impaired driving arrests during one continuous shift of work.

- Baseball caps, baseball bats and hat pins to DWI Enforcer All-Stars to recognize superior totals of impaired driving arrests during the previous calendar year, in the metro area and in Greater Minnesota.

In addition to the recognitions mentioned above, Minnesota Department of Public Safety Office of Traffic Safety Challenge Coins will be given to LEOs whose non-impaired driving enforcement efforts rise to a level worth recognizing during Seatbelt, Speed and/or Distracted Driving enforcement efforts. The coins will also be used to recognize stakeholders whose innovation and execution of ideas promotes the Toward Zero Deaths ideology or who otherwise make strides toward reducing serious injury and fatal crashes. The stakeholders could be in any of the 5 Es of the TZD ideology—Enforcement, Education, Engineering, EMS or Everyone.

Intended sub recipient: TBD

23-04-05 Law Enforcement Liaison

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$380,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MN0

This project will support the Law Enforcement Liaisons (LEL). LELs serve as liaisons between the OTS and state, county, city and tribal law enforcement agencies within their designated counties. They work to promote and encourage enhanced high visibility impaired driving enforcement and to encourage individual agency participation in traffic safety programs.

- The LELs provide the following information and technical assistance to law enforcement personnel:
- Encouragement for law enforcement to participate in national and state impaired driving mobilizations
 - County-specific and/or state impaired driving crash data obtained by OTS
 - Impaired driving informational material and handouts developed by OTS
 - Education for law enforcement on TZD efforts
 - Encouragement for law enforcement to participate in Safe Road Coalitions within their county
 - Multi-agency impaired driving enforcement planning meetings to encourage development of strategic enforcement plans
 - Development of a strategic impaired driving enforcement plan including best practices, and determining specific needs to expedite the plan

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Office printing/copying, postage and business technology/software related to traffic safety projects.

Intended sub recipient: TBD

23-04-07 Minnesota State Patrol Administrative Support

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$65,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MN0

This project is administrative in nature and supports the day-to-day tasks of multiple grants between the OTS and the Minnesota State Patrol.

Funds will cover salary and fringe for administrative grant activity.

Intended sub recipient: Minnesota State Patrol

23-04-08 Minnesota State Patrol Enforcement

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement, Short-Term, High Visibility Enforcement.

Amount	Source	Use	Fain
\$670,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MNO
\$700,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA
\$300,000.00	FAST Act 405b	Occupant Protection High	69A3751930000405BMNH

The project has dedicated funds for High Visibility Enforcement including, but not be limited to, “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” campaigns. Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December, an additional campaign will be held leading up to the Labor Day holiday. Enforcement events will be based on problem ID and/ or follow the National Campaign Calendar as well as the OTS enforcement calendar (see Appendix C), Enforcement events will be combined with public information and outreach campaigns conducted by the Office of Communication.

Funds will cover a portion of the cost for a rollover simulator as well as enhanced enforcement activities, including but not limited to, patrol officer and supervisory positions to ensure proper execution of special operations.

Intended sub recipient: Minnesota State Patrol

23-04-09 Minnesota State Patrol Professional Development

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$15,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	69A37521300004020MNO

The OTS is confident in using succession planning and continued education in all areas. The idea is to bring peers and their ideas together to build community, connect, collaborate and share solutions across regions with the overall goal of improving performance and culture. If the opportunity to learn and grow is absent, it can severely limit organizational change and growth.

The individuals selected to travel in each of these projects will be selected through a process of application, nomination or job description/succession planning. Funds are split based on the focus of training attended.

Funds will cover reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences .

Intended sub recipient: Minnesota State Patrol

Traffic Records Projects

23-05-01 Crash Outcome Data Evaluation System/CODES

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$100,000.00	FAST Act 405c	Traffic Records	69A3751930000405CMNO

See MN_ISS-01 Traffic Records Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: Department of Health

23-05-02 MNCrash Asset Data Integration

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$300,000.00	FAST Act 405c	Traffic Records	69A3751930000405CMNO

See MN_RO-01 Traffic Records Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: Minnesota Department of Public Safety MnIT

23-05-03 MnIT Support and Services ROAR

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$30,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MNO

Real-time Officer Activity Reporting (ROAR) is a web-based application that provides law enforcement a method to accurately and efficiently capture and report traffic stop information needed to document high visibility enforcement activity that occurs during federally funded overtime shifts.

Funds will cover business technology

Intended sub recipient: Minnesota Department of Public Safety MnIT

23-05-04 MnIT Support and Services eGrants

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$60,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MNO

eGrants is an electronic grant management system designed to automate the entire grant and project management process from application to closeout.

Funds will cover business technology, an upgrade to a new system.

Intended sub recipient: Minnesota Department of Public Safety MnIT

23-05-05 MnIT Support and Services OPUE
Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$20,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MN0

Web-based learning management system providing an automated process for traffic safety educational programs and training needs confirmation (certificates for education credits and recertification reminders).

Funds will cover business technology.

Intended sub recipient: Minnesota Department of Public Safety MnIT

23-05-06 Data Project Assessment
Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$300,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MN0

Assessment of traffic projects, business and technology systems to ensure Minnesota is moving in the right direction with data integration of data sets. This project will evaluate, develop and implement a plan.

Funds will cover professional services time and materials, approved state travel related expenses, state approved training classes related to state systems and technologies related to the effort, business technology/software purchases required to meet state requirements for planning, managing, communicating, and implementing.

Intended sub recipient: TBD

23-05-07 MNCrash Updates
Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$ 50,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MN0
\$350,000.00	FAST Act 405c	Traffic Records	69A3751930000405CMN0

See MN_CR_01 Traffic Records Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: Minnesota Department of Public Safety MnIT

23-05-08 Traffic Incident Management/TIM
Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$100,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MN0

See MN_CR_02 Traffic Record Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: HDR Engineering Inc.

23-05-09 Model Minimum Uniform Crash Criteria/MMUCC

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$100,000.00	FAST Act 405c	Traffic Records	69A37521300004020MNO

See MN_CR_04 Traffic Record Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: University of Minnesota HumanFIRST

23-05-10 Publication Automation

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$75,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37521300004020MNO

This project is creating an automated method of producing data visualization to include but not limited to a legislated annual requirement “Minnesota Motor Vehicle Crash Facts” publication.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: TBD

23-05-11 Trauma Data Improvements

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$150,000.00	FAST Act 405c	Traffic Records	69A37521300004020MNO

See MN_ISS_02 Traffic Records Strategic Plan/Appendix F.

Funds will cover salary, fringe, business technology, reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities.

Intended sub recipient: Department of Health

Community Program Projects

23-06-01 Conference Annual Toward Zero Deaths

Countermeasure Strategy: Communications and Outreach, Supporting Enforcement

Amount	Source	Use	Fain
\$290,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

The purpose of this project is to support the annual TZD conference that brings together Minnesota's traffic safety stakeholders (including law enforcement, legislators, the courts, child passenger safety advocates, public health officials, the medical community, EMS/Fire personnel, city and county engineers, the interested public and others).

This conference provides the latest information on traffic safety initiatives and strategies, as well as training on traffic safety topics. This opportunity gives attendees the ability to network with other participants who share similar goals throughout the state.

Plan, facilitate and market the annual conference.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending and/or facilitating at traffic safety seminars/conferences that assist Minnesota in reaching its goal of zero traffic fatalities. Funds will also be used to cover the cost of related office and conference supplies, printing/copying, postage, business technology/software and award plaques/certificates.

Intended sub recipient: Minnesota Department of Transportation and the University of Minnesota

23-06-02 Multicultural Driver Education

Countermeasure Strategy: Communications and Outreach

Amount	Source	Use	Fain
\$30,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

The goal of this project is to reduce crashes, injuries and deaths in multicultural communities through improved driver education and increased understanding of the challenges they face on the roadways. Available crash data includes information on role, gender and age, but does not provide ethnicity or cultural information. It is hoped that this project will help to identify focus areas associated with ethnic or cultural differences. The project will use pre- and post-class quizzes to evaluate changes in participant knowledge.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Office printing/copying, postage, business technology/software, equipment/room rental related to traffic safety projects.

Intended sub recipient: City of New Brighton, City of Crystal police department.

23-06-03 Professional Development Office of Traffic Safety Staff

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$55,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

The OTS is confident in using succession planning and continued education in all areas. The idea is to bring peers and their ideas together to build community, connect, collaborate and share solutions across regions to improve performance and culture. If the opportunity to learn and grow is absent, it can severely limit organizational change and growth.

Funds will cover reasonable in/out state travel and registration for OTS staff members' attendance, vending, and/or facilitation at traffic safety seminars/conferences.

Intended sub recipient: Staff of OTS

23-06-04 Network of Employers for Traffic Safety/NETS

Countermeasure Strategy: Communications and Outreach

Amount	Source	Use	Fain
\$75,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

OTS needs viable partners to promote traffic safety messages statewide. For this grant, we work with the Minnesota Safety Council through the Network of Employers for Traffic Safety (NETS). The partnership focuses on education and outreach efforts through employers and schools to relay traffic safety information and literature. This will be accomplished through community events and program/policy development assistance.

Funds will cover salary, fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Supplies, materials, and business technology related to traffic safety projects.

Intended sub recipient: Minnesota Safety Council

23-06-05 Novice Drivers Education and Outreach

Countermeasure Strategy: Young Drivers: Parental Role in Teaching and Managing Young Drivers

Amount	Source	Use	Fain
\$12,500.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project will implement strategies that have been proven, or hold great promise, to be effective in changing driver behaviors. It will fund initiatives that educate teen drivers and families through traffic safety related activities and materials with the intent of reducing crashes, injuries and deaths involving teen drivers.

Funds will cover salary, fringe, reasonable in/out state travel for attendance, vending and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Supplies, materials, and business technology related to traffic safety projects.

Intended sub recipient: TBD

23-06-06 Senior Driver Working Group

Countermeasure Strategy: Older Drivers General Communications and Education

Amount	Source	Use	Fain
\$25,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project is designed to provide profession-specific awareness education describing physical and cognitive changes that occur with aging and their potential effect on safe driving. Education will include a screening tool (*DOSCI or other appropriate tool for the identified professional group*), information about how ability to drive is affected with age, clues that indicate potential risk of unsafe driving and actions this group can take if there is concern. The working group will continue to identify and expand resource lists related to older drivers, including driver evaluation tools, resources to promote safe driving, transportation resources, alternatives to driving, and links to other agencies that work to educate older drivers, family members, members of the community and others about safe driving.

The project will fund promotion and implementation of a cognitive screening program by engaging enforcement agencies to view the program that describes how age related cognitive changes affects driving. This will include use of the DOSCI screening tool and encouraging the agencies to develop other actions to take.

Funds will cover salary and fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Supplies, materials, and business technology related to traffic safety projects.

Intended sub recipient: Emergency Nurses Association

23-06-07 Regional Coordinators Toward Zero Deaths

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$385,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

OTS shares financial responsibility for regional staff who offer general support/project coordination on "Toward Zero Deaths" initiatives across the state, with an emphasis on the assigned TZD regions. These responsibilities include facilitating communication about local traffic safety issues among stakeholders including, but not limited to, engineers, public health professionals, emergency responders and local law enforcement.

Funds will cover salary and fringe of regional coordinators as well as reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Reasonable business technology/software, phone and limited essential supplies and materials related to traffic safety projects.

Intended sub recipient: Minnesota Department of Transportation/OTS staff

23-06-08 Safe Roads Coalitions

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$500,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project will support several Safe Road coalitions who work to identify local traffic safety issues and address those issues based on proven countermeasures.

Safe Roads Grantees funded activities will be based on identified problems with the greatest need in the area served based on the most recent Minnesota Crash Statistics supplied by the Minnesota Department of Public Safety.

Funds will cover salary and fringe, reasonable in state travel and registration for attendance, vending, and/or facilitation at traffic safety meetings, seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Supplies, materials, and business technology, equipment/room rental related to traffic safety projects.

Intended sub recipient: TBD

23-06-10 Professional Development Stakeholders to Conference

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$15,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project will award a limited number of scholarships to attend, vend, present and/or facilitate traffic safety conferences/seminars. These scholarships will include registration, in/out state travel and limited accommodations costs. Scholarships will be awarded to traffic safety stakeholders and will be based on need.

Intended sub recipient: TBD

23-06-11 Behavior/Attitude Study
 Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$150,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project will fund a statistically sound reflective survey of Minnesota drivers. The survey will focus on driver behaviors as they relate to a variety of traffic safety issues, as well as driver awareness of various efforts to promote safer driving in the state. The survey will be conducted using an online research panel which will increase the cost compared to previous years. There is an abundance of historical survey data which will enable OTS to compare current survey results to past survey results and analyze trends over time.

Funds will cover contract services to perform the survey and will include salary, in/out state travel, related business technology.

Intended sub recipient: TBD

23-06-13 Administrative Support TZD
 Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$105,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO

This project will deliver the support and coordination needed to maintain the Minnesota Toward Zero Deaths (TZD) program. This project will include:

- Coordinating the annual TZD Conference (which brings traffic safety professionals from the four “Es”— Education, Enforcement, Emergency Response, and Engineering—together to network and share information).
- Arranging and facilitating meetings with the TZD Leadership team.
- Supporting the TZD website and electronic communications with stakeholders.
- Updating and developing TZD Materials.
- Supporting the TZD Strategic Direction Work Plan Development and Implementation.

Funds will cover salary and fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Office printing/ copying, postage and business technology/software related to traffic safety projects.

Intended sub-recipient: Minnesota Department of Transportation and the University of Minnesota

Motorcycle Safety Projects

Performance Measure C-1 Number of Traffic Fatalities, C-7 Motorcyclist Fatalities, C-8 Unhelmeted Motorcyclist Fatalities

Motorcycle Rider Training

Amount	Source	Use	Fain
\$599,927.00	State	Match	N/A

This project will provide funding for motorcycle rider training classroom and range facilities as well as 101 Rider Coaches for basic, skills re-test, intermediate, advanced and expert courses at locations throughout Minnesota. Additionally, this project will provide for both Rider Coach professional development and training and for the training of new Rider Coaches.

Intended sub recipient: Minnesota State Colleges and Universities

Motorcycle Safety Public Information and Media Relations

Amount	Source	Use	Fain
\$175,000.00	State	Match	N/A

This project funds motorcycle safety activity including a public information officer, motorcycle safety educational materials, development of a motorcycle safety campaign and motorcycle safety media relations.

Intended sub recipient: DPS Office of Communications

Motorcycle Rider Training Equipment and Supplies

Amount	Source	Use	Fain
\$178,800.00	State	Match	N/A

This project will provide supplies and equipment necessary to successfully conduct rider training courses throughout Minnesota.

Intended sub recipient: TBD

Motorcycle Equipment Transport

Amount	Source	Use	Fain
\$26,500.00	State	Match	N/A

This project will provide transportation of training equipment to, from and between training sites, enabling them to conduct rider training courses.

Intended sub recipient: TBD

Motorcycle Mechanical Services

Amount	Source	Use	Fain
\$148,500.00	State	Match	N/A

This project will provide maintenance, winterization, tune ups, repair and off season storage of 335 training motorcycles and 28 equipment transport trailers. Together, this will enable training sites to conduct rider training courses with well maintained equipment.

Intended sub recipient: Starr Cycle

Motorcycle Rider, Testing and Licensing

Amount	Source	Use	Fain
\$30,000.00	State	Match	N/A

This project will provide evening testing opportunities for motorcyclists seeking to earn their license endorsement. Evening testing will be available at nine of the state's busiest exam stations in all regions of Minnesota and will increase the number of Minnesota riders who are properly licensed to operate a motorcycle.

Intended sub recipient: DPS Driver and Vehicle Services

23-07-07 Motorcycle Research Study Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain
\$7,500.00	FAST Act NHTSA 402	Motorcycle (FAST)	69A37521300004020MNO

Minnesota experiences around 50 motorcyclist fatalities per year and is seeking creative ideas to reduce these deaths. To gain better understanding of motorcyclist behaviors and characteristics, Minnesota intends to conduct an online motorcycle survey.

A previous motorcycle survey was conducted in 2011 and those results will be used for comparative measurements. Insight attained from this study will be used to inform or guide future messaging and ad buys.

Funds will cover salary, fringe and business technology

Intended sub recipient: TBD

Media/Education and Outreach Projects

23-08-01 Full Service Media Contract

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$1,200,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO
\$1,160,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA
\$ 60,000.00	FAST Act 405f	Motorcycle Programs	69A3752230000405FMNO
\$ 60,000.00	FAST Act 405f	FF*MC 405f Motorcycle Safety	69A3752230000405FMNO
\$ 95,000.00	Fast Act 402	Motorcycle	69A37521300004020MNO

Media activities include targeting advertising on preventing distraction, occupant protection, speed, pedestrian, motorist awareness of motorcycles and enhanced law enforcement campaigns such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled Over” campaigns. Paid media includes, but is not limited to, television/cable, radio, print, online, cinema and out-of-home executions. The full-service media agency will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved. Funding is separated by activities; impairment 164 transfer funds, motorcycle safety awareness and training 405f and all other behaviors 402.

This project also includes developing creative messaging for impaired driving, seat belt, motorcycle, speed, distracted driving and pedestrian creative concepts to place across mediums approved by DPS-OTS. The full-service media agency will lead full-scale pre through post-production efforts on all projects that could include:

- Focus groups
- Concept development
- Scheduling
- Securing talent release forms
- General production needs and logistics rental (equipment, location, studio, etc.)
- Videography and photography
- Post-production (video/audio editing)
- Closed-captioning
- Stock photography and music/sound effects procurement
- Copy writing
- Graphic design
- Web design needs and all associated work
- Courier services
- Final products in desired format and native art files to DPS

On a limited basis, this project may include media relations services as requested by DPS-OTS to coordinate a comprehensive traffic safety public information and education campaign to support the enforcement initiatives

Intended sub recipient: TBD

23-08-02 Media Relations at OOC

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Fain
\$190,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37521300004020MNO
\$212,000.00	164 Alcohol	164 Transfer Funds	69A37522300001640MNA

This project focuses on coordinating advertising and outreach during enhanced law enforcement events such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” campaigns. The enforcement and related advertising campaigns will follow the National Campaign Calendar as well as the OTS enforcement calendar (see Appendix C). This project will include a comprehensive public information and education plan to develop traffic safety messages and pursue personal impact stories.

Activities will include:

- Providing online template media materials
- Key messaging
- News conferences
- Talking points for agencies related to distraction, occupant protection, speed, pedestrian, and impaired driving
- Enforcement and/or awareness Campaigns

This grant is written with the Office of Communication to perform earned media relations and funds a percentage of the following positions in the Office of Communications at the Department of Public Safety:

- Public Information Officer (90 percent)
- Additional PIO support (53 percent)
- Purchasing and payroll (20 percent)
- Graphic Design (10 percent)

Funds will cover salary and fringe, in/out state travel for filming, interviewing for news stories and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences.

Intended sub recipient: Office of Communications, Department of Public Safety

School Bus Stop Signal Arm Camera

Stop Arm Camera

Amount	Source	Use	Fain
\$7,398,000.00	State	Match	N/A

This project funds purchase and installation of school bus stop-signal arm camera systems. Regular route type A, B, C, and D buses; newer buses; and buses that do not already have a stop-signal arm or forward-facing camera. Cameras purchased with grants awarded pursuant to this section must be used within the state. Minnesota Session Laws –2021 1st Special Session, Chapter 5 Section 4 Department of Public Safety Subd. 5 Traffic Safety.

Intended sub recipient: school districts, nonpublic schools, charter schools, and companies that provide school bus services.

APPENDIX A

Acronyms/ 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
DWI	Driving While Impaired
EC	East Central (TZD Region)

Acronym	Definition
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
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GHSA	Governors Highway Safety Association
HS	High School
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
KIM	Kidz In Motion
LATCH	Lower Anchors and Tethers for Child Restraints
LEL	Law Enforcement Liaison
MAAA	Metropolitan Area Agency on Aging
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
MnDOT	Minnesota Department of Transportation
MSP	Minnesota State Patrol
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

Acronym	Definition
NHTSA	National Highway Traffic and Safety Administration
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	Statistical Analysis 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
SW	South West (TZD Region)
TBI	Traumatic Brain Injury
TRCC	Traffic Records Coordinating Committee
TRF	Traffic Records Forum
TRPs	Target Rating Points
TSRP	Traffic Safety Resource Prosecutor
TZD	Toward Zero Deaths
UTV	Utility Terrain Vehicle
VMT	Vehicle Miles Traveled
WC	West Central (TZD Region)
YUM	Young Unmarried Male

Definitions of general phrases used in planned activities descriptions

Business technology: is any electronic object or system that helps employees accomplish tasks. The technology that employees use includes computers, internet systems, printers, mobile devices and software applications that help them organize and prioritize work. With the exception of equipment per definition 2CFR 200 where approval will be sought for items with an acquisition cost of \$5,000.00 or more per unit.

Car Seat Clinic related items: to include reasonable items to ensure successful clinic activities, child restraints, noodles, slip guard, printing and copying.

In state/out state travel: includes mode of transportation and is subject to the approved commissioners plan to most recent approved IRS mileage, reasonable food allowance. Served food must be necessary and reasonable during said conference and/or meeting where the primary purpose is the dissemination of technical information. See 2CFR 200.332 preapproval maybe necessary.

Instruction related items: to include but not limited to reasonable classroom props, clipboards, demonstration dolls, hygiene products, ink cartridges, noodles, printing and copying.

Facilitation: to include presenting and or / facilitating, may include reasonable instruction related items and in some cases food served at conference, a conference is defined as a meeting, retreat, seminar, symposium, workshop or event whose primary purpose is the dissemination of technical information beyond the non-Federal entity and is necessary and reasonable for successful performance under the Federal award [2 CFR 200.332](#).

APPENDIX B

Performance Measures Targets and Reports

Performance Progress Report on 2022 Highway Safety Performance Targets, Page 2

Performance Plan with 2023 Highway Safety Performance Targets, Page 3-9

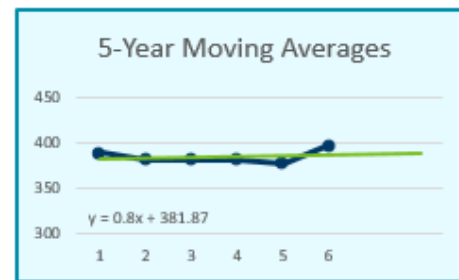
Performance Measure Progress Report	2022 Target	Progress (YTD as of 6/21/22 - State Data)
C-1) Number of traffic fatalities (FARS)	352.4	157
C-2) Number of serious injuries in traffic crashes (State crash data-files)	1,463.4	739
C-3) Fatalities/VMT (FARS/FHWA)	0.582	N/A
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	95	38
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	92	12
C-6) Number of speeding-related fatalities (FARS)	125	44
C-7) Number of motorcyclist fatalities (FARS)	58	19
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	38	12
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	50	18
C-10) Number of pedestrian fatalities (FARS)	46	16
C-11) Number of bicyclist fatalities (FARS)	9	0
B-1) Observed seat belt use for passenger vehicles, front seat out-board occupants (survey)	92.0%	N/A

Performance Measure Report	Target Period	Target Start	Target End	Target Value
C-1) Number of traffic fatalities (FARS)	5-year	2019	2023	352.4
C-2) Number of serious injuries in traffic crashes (State crash data)	5-year	2019	2023	1,463.4
C-3) Fatalities/VMT (FARS/FHWA)	5-year	2019	2023	0.582
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5-year	2019	2023	94
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5-year	2019	2023	103
C-6) Number of speeding related fatalities (FARS)	5-year	2019	2023	127
C-7) Number of motorcyclist fatalities (FARS)	5-year	2019	2023	56
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5-year	2019	2023	38
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5-year	2019	2023	48
C-10) Number of pedestrian fatalities (FARS)	5-year	2019	2023	47
C-11) Number of bicyclist fatalities (FARS)	5-year	2019	2023	9
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	1-year	2023	2023	92.0%

C-1 Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	411	392	358	381	364	394	488	352	352
5-Year Averages	384	389	382	381	381	378	397	396	390
PM Target							352.4	352.4	352.4

*Projected

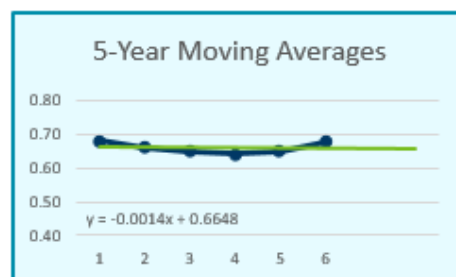
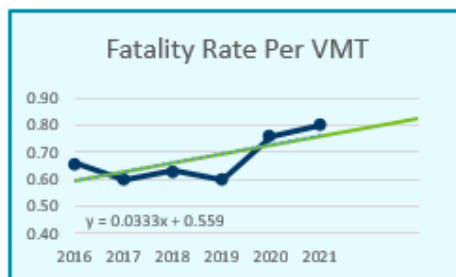
Fatality performance measure targets are based on projections of rolling 5-year averages and in conjunction with MnDOT. For FY23, our traffic fatality target is 352.4. While this target is not the mathematical average from the past five years, DPS-OTS and MnDOT are reluctant to set a target higher than a previous target since the goal is to reduce traffic fatalities. The State is committed to its Toward Zero Death program and traffic safety initiatives. Minnesota saw an unexpected increase in fatalities in 2021; it was the highest yearly count since 2007. This increase spiked the rolling 5-year average. The State is hoping to return to pre-pandemic numbers as things return to "normal."



C-3 Fatality Rate									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Fatality Rate	0.72	0.66	0.60	0.63	0.60	0.76	0.803	0.582	0.582
5-Year Averages	0.67	0.68	0.66	0.65	0.642	0.65	0.678	0.675	0.665
PM Target							0.582	0.582*	0.582*

*Projected

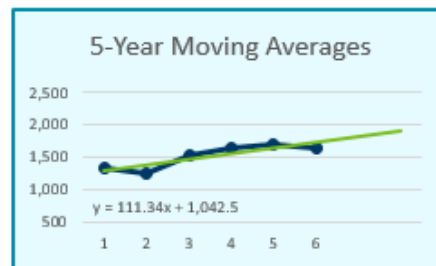
In the past decade Minnesota's fatality rate has decreased due to a decline in traffic fatalities and an increase in VMT. The COVID-19 pandemic years (with increased fatalities and decreased VMT) saw a spike in this performance measure. The State is expecting the final 2021 VMT to remain level. Current traffic volume estimates are +1.1% from the 2016-2019 average; the 2021 rate above uses 60.7B VMT. The performance measure targets are set at the projections based on moving 5-year averages and in conjunction with MnDOT.



C-2 Serious Injuries									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Injuries	1,127	1,992	1,849	1,660	1,520	1,491	1,723	1,463	1,463
5-Year Averages	1,163	1,329	1,235	1,534	1,630	1,702	1,649	1,571	1,532
PM Target							1,463.4	1463.4*	1463.4*

*Projected

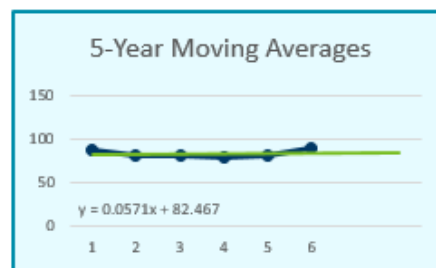
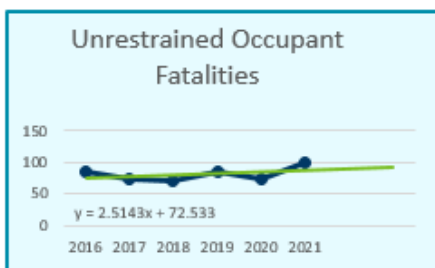
This performance measure target is developed in conjunction with MnDOT and is based on rolling 5-year averages. The COVID-19 pandemic years tracked reductions in total of crashes, but increases in crash severity. As a result, serious injury trends appear to be increasing. Due to the reluctance to set targets higher than previously set targets, Minnesota maintains the target of 1,463.4 serious injuries for FY23.



C-4 Unrestrained Occupant Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	85	74	71	84	74	100	110	91	95
5-Year Averages	93	87	81	81	78	81	88	92	94
PM Target							88	92*	94*

*Projected

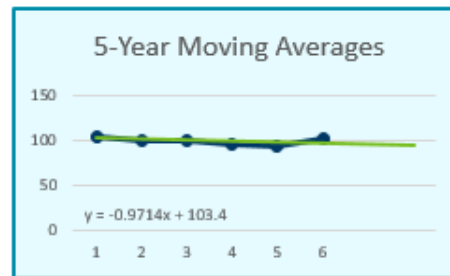
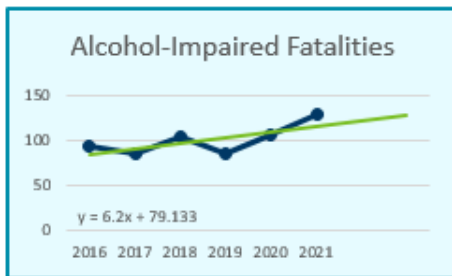
As with several other performance measures, unrestrained fatalities increased during the COVID-19 pandemic years of 2020-2021. Minnesota recently completed an assessment to its Occupant Protection program and is eager to implement suggestions and reduce unbelted fatalities.



C-5 Alcohol Impaired Driving Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	115	95	85	104	85	107	129	107	85
5-Year Averages	108	105	100	101	97	95	102	106	103
PM Target							102	106*	103*

*Projected

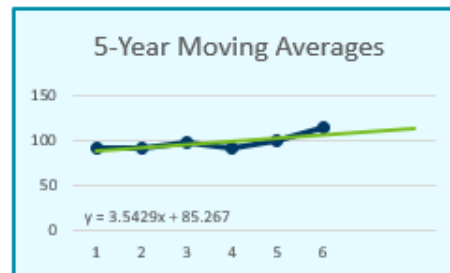
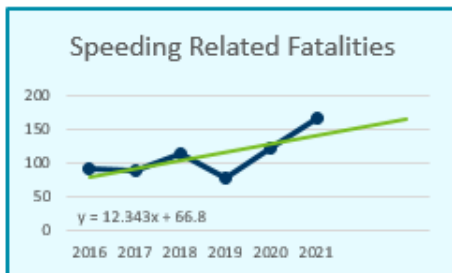
The performance measure target for alcohol impaired driving fatalities is determined using projections of moving 5-year averages. This is another area where Minnesota experienced an unexpected uptick in 2021. The state is currently undergoing an Impaired Driving Assessment and is looking forward to making improvements and utilizing new strategies.



C-6 Speeding Related Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	84	92	89	114	77	122	166	136	136
5-Year Averages	91	92	92	98	91	99	114	123	127
PM Target							114	123*	127*

*Projected

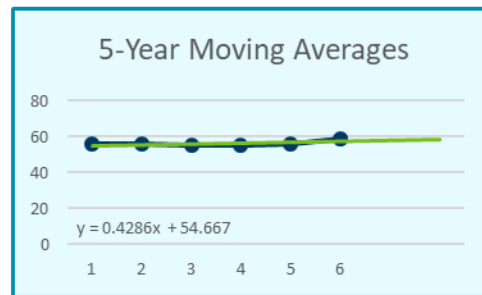
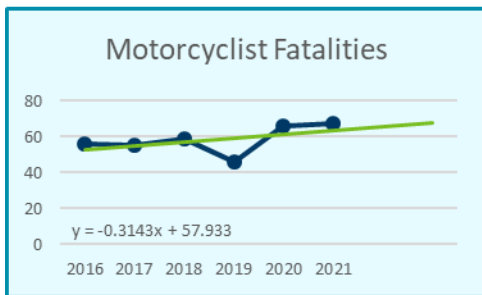
The speeding-related fatality performance measure is evaluated based on moving 5-year averages. After a good year in 2019, speeding related fatalities shot up in 2020 and again in 2021. Minnesota has implemented speed initiatives throughout the state to combat speeding and thus are expecting speeding related fatalities to decrease moving forwards.



C-7 Motorcyclist Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	61	56	55	59	46	66	67	55	45
5-Year Averages	53	56	56	55	55	56	59	58	56
PM Target							59	58*	56*

*Projected

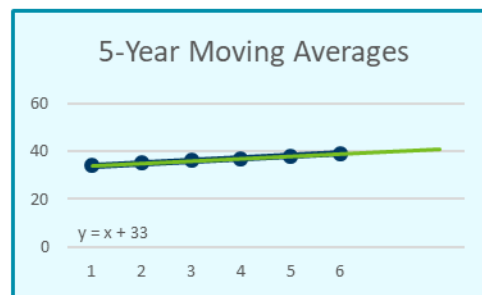
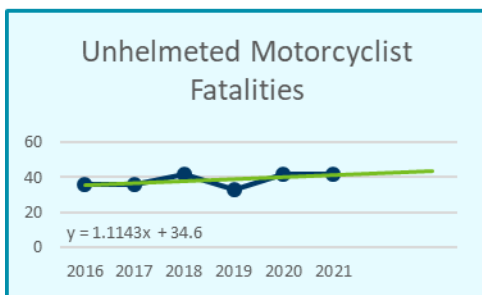
Motorcycle riding season in Minnesota is largely dependent on weather. Due to this, motorcyclist fatalities are difficult to forecast.



C-8 Unhelmeted Motorcyclist Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	38	36	36	42	33	42	42	35	37
5-Year Averages	31	34	35	36	37	38	39	39	38
PM Target							39	39*	38*

*Projected

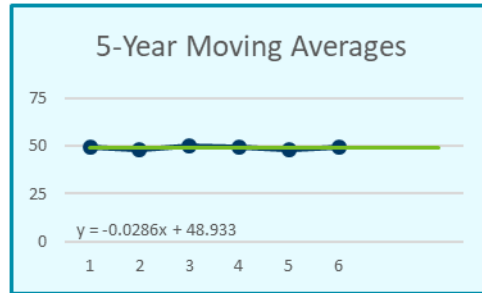
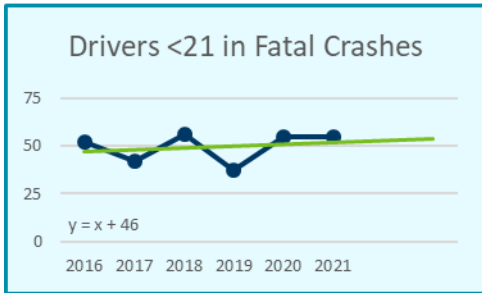
Recent years have seen increases in motorcyclist fatalities including unhelmeted deaths. The State is eager to implement new strategies in this performance measure area. A new motorcycle safety coordinator has been hired and OTS will be conducting a motorcycle rider survey to assess program weaknesses.



C-9 Drivers in Fatal Crashes Who Are <21 Years Old									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Drivers <21	60	52	42	56	37	55	55	44	50
5-Year Averages	50	49	48	50	49	48	49	49	48
PM Target							49	49*	48*

*Projected

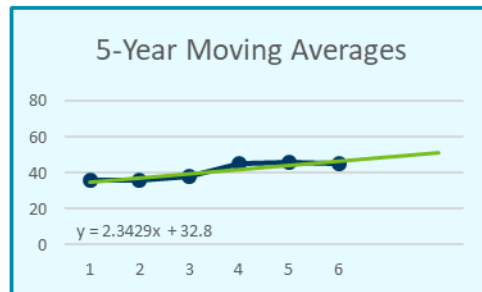
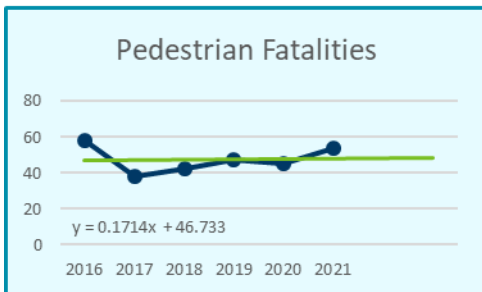
Trends for this performance measure show slight increases in 5-year rolling averages. A new state program administrator was recently hired to oversee the young driver area and as a result, new strategies and ideas will likely emerge.



C-10 Pedestrian Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	39	58	38	42	47	45	54	45	45
5-Year Averages	33	36	36	38	45	46	45	47	47
PM Target							45	47*	47*

*Projected

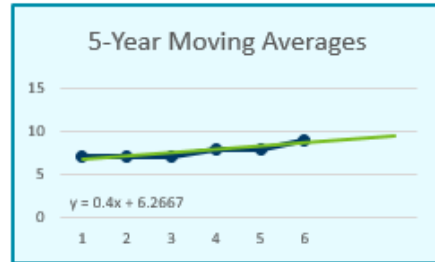
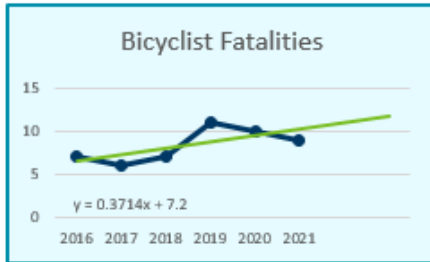
Both yearly and five year average trends indicate pedestrian traffic fatalities are increasing in Minnesota. Performance measure targets are set at projections based on moving 5-year averages.



C-11 Bicyclist Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2015	2016	2017	2018	2019	2020	2021	2022*	2023*
Traffic Fatalities	10	7	6	7	11	10	9	6	8
5-Year Averages	7	7	7	7	8	8	9	9	9
PM Target							9	9*	9*

*Projected

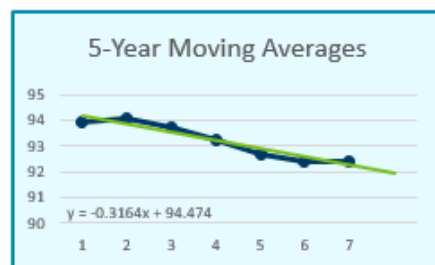
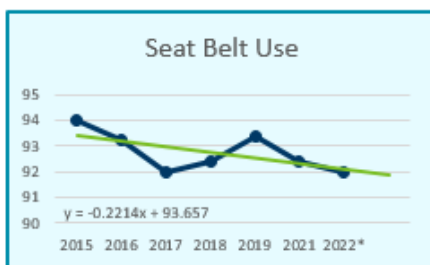
Bicyclist fatalities are typically isolated events and thus difficult to forecast. Performance measure targets are set at projections based on moving 5-year averages.



B-1 Seat Belt Use									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2014	2015	2016	2017	2018	2019	2021	2022*	2023*
Seat Belt Use	94.7	94.0	93.2	92.0	92.4	93.4	92.4	92.0	92.0
5-Year Averages	93.6	93.9	94.1	93.7	93.3	92.7	92.4	92.4	92.5
PM Target							92.0	92.0*	92.0*

*Projected

Minnesota's high seat belt usage rate is evidenced by our annual observational seat belt study. No study was conducted in 2020, but the State has had above 90% compliance for more than the past decade. The target for this performance measure is set using annual projections.



APPENDIX C

OTS enforcement calendar

Enforcement Calendar - FFY23



Enforcement Dates






- DWI (optional): Oct. 29-31; 2022 - Halloween
- DWI (optional): Nov. 3-5; 2022 - Deer hunting opener
- DWI: Nov. 23-26; Dec. 1-3; 8-10; 15-17; 22-24; 29-31, 2022
- DWI (optional): Feb. 11-12, 2023 - Super Bowl
- DWI (optional): March 16-18, 2023 - St. Patrick's Day celebrations
- Distracted: April 1-30, 2023
- DWI (optional): Every Thursday-Saturday, May 11- Sept. 2, 2023
- Seat belts and child restraints: May 22 - June 4, 2023
- Speed: July 1- 31, 2023
- DWI: Aug. 18 - Sept. 4, 2023
- Move Over (optional): Aug. 31, 2023
- Seat belts and child restraints: Sept. 17-23, 2023

Short Report Due Dates (Each agency required to submit)

- Jan. 6: DWI arrests, highest B.A.C., from Nov. 23- Dec. 31, 2022
- May 5: Use of wireless device citations, from April 1-30, 2023
- June 9: Seat belt/child restraint citations from May 22- June 4, 2023
- Aug. 4: Speed citations from July 1-31, 2023
- Sept. 8: DWI arrests, highest B.A.C., from Aug. 18- Sept. 4, 2023
- Sept. 29: Seat belt/child restraint citations from Sept. 17-23, 2023

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.

	October 2022							November 2022							December 2022						
Quarter 1	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
							1		Oct 31	1	2	3	4	5					1	2	3
	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
23	24	25	26	27	28	29 30	27	28	29	30				25	26	27	28	29	30	31	
Quarter 2	January 2023							February 2023							March 2023						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
	1	2	3	4	5	6	7				1	2	3	4			1	2	3	4	
	8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11
	15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	2	23	24	25	
29	30	31					26	27	28					26	27	28	29	30	31		
Quarter 3	April 2023							May 2023							June 2023						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
							1		1	2	3	4	5	6					1	2	3
	2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10
	9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
23	24	25	26	27	28	29 30	28	29	30	31				25	26	27	28	29	30		
Quarter 4	July 2023							August 2023							September 2023						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
							1		July 31	1	2	3	4	5						1	2
	2	3	4	5	6	7	8	6	7	8	9	10	11	12	3	4	5	6	7	8	9
	9	10	11	12	13	14	15	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	1	22	20	21	22	23	24	25	26	17	18	19	20	21	22	23	
23	24	25	26	27	28	29 30	27	28	29	30	31			24	25	26	27	28	29	30	

APPENDIX D

Data sources

Type of Data

Provider/ Owner

Ambulance run reports

EMS Regulatory Board

Attendee Evaluation

Attendees from DPS/OTS sponsored events

Citations and Convictions

State Court Administration and Project Directors

CODES

Minnesota Department of Health

Countermeasures That Work

NHTSA

Crash Location Mapping

Minnesota DOT

Crash Records

Minnesota DPS (OTS/ DVS)

Drivers' License Records

Minnesota DPS (DVS' Driver's License Database)

DWI Offenders

Minnesota DPS (DVS' Driver's License Database)

Evaluations of Specific Projects

Minnesota DPS and Various contractors

FARS

NHTSA

Observational Studies of Seat Belt Use

Minnesota DPS and Various contractors

Occupation, Cause of Death

County Coroners' Reports of Death

Population

Minnesota State Demographer

Project Reports

Minnesota DPS and Various contractors

SHSP Focus Areas

Minnesota DOT

Surveys of Attitudes and Behaviors

Contractors for DPS/OTS

Tribal Boundaries

Minnesota DOT

Vehicles Miles Traveled

Minnesota DOT

Vehicle Registrations

DPS (DVS' Vehicle Registration Data Base)

APPENDIX E

405b application

405b application

Enforcement 23-04-01, 23-04-08

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement, High Visibility Saturation Patrols, Sustained Enforcement, Speed High Visibility Enforcement, High Visibility Cell Phone and Text Messaging Enforcement, Short-Term, High Visibility Seat Belt Law Enforcement, Pedestrian Safety Enforcement Strategies.

Across the state of Minnesota, 294 agencies, 67 sheriffs' departments, 224 police departments and 3 university police departments join together for the "Click it or Ticket" campaign.

Child restraint Inspection Stations 23-02-01, 23-02-04, 23-02-07

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Many caregivers are not aware of the proper child passenger safety restraint procedures. This countermeasure aims to educate all caregivers on the best methods for securing children in motor vehicles based on Minnesota's CPS laws and NHTSA's recommendations.

Learning and sharing best practices allows technicians in the state to keep up-to-date, helps keep kids safe when traveling in cars and reduces fatalities amongst children between the ages of zero and seven years old. When children are properly restrained, their chances of being injured in a traffic crash are drastically reduced.

For example, 88 percent of the 14,692 children ages zero to seven that were properly restrained during traffic crashes in Minnesota from 2017-2021 were not injured and another nine percent sustained only possible injuries.

Minnesota is confident in supporting child passenger safety advocates who serve to promote child passenger safety in the southern, northern, and northeastern portions of the state. These advocates will conduct Children and Restraint Systems (CARS) trainings throughout the state to caregivers and parents. In FY21, there were 296 CARS training held with verified completion of 2,666 attendees. OTS CPS advocates were also able to offer the National Child Passenger Safety Certification trainings, with low or no fee to incoming students, ensuring access to all, including low income and underserved populations.

Minnesota is confident in using Countermeasure That Work (Chapter 2: Seat Belts and Child Restraints; 6. Communications and Outreach; 6.2 Strategies for Child Restraint and Booster Seat Use).

Minnesota intends to share outreach information related to pediatric vehicular hyperthermia, when applicable, and plans to hold a total of 10 Safe Kids certified technician classes. Education and Outreach on Opportunities for classes will be offered with the goal of training 90 individuals. Associated project 23-02-01, 23-02-04, 23-02-07

Of the planned inspection stations and events during the coming year, 25 percent will serve urban communities, 20 percent will serve portions of rural, greater Minnesota (in which there is a higher unbelted occupant rate and higher traffic fatality counts) and 55 percent will serve American Indian Reservations and ethnic minority groups (including Somali, Hmong and Latino communities). All events will staff at minimum one nationally Certified Child Passenger Safety Technician.

The State of Minnesota currently has 653 child passenger safety technicians (Certified Technician, Instructor Candidate, Certified Instructor), with the goal of increasing this number by twenty percent.

An additional State funded associated project includes the Child Seat for Needy families (state project).

The following pages list the intended agencies participating in Click it or Ticket 2023:

Aikin County
Airport Police Department
Aitkin Police Department
Albany Police Department
Alexandria Police Department
Annandale Police Department
Anoka County Sheriff's Office
Anoka Police Department
Apple Valley Police Department
Appleton Police Department
Arlington Police Department
Austin Police Department
Avon Police Department
Barnesville Police Department
Battle Lake Police Department
Baxter Police Department
Bayport Police Department
Becker Police Department
Belgrade Police Department
Belle Plaine Police Department
Beltrami County Sheriffs Office
Bemidji Police Department
Benson Police Department
Benton County Sheriff Department
Big Lake Police Department
Blackduck Police Department
Blaine Police Department
Blooming Prairie Police Department
Bloomington Police Department
Blue Earth County Sheriff's Office
Bovey Police Department
Braham Police Department
Brainerd Police Department
Breezy Point Police Department
Brooklyn Center Police Department
Brooklyn Park Police Department
Buffalo Lake Police Department
Buffalo Police Department
Burnsville Police Department
Caledonia Police Department
Cambridge Police Department
Cannon Falls Police Department
Carlton County Sheriffs Department
Carver County Sheriff's Office
Cass County Sheriff's Office
Centennial Lakes Police Department
Champlin Police Department
Chaska Police Department
Chatfield Police Department
Chippewa County Sheriff's Office
Chisago County Sheriff's Office
Chisholm Police Department

Aikin County
Clara City Police Department
Clay County Sheriff's Office
Clearbrook PD
Clearwater County
Cloquet Police Department
Cold Spring Police Department
Coleraine Police Department
Columbia Heights Police Department
Coon Rapids Police Department
Corcoran Police Department
Cottage Grove Police Department
Cottonwood County Sheriffs Office
Crookston Police Department
Crosby Police Department
Crosslake Police Department
Crow Wing County Sheriff's Office
Crystal Police Department
Cuyuna Police Department
Dakota County Sheriffs Office
Danube Police Department
Dayton Police Department
Deephaven Police Department
Deer River Police Department
Deerwood Police Department
Dilworth Police Department
Dodge County Sheriff's Office
Douglas County Sheriff's Office
Duluth Police Department
Eagan Police Department
Eagle Lake Police Department
East Grand Forks Police Department
East Range Police Department
Eden Prairie Police Department
Edina Police Department
Elk River Police Department
Elko New Market Police Department
Ely Police Department
Emily Police Department
Eveleth Police Department
Fairfax Police Department
Faribault Police Department
Farmington Police Department
Fergus Falls Police Department
Fillmore County Sheriff's Office
Floodwood Police Department
Foley Police Department
Forest Lake Police Department
Fridley Police Department
Gaylord PD
Gilbert Police Department
Glencoe Police Department

Glenwood Police Department
Glyndon Police Department
Golden Valley Police Department
Goodhue County Sheriff's Office
Goodhue Police Department
Goodview Police Department
Grand Rapids Police Department
Granite Falls Police Department
Grant County Sheriff's Office
Hastings Police Department
Hawley Police Department
Hector Police Department
Hemantown Police Department
Hennepin County Sheriff's Office
Henning Police Department
Hibbing Police Department
Hopkins Police Department
Houston County Sheriff's Office
Howard Lake Police Department
Hubbard County Sheriff's Office
Hutchinson Police Department
Inver Grove Heights Police Department
Isanti County Sheriff's Office
Isanti Police Department
Itasca County Sheriff's Office
Jackson County Sheriff's Office
Jordan Police Department
Kanabec County Sheriff's Office
Kandiyohi County sheriff's Office
Kasson Police Department
Keewatin Police Department
Kenyon Police Department
La Crescent Police Department
Lac Qui Parle County SO
Lake City Police Department
Lake Crystal Police Department
Lake of the Woods County Sheriff's Office
Lake Shore Police Department
Lakes Area Police Department
Lakeville Police Department
LeSueur County Sheriff's Office
LeSueur Police Department
Lewiston Police Department
Lincoln County Sheriff's Office
Lino Lakes Police Department
Little Falls Police Department
Long Prairie Police Department
Lonsdale Police Department
Lyon County Sheriffs Office
Madelia Police Department
Madison Lake Police Department
Mahnommen County

Mankato Department of Public Safety	Pennington County Sheriff's Office	St. Charles Police Department
Maple Grove Police Department	Pequot Lakes Police Department	St. Cloud Police Department
Mapleton Police Department	Perham Police Department	St. Joseph Police Department
Maplewood Police Department	Pierz Police Department	St. Louis County Sheriff's Office
Marshall Police Department	Pine County Sheriff's Office	St. Louis County Sheriff's Office
Martin County Sheriff's Office	Pine River Police Department	St. Louis Park Police Department
McLeod County Sheriff's Office	Pipestone County Sheriff's Office	St. Peter Police Department
Medina Police Department	Plainview Police Department	Staples Police Department
Melrose Police Department	Plymouth Police Department	Starbuck Police Department
Menahga Police Department	Polk County Sheriff's Office	Stearns County Sheriff Department
Mendota Heights Police Department	Pope County Sheriff's Office	Steele County Sheriff's Office
Minneapolis Park Police Department	Preston Police Department	Stevens County Sheriff's Office
Minneapolis Police Department	Prior Lake Police Department	Stillwater Police Department
Minnnetonka Police Department	Proctor Police Department	Swift County Sheriff's Office
Minnetrista Public Safety	Ramsey County Sheriff's Office	Thief River Falls Police Department
Montevideo Police Department	Ramsey Police Department	Todd County Sheriff's Office
Moorhead Police Department	Red Wing Police Department	Trimont Police Department
Morris Police Department	Redwood County Sheriffs Office	Truman Police Department
Morrison County Sheriff's Office	Redwood Falls Police Department	University of Minnesota - Morris
Motley Police Department	Renville County Sheriff's Office	University of Minnesota - Twin Cities
Mounds View Police Department	Rice County Sheriff's Office	University of Minnesota Duluth Police Department
Mountain Lake Police Department	Rice Police Department	Verndale Police Department
Mower County Sheriff's Office	Richfield Police Department	Virginia Police Department
Nashwauk Police Department	Robbinsdale Police Department	Wabasha County Sheriff's Office
New Brighton Police Department	Rochester Police Department	Wabasha Police Department
New Hope Police Department	Rock County Sheriffs Office	Wadena County Sheriff's Office
New Prague Police Department	Rogers Police Department	Wadena Police Department
New York Mills Police Department	Rosemount Police Department	Waite Park Police Department
Nicollet County Sheriff's Office	Roseville Police Department	Walker Police Department
Nisswa Police Department	Royalton Police Department	Wantonwan County Sheriff's Office
Nobles County Sheriffs Office	Sartell Police Department	Washington County Sheriff's Office
North Branch Police Department	Sauk Centre Police Department	Wayzata Police Department
North Mankato Police Department	Sauk Rapids Police Department	West Concord Police Department
North St Paul Police Department	Savage Police Department	West Hennepin Public Safety
Northfield Police Department	Scott County Sheriff's Office	West St. Paul Police Department
Oak Park Heights Police Department	Sebeka Police Department	White Bear Lake Police Department
Oakdale Police Department	Shakopee Police Department	Willmar Police Department
Olivia Police Department	Sherburne County Sheriff's Office	Winona County Sheriff's Office
Olmsted County Sheriff's Office	Slayton Police Department	Winona Police Department
Orono Police Department	South Lake Minnetonka Police Department	Winsted Police Department
Osakis Police Department	South St. Paul Police Department	Woodbury Police Department
Osseo Police Department	Spring Grove Police Department	Worthington Police Department
Otter Tail County Sheriff's Office	Spring Lake Park Police Department	Wright County Sheriff's Office
Park Rapids Police Department	St Anthony Police Department	Wyoming Police Department
Parkers Prairie Police Department	St Francis Police Department	Zumbrota Police Department
Paynesville Police Department	St Paul Park Police Department	
Pelican Rapids Police Department	St Paul Police Department	

APPENDIX F

405c application

State Plan Information

Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:

(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)

Name: **Brendan Wright**

Title: Traffic Records Coordinator

Agency: Minnesota Department of Public Safety Office: Office of Traffic Safety

Address: 445 Minnesota Street, Suite 1620

St. Paul, MN 55101-2120

Phone: (651) 274-4971

Email: brendan.wright@state.mn.us

Traffic Records Assessment:

The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.

The date of the last Traffic Records Assessment is December 26, 2019

Introduction

Background

The Minnesota Department of Public Safety, Office of Traffic Safety, supports the State Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system. The Code of Federal Regulations (CFR) Title 23. §1300.22 requires the State to have a multi-year strategic plan that performs the following:

- Describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, which includes crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases;
- For any identified performance measure, refers to the formats set forth in the Model Performance Measures for State Traffic Records Systems collaboratively developed by National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA);
- Includes a list of all recommendations from the State's most recent highway safety data and traffic records system assessment;
- Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and

For recommendations that the State does not intend to implement, provides an explanation. This plan guides the State's traffic records improvement efforts while addressing recommendations from the 2019 Traffic Records Assessment.

The updated Traffic Records Strategic Plan (TRSP) will serve the State by completing the following objectives:

- Address the opportunities noted in the most recent Traffic Records Assessment.
- Implement improvements that were established in the most recent State Highway Safety Plan.

Minnesota TRCC Background

The Minnesota TRCC is responsible for guiding the overall design and development of the State's traffic safety information systems. This entity was established in 1998 in response to the Transportation Equity Act for the 21st century. The current Code of Federal Regulations (23 CFR 1300.22) maintains the requirement for a State to have a TRCC. Within the TRCC, there is at least one agency representing each of the core traffic records systems. Each member is committed to the improvement of timeliness, accuracy, completeness, uniformity, accessibility, and data integration for the systems they represent.

TRCC Governance

The Minnesota TRCC duties and responsibilities are charged by the Minnesota TRCC Charter. Annually, the Policy Level TRCC reviews the TRSP update. The charter does not formally dictate a meeting schedule of the State TRCC for either the policy or program level. In practice, both policy and program level members meet at minimum four times a year.

TRCC Membership

Minnesota has a two-level TRCC. The Policy Level represents each of the core traffic records system components. The members of this group hold policy leadership positions within the State of Minnesota.

The Program Level TRCC carries out the guidance of the Policy Level by identifying and applying resources and technical skills from their respective agencies. They are an assortment of data managers, users, collectors and other stakeholders. While many belong to the State agencies represented, there are also members of local organizations involved with the core traffic records systems. This group is primarily responsible for reviewing traffic safety information system data and processes, and evaluating those efforts to keep the systems up to date.

TRCC Meeting Schedule FY22

The TRCC met 7 times during FY22:

October 13, 2021

November 10, 2021

December 9, 2021

February 9, 2022

March 9, 2022

April 13, 2022

May 18, 2022

Traffic Records Coordinating Committee Operation

The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation

Do you have an executive (policy level) TRCC?

Yes, if so, how often does it meet? As needed

Do you have a technical (working level) TRCC?

Yes, if so, how often does it meet? Minimum four times a year

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal Register?

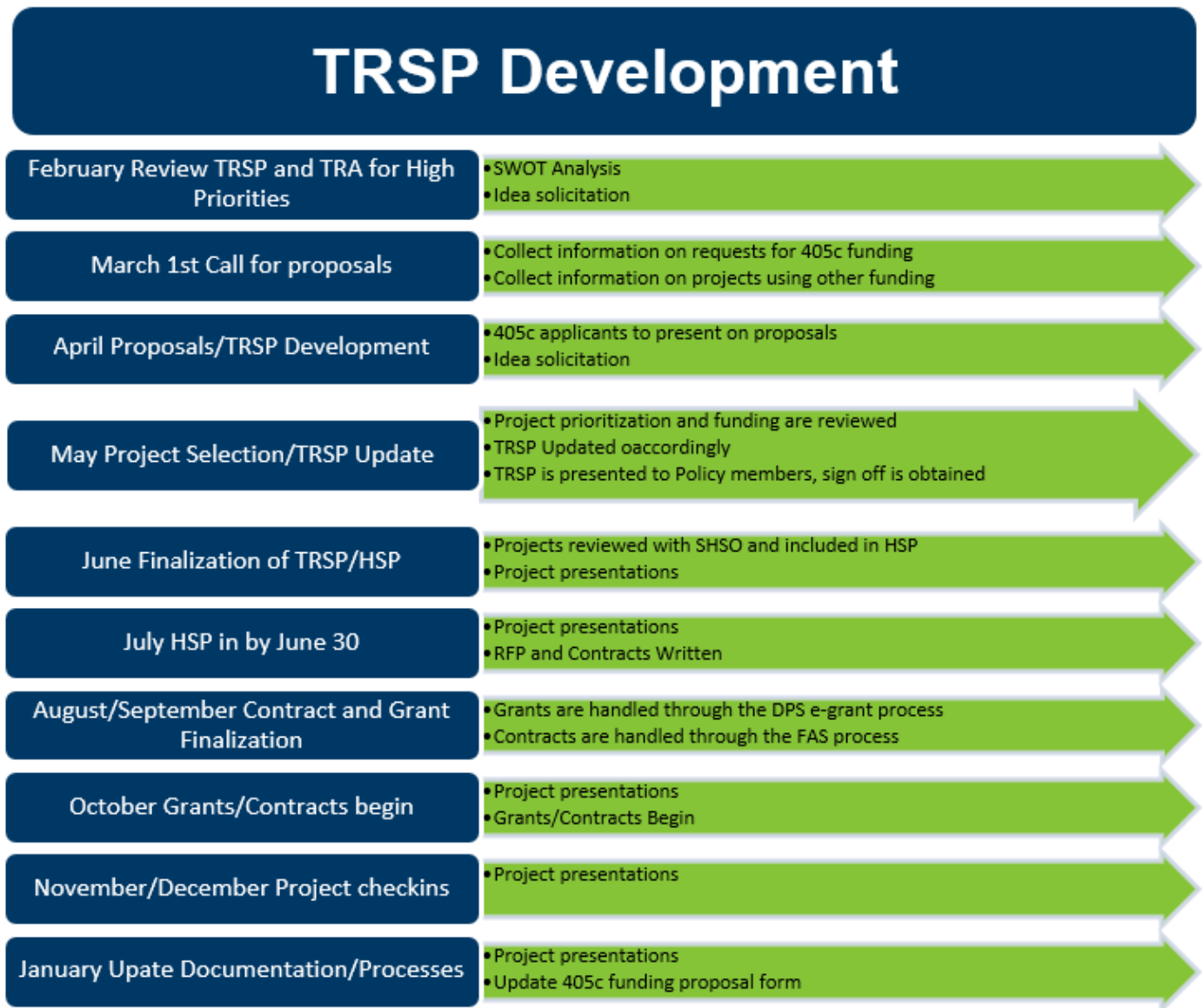
- Yes The TRCC has the authority to approve the Strategic Plan.*
- Yes The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*
- Yes The TRCC includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organization.*
- Yes The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*
- Yes The TRCC considers and coordinates the view of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*
- Yes The TRCC represents the interest of the agencies and organizations within the traffic records system to outside organizations.*
- Yes The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records system up to date.*

Project Prioritization

Office of Traffic Safety solicitation process ensures that the grant management policies were followed under Minnesota Statute 16B.97 sub. 4 (a)(1).

Proposals were submitted via the State Highway Safety Office's idea solicitation process, which was provided by the Traffic Records Coordinator to the TRCC Members.

In continuing to solicit projects and ideas, which could be implemented into the TRSP through the amendment process, the TRCC will continue to follow the development outline provided below.



Traffic Records Strategic Initiatives

The Traffic Records Strategic Plan (TRSP) provides a strategic approach to system improvements to the State Traffic Records System. The Fixing America's Surface Transportation (FAST) Act requires the State to develop a strategic plan to qualify for Section 405c funding. This section of the plan provides the vision and mission as agreed upon by the members of the State TRCC. The vision and mission will guide the direction of the improvement opportunities of the traffic records system. The 2019 Traffic Records Assessment provided a comprehensive list of recommendations that can guide the State's improvements using the Traffic Records Advisory as a reference. This section also includes a list of opportunities organized by the six core traffic records system components.

TRCC Vision

The vision of the Minnesota TRCC is to create a Traffic Records System that promotes timely, accurate, and complete data that is integrated with all of the core traffic records systems. This data would be accessible to all traffic records stakeholders, which will ultimately reduce the number of injuries and fatalities on Minnesota's public roadways.

TRCC Mission

The mission of the TRCC is to ensure high quality traffic data, information, and systems in order to improve roadway transportation safety.

TRCC Goals

The TRCC does this by:

- Ensuring the collection of complete, timely, and accurate data;
- Fostering productive partnerships;
- Seeking input from traffic records stakeholders;
- Producing data standards;
- Enhancing, maintaining, and integrating high quality data; and
- Identifying resources to accomplish TRCC goals and objectives.

Traffic Records Projects

The TRCC reviews the Traffic Records Assessment and Crash Data Improvement Program recommendations at least annually. Additionally, recommendations provided by state entities and TRCC members help to plan and develop the programs listed below. These programs are a combination of new, ongoing and highlighted projects that are related to Minnesota's traffic records:

FY22 Data Driven Highlight: Injury Data Systems Linked to Crash Data, April 1, 2021 – March 31, 2022

Project Description: In April 2021, we had zero recent years of injury surveillance data linked to the crash data file from the Minnesota Department of Public Safety. By the end of March 2022, four data years (2017-2020) of two injury data systems (hospital inpatient and emergency department) were completely linked to the crash data file. Thus, we moved from zero years to four years of linked data with two injury data systems.

Counts of Crash and Hospital Linkage Files, Cases Likely to Link, and Actual Linked Cases

Year	Crash Total for Linkage (full file)	Crash cases taken to a Hospital by EMS	Hospital* Total for Linkage (sub file)	Hospital cases w/ MVC E-code	Linked Cases**	Date Linked
2020	125,933	11,044	89,826	25,738	18,382	3/1/2022
2019	188,225	13,803	99,491	30,787	21,779	5/13/2021
2018	187,563	14,446	110,821	34,268	25,657	3/8/2022
2017	190,868	15,256	120,880	34,716	27,402	3/24/2022

*Hospital data includes both inpatient and emergency department cases.

**Average count of imputed links

2017 Linkage

File Home Share View

...CODES\2017 Linkage

Name	Date modified	Type	Size
Crash.accdb	3/16/2022 2:54 PM	Microsoft Access ...	122,900 KB
CrashHosp_MC0.accdb	3/23/2022 11:38 PM	Microsoft Access ...	7,860 KB
CrashHosp_MC1.accdb	3/23/2022 11:38 PM	Microsoft Access ...	25,196 KB
CrashHosp_MC2.accdb	3/23/2022 11:38 PM	Microsoft Access ...	25,196 KB
CrashHosp_MC3.accdb	3/23/2022 11:38 PM	Microsoft Access ...	25,188 KB
CrashHosp_MC4.accdb	3/23/2022 11:38 PM	Microsoft Access ...	25,188 KB
CrashHosp_MC5.accdb	3/23/2022 11:38 PM	Microsoft Access ...	25,228 KB
CrashHosp_MLE.accdb	3/23/2022 11:38 PM	Microsoft Access ...	7,000 KB
CrashHosp_Pass1.accdb	3/23/2022 11:38 PM	Microsoft Access ...	23,996 KB
CrashHosp_Pass2.accdb	3/23/2022 1:28 PM	Microsoft Access ...	1,588 KB
CrashHosp_Pass3.accdb	3/23/2022 1:28 PM	Microsoft Access ...	5,004 KB
CrashHosp_Pass4.accdb	3/23/2022 1:28 PM	Microsoft Access ...	2,744 KB
CrashHosp_Pass5.accdb	3/23/2022 1:28 PM	Microsoft Access ...	784 KB
Hosp.accdb	3/16/2022 3:00 PM	Microsoft Access ...	69,072 KB
MN2017.accdb	3/24/2022 12:02 AM	Microsoft Access ...	324 KB

2018 Linkage

File Home Share View

...CODES\2018 Linkage

Name	Date modified	Type	Size
Crash.accdb	3/4/2022 5:54 PM	Microsoft Access ...	121,984 KB
CrashHosp_MC0.accdb	3/8/2022 9:57 PM	Microsoft Access ...	7,148 KB
CrashHosp_MC1.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,756 KB
CrashHosp_MC2.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,668 KB
CrashHosp_MC3.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,732 KB
CrashHosp_MC4.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,716 KB
CrashHosp_MC5.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,716 KB
CrashHosp_MLE.accdb	3/8/2022 9:58 PM	Microsoft Access ...	6,764 KB
CrashHosp_Pass1.accdb	3/8/2022 9:57 PM	Microsoft Access ...	24,124 KB
CrashHosp_Pass2.accdb	3/8/2022 11:53 AM	Microsoft Access ...	1,520 KB
CrashHosp_Pass3.accdb	3/8/2022 11:53 AM	Microsoft Access ...	4,756 KB
CrashHosp_Pass4.accdb	3/8/2022 11:53 AM	Microsoft Access ...	2,632 KB
CrashHosp_Pass5.accdb	3/8/2022 11:53 AM	Microsoft Access ...	768 KB
Hosp.accdb	3/4/2022 5:54 PM	Microsoft Access ...	63,636 KB
MN2018.accdb	3/9/2022 9:07 AM	Microsoft Access ...	304 KB

2019 Linkage original 05132021

File Home Share View

..|CODES\2019 Linkage original 05132021

Name	Date modified	Type	Size
Crash.accdb	5/14/2021 8:58 AM	Microsoft Access ...	80,728 KB
Crash19.mdb	5/13/2021 6:37 PM	Microsoft Access ...	26,200 KB
Crash19_original.mdb	5/13/2021 12:54 PM	Microsoft Access ...	21,660 KB
CrashHosp_MC0.accdb	5/13/2021 9:30 PM	Microsoft Access ...	10,484 KB
CrashHosp_MC1.accdb	5/13/2021 9:30 PM	Microsoft Access ...	12,812 KB
CrashHosp_MC2.accdb	5/13/2021 9:30 PM	Microsoft Access ...	12,788 KB
CrashHosp_MC3.accdb	5/13/2021 9:31 PM	Microsoft Access ...	12,780 KB
CrashHosp_MC4.accdb	5/13/2021 9:31 PM	Microsoft Access ...	12,780 KB
CrashHosp_MC5.accdb	5/13/2021 9:31 PM	Microsoft Access ...	12,788 KB
CrashHosp_MLE.accdb	5/13/2021 9:31 PM	Microsoft Access ...	5,252 KB
CrashHosp_Pass1.accdb	5/13/2021 9:30 PM	Microsoft Access ...	2,620 KB
CrashHosp_Pass2.accdb	5/13/2021 7:46 PM	Microsoft Access ...	2,228 KB
CrashHosp_Pass3.accdb	5/13/2021 7:46 PM	Microsoft Access ...	5,548 KB
CrashHosp_Pass4.accdb	5/13/2021 7:46 PM	Microsoft Access ...	2,988 KB
CrashHosp_Pass5.accdb	5/13/2021 7:46 PM	Microsoft Access ...	712 KB
HED19ag.mdb	5/13/2021 12:54 PM	Microsoft Access ...	14,180 KB
Hosp.accdb	5/11/2021 7:11 PM	Microsoft Access ...	63,312 KB
MN2019.accdb	5/14/2021 8:58 AM	Microsoft Access ...	392 KB

2020 Linkage

File Home Share View

..|CODES\2020 Linkage

Name	Date modified	Type	Size
Crash.accdb	2/28/2022 6:33 PM	Microsoft Access ...	84,536 KB
CrashHosp_MC0.accdb	3/1/2022 3:54 AM	Microsoft Access ...	3,940 KB
CrashHosp_MC1.accdb	3/1/2022 3:54 AM	Microsoft Access ...	16,724 KB
CrashHosp_MC2.accdb	3/1/2022 3:54 AM	Microsoft Access ...	16,732 KB
CrashHosp_MC3.accdb	3/1/2022 3:54 AM	Microsoft Access ...	16,708 KB
CrashHosp_MC4.accdb	3/1/2022 3:54 AM	Microsoft Access ...	16,716 KB
CrashHosp_MC5.accdb	3/1/2022 3:54 AM	Microsoft Access ...	16,732 KB
CrashHosp_MLE.accdb	3/1/2022 3:54 AM	Microsoft Access ...	4,960 KB
CrashHosp_Pass1.accdb	3/1/2022 3:53 AM	Microsoft Access ...	17,760 KB
CrashHosp_Pass2.accdb	2/28/2022 11:03 PM	Microsoft Access ...	948 KB
CrashHosp_Pass3.accdb	2/28/2022 11:03 PM	Microsoft Access ...	2,632 KB
CrashHosp_Pass4.accdb	2/28/2022 11:03 PM	Microsoft Access ...	1,900 KB
CrashHosp_Pass5.accdb	2/28/2022 11:03 PM	Microsoft Access ...	588 KB
Hosp.accdb	2/28/2022 6:33 PM	Microsoft Access ...	52,160 KB
MN2020.accdb	3/1/2022 10:41 AM	Microsoft Access ...	280 KB

MN_CIT_01 - DWI Dashboard [405c/405d]

Project Description:

The DWI Dashboard (Analytics) project integrates several different state databases relevant to DWI events through a web-based site. Public safety officials can enter selection criteria and view a list of DWI events that meet those criteria, or display those events on a generated map.

The main purpose of this project is to improve the quality of location and address data on DWI arrest reports in order to improve analysis of the data along with other factors to aid in enforcement efforts, crash reduction efforts, and roadway design.

Traffic Records funds will be used to conduct an analysis in an effort to identify gaps and identify business needs to build a new DWI Dashboard application. A new DWI Dashboard solution would reduce or eliminate the need for developers to run database queries and provide the end users with timely, accurate and complete data.

Performance Measure: The performance measure for this project is the integration C-I-1 mapping of DWI arrests measured by the percent of DWI arrests mapped both by geocoding and manual review. The current baseline is 90% for geocoding and 95% with manual review. The percentage of DWI arrests successfully mapped will be tracked for 6 months and then compared to the baseline. The goal will be to increase the baseline to 92% and 97% with manual review.

MN_CR_01 - Crash Records Enhancements [405c/402TR/State]

Project Description: This project will cover technical resources (a system architect and two developers) who will 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. Currently, there are more than a dozen enhancements in process, and a growing list of additional enhancements pending on the development list. The 405c funds will be used in part to make user interface changes that will allow for the integration of the DNR incident report into MNCrash. When these changes are complete, the DNR will have the ability to use MNCrash instead of a separate reporting system, which will save time and enhance completeness of the data captured in MNCrash by ensuring all reportable DNR crashes are entered into the MNCrash system. Other enhancements include changes to the MNCrash system that will be recommended upon the completion of the MMUCC user research project. This project will identify changes to the system that will align MNCrash data collection as closely as possible with the recommendations put forth in MMUCC, 5th edition. Other enhancements will be funded as needed based on each enhancement, 402 will cover ease of use, and 405c will cover enhancement directly related to core data base system improvements based on performance area. This project also funds the hosting and maintenance of the MNCrash mapping feature, owned by MNIT/MNGEO. MNGEO also maintains the map for the public data query site, which went into production in February 2022. In 2023, MNGEO will need to conduct a system upgrade in addition to regular hosting and maintenance tasks. Another expenditure that will be necessary in order to preserve data completeness and accuracy is the purchase of a new crash diagramming tool. The tool currently used will reach 'end of life' in October, and due to dramatically increased costs associated with the current tool, OTS plans on researching other options. A diagramming tool is essential for law enforcement to clearly illustrate the structure of the crash and the exact location relative to the traffic way. Finally, this project will cover 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 will be hosted on the BCA's training site, and will allow for post credits for law enforcement officers. This course will contribute to the quality of the data, as it provides officers with the tools necessary for creating a complete and accurate crash report.

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities. Office printing/copying, postage, phone software related to traffic safety projects are also funded. This project will be split with state funds used for maintenance and enhancements/improvements, 405c funds used for just improvements to data accuracy, completeness, timeliness, integration, uniformity and/or accessibility, and 402 funds used for all related activities.

Performance Measure: The performance measure for this project is crash system completeness (C-C-1), measured by the expansion of MNCrash data collection to include all DNR incidents, with the addition of fields that capture more specific locations, vehicle types, and safety attributes. The baseline is currently 100% of DNR incidents must be entered into a DNR specific RMS, and many traffic way crashes are therefore not entered into MNCrash. The goal is for the DNR to fully transition to MNCrash, so 0% will be entered into their RMS and 100% will be entered into MNCrash. An additional performance measure is uniformity (C-U-1), measured through the implementation of MMUCC recommended fields and/or values, which will bring MNCrash closer to a uniform national standard of crash data collection. The baseline for MMUCC 5 recommendations is 0% and the goal is to adopt at minimum 50% of these recommendations.

MN_CR_02 - Traffic Incident Management [402TR]

Project Description: This project will identify the various sources, types, and hosts of traffic incident data that can be utilized to improve incident response, traffic management, and clearance rates (accuracy and timeliness).

By utilizing and improving the data captured by the MNCrash system, and identifying other potential sources of relevant data, protocols and procedures will be developed to prevent crashes and to improve crash response.

Currently, data related to TIM concepts is minimal and this project will result in a useable and reliable baseline that will be used to measure performance and data quality improvements. This systematic way of managing crash system data and response capability will improve the overall quality and accuracy of the data.

Similar states who have incorporated standardized TIM protocols have realized substantial reductions in the number of secondary crashes resulting in damage, injury, and death.

From the statewide crash data perspective, the analysis will identify existing data types and sources that can be utilized to develop and track TIM practices. The initial phase of the study will determine the baseline measures which will then be used to track improvement across the system. Additionally, gaps in data necessary to build the TIM protocols would be identified, and solutions designed to gather the missing pieces utilizing the MNCrash system and other data sources where appropriate.

Currently, efforts are being made to continue to engage and educate agencies on TIM principles, while focusing on the TIM data currently in use, along with finding other means to collect and utilize TIM data. The official kick-off meeting took place in June, 2022, and the project is underway.

Funds will cover salary and fringe, in /out state travel and registration for attendance, vending, and/or facilitation assistance at traffic safety seminars/conferences. Office printing/copying, postage, software related to traffic safety projects are also funded.

MN_CR_03 - FARS Support [405c]

Project Description: Federal data improvement funds cover the salary, fringe benefits, and indirect costs associated with a .5 FTE research analyst who performs problem identification and program evaluation as well as handling requests for data from stakeholders, media, the legislature and public for the FARS program. This is in addition to the full-time FARS analyst funded under the FARS Cooperative Agreement.

This project also covers the costs of computer run time, software and computer equipment and training, upgrades to existing software packages, and acquisition of products to enhance the Office of Traffic Safety's traffic research capabilities.

MN_CR_04 - MMUCC [405c]

Project Description: 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 selected vendor will work with the Crash Data Users Group (CDUG) and OTS staff to establish the desired modifications and recommendations to MNCrash, which are based on MMUCC 5th edition. Said vendor will then continue to conduct law enforcement user experience testing, as efficiency and ease of use will be of high priority. The implementation of these enhancements to improve MNCrash's level of alignment with MMUCC 5th edition will be carried out in coordination with the OTS MNCrash development team. These improvements will be applied to the to the Form and Quick Capture data entry systems. Due to delays in the RFP process, this project shall begin July 1, 2022. The contract has been awarded to the University of Minnesota's HumanFIRST Laboratory.

Performance Measure:

The performance measure for this project is crash uniformity (C-U-1), measured by the implementation of modifications and enhancements to the MNCrash application, and based on recommendations made by CDUG and OTS staff, as it relates to MMUCC 5th edition. Currently, 0% of the new MMUCC 5 recommendation have been implemented into the MNCrash system. The goal is that at least 50% of these recommendations will be adopted. This performance measure is consistent with FY22 due to the project was not able to get started at the time of this publication.

MN_ISS_01 - CODES Support [405c]

Project Description: The Crash Outcome Data Evaluation System (CODES) links motorvehicle crash data with hospital treatment information. The mission of CODES is to provide linked crash and hospital-injury data in aggregate form. It represents a collaborative effort among the Minnesota Departments of Health, Public Safety, and Transportation, along with the Minnesota Hospital Association and Minnesota Emergency Medical Services Regulatory Board. A board of directors governs the Minnesota CODES project, which is comprised of representatives from the partnering agencies. CODES data can provide policy makers with hospitalization charges associated with motor vehicle crashes. This project pays for staff time and expertise to link crash data and to scope the process for returning injury severity data from CODES to the crash database.

This project will continue through the 2023 fiscal year. We continue to collect and maintain crash, trauma registry, mortality, and EMS data. Updates have been made to the Minnesota Injury Data Access System (MIDAS), which allows for user-friendly, geographically circumscribed data useful for policy and program planning at the state and local levels. During this year, we will connect hospital treatment information with other variables, such as speed, confirmed drug usage, and race/ethnicity/language data (which is expected to help us identify and respond more directly to inequity and disparity).

Performance Measure: The primary performance measure for this project is EMS/injury surveillance system integration (I-I-1), measured by the number of successfully linked injury severity outcomes. The current baseline for this measure is 80 percent; this project is continuing to link hospital outcome data to the crash records data. The goal of the project is to successfully link 99 percent of reported injury severity data to long-term hospital outcome data and integrate the injury outcome data into the crash records system. Two additional performance measures are the number of injury surveillance systems successfully integrated with crash data and the number of integrated years for each system for data years 2013-2021. The current baseline for this measure is one year (2019) of integrated data for two injury surveillance systems (hospital discharge and emergency department discharge). The goal of the project is to successfully integrate nine years (2013-2021) of four injury surveillance systems (death certificates, trauma registry, hospital discharge, and emergency department discharge) and seven years (2015-2021) of one additional surveillance system (EMS) with the crash records data base.

MN_ISS_02 - Trauma Data Improvement [405c]

Project Description: The Trauma Data Improvement Project (TDIP) focuses on improving quality and timeliness in reporting of crash-related trauma cases. Currently, reports on crash-related traumatic brain injury (TBI) and spinal cord injury (SCI) in Minnesota are not available soon enough to connect TBI/SCI survivors with services soon after discharge, when the services are most needed. Significant delays often occur before the data are available for notifying the survivors of available services and analyzing the data. Reports are not promptly available for several reasons. Most of the Level 1 and Level 2 trauma centers need to submit a separate crash data file to the MDH due to lack of timely submission software architecture changes by the national vendor. This has compromised timely data flow to the state trauma system. In turn, this delays patient notification. TBI and SCI cases are now being submitted by two hospital systems in Minnesota using the National Syndromic Surveillance Program (NSSP) process of reporting Admissions, Discharges and Transfers (ADT) in nearly real time. This is expected to cover all hospital systems during SFY23. This will become the quantitative measure for next year (SFY23) as we anticipate reporting on project success.

In the improvement process for SFY22, we focused on strengthening analysis of the trauma data, and improving the visualization and public access to the data. Program staff are preparing easy to understand charts and graphs using Tableau. Significant findings included: (1) the average costs for hospitalized motorcyclists who were involved in a 2019 MN traffic crash were 54% higher for those not wearing a helmet compared to those who were wearing a helmet; and (2) helmet use reduced TBI for bicyclists by eight percentage points and for motorcyclists by 11 percentage points than for those who did not wear a helmet. We have an array of analysis questions related to understanding disparities in the crash experience across Minnesota as well as fostering improved linkage to care that will benefit from richer, timelier, and more complete data for analysis. The Board of Directors described for the CODES project will also review progress of the TDIP and suggest improvements as needed. The Board will meet at least twice each year.

Performance Measure: The performance measure is injury surveillance system data, timeliness (I-T-1), measured by the median number of days from when a case is admitted to the hospital to when it is submitted into the TBI/SCI Registry. The measure taken on August 4, 2021, showed an unacceptable baseline average of 123 days to be reported to and entered in the TBI/SCI Registry. The goal of this project is to decrease the time it takes to enter cases into the Registry to 14 calendar days.

MN_RO_01 - MNCrash Asset Data Integration [405c]

Project Description: Millions of assets exist along all roadways in Minnesota that carry significant cost to install, maintain, and repair in the event of a crash. These crashes result in millions of dollars annually that must be recovered through statutorily granted means. Because crash reports are not directly linked to asset data, the process of identifying, repairing, and recovering damages is very inefficient. Additionally, across the state of Minnesota, there are various traffic asset management systems used amongst each of the 87 counties.

This project proposes to augment the MNCrash interface to enable users to more clearly identify roadway assets involved in crash events. Roadway assets include, but are not limited to, MnDOT assets (TAMS) such as signs, lights, and signals. A standard model for submitting asset data to MNCrash must be built to conform to MMUCC and the needs of damage restitution efforts for all agencies. This multi-year project will assess those various systems used by participating counties, compare said systems to the State's trunk highway asset management system, and implement an optimized interface into the MNCrash application.

Following the completion of the new features, the team will develop a detailed user manual to document all the functions, features, and business rules. The manual will undergo user testing to ensure that the terminology is in plain language and easily understandable by the user population and highlights common areas of confusion or inaccurate mental models. The manual will complement the existing online training that will also be updated to capture any necessary changes.

Performance Measure: The performance measure for this project will be roadway database integration (R-I-1), measured by the percentage of traffic assets that are identified and capable of integration into the existing traffic asset management system, and subsequently incorporated into the MNCrash application. The baseline is 0% of MnDOT's assets currently integrated into the MNCrash system. The goal is 100% asset integration, with attribute data, allowing for increased efficiency and more a more complete data set for damage restitution.

MN_MGMT_01 - Traffic Records Coordinator

Project Description: Provides for costs associated with a full time TrafficRecords Coordinator in the Office of Traffic Safety.

Traffic Record Assessment Update for 2019

The TRCC reviews the Traffic Records Assessment recommendations at least annually. The results of the 2019 assessment centered on a need to improve or implement data quality controls for all six systems. The following pages address each of the recommendations and its current status.

Crash Recommendations (2)

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: This recommendation was also in the 2014 TRA and work is on-going. The completion of Crash Analysis has identified areas and strategy to address data quality. Minnesota's public crash data portal went live in February 2022, and is available at no cost to all data users. This ensures that all data inquiries reflect the most up to date, accurate information.

Performance Measure: The performance measure for this project is crash system accessibility (C-X-1), measured by the expansion of MNCrash data access from just government agencies to other interested stakeholders via a public portal. This was completed February, 2022.

Linked Item HSP project 22-05-07 Crashed Record Enhancement MN CR 01

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status: Addressed – Pending

State Comments: The MNCrash enhancement project has several enhancements currently in queue that will improve the quality of crash data. This includes aligning MNCrash data collection more closely with MMUCC 5 recommendations, and integrating the DNR incident report into MNCrash.

Performance Measure: The performance measure for this project is crash system completeness (C-C-1), measured by the expansion of MNCrash data collection to include all DNR incidents, with the addition of fields that capture more specific locations, vehicle types, and safety attributes. The goal is for the DNR to fully transition to MNCrash, so 0% will be entered into their RMS and 100% will be entered into MNCrash. An additional performance measure is uniformity (C-U-1), measured through the implementation of MMUCC recommended fields and/or values, which will bring MNCrash closer to a uniform national standard of crash data collection. The baseline for MMUCC 5 recommendations is 0% and the goal is to adopt at minimum 50% of these recommendations.

Linked Item HSP project 22-05-07 Crashed Record Enhancement MN CR 01

Vehicle Recommendations (1)

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: The new MNDRIVE system, launched in 2020, made improvements and enhancements to the state's vehicle registration system. The system is designed to minimize user error, track performance, track errors, and to provide leadership with data and reports to use for auditing and training purposes.

Linked Item Project MNDRIVE

Driver Recommendations (1)

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: As with the vehicle system, the new MNDRIVE system, which launched in 2020, continued to make enhancements and improvements. The FAST DS project that replaced the legacy mainframe system resulted in the ability to more easily track data quality measures on a routine basis.

Linked Item Project MNDRIVE

Roadway Recommendations (3)

Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: In 2014 the Minnesota Department of Transportation moved our old TIS data systems off the mainframe and implemented a new Linear Referencing System (LRS). We update the entire roadway system through our annual status update process with the local municipalities and counties. This gives us 100% coverage and completeness of the critical highway data elements.

Performance Measure: The performance measure for this recommendation is roadway system completeness (R-C-4), measured by the percentage of total roadway segments that include location coordinates, using measurement frames such as a GIS base map.

Linked Item 2020 HSP Project: 20-05-04 MnDOT Local Updates

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: The Minnesota Department of Transportation has made all our Linear Referencing System (LRS) data available for consumption on the MN Geospatial Commons website. You will find all applicable metadata which has all the necessary fields documented.

Performance Measure: The performance measure for this recommendation is roadway system accessibility (R-X-1).

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Linked Item 2020 HSP Project: 20-05-04 MnDOT Local Updates

Status: Completed

State Comments: The Minnesota Department of Transportation (MnDOT) contracted with the Minnesota Geographic Information Office (MnGEO), a branch of the Minnesota Information Technology Department (MNIT), for them to scope and build an automated, scheduled Extract/Transform/Load (ETL) application.

Linked Item 2020 HSP Project: 20-05-04 MnDOT Local Updates

Citation / Adjudication Recommendations (4)

Improve the applicable guidelines for the Citation and Adjudication data systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status: Addressed – Progress

State Comments: This recommendation is being addressed although data dictionary is currently private, available only to the courts. A judicial liaison project has been funded which will greatly increase the ability of the TRCC to make improvements to the state's citation and adjudication systems.

Performance Measure: The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Linked Items HSP project Judicial Liaison 21-03-00 GHSA funded, 23-03-04 (NHTSA funded)

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Status: Addressed - Progress

State Comments: This recommendation is being addressed although data dictionary is currently private, available only to the courts. A judicial liaison project has been funded which will greatly increase the ability of the TRCC to make improvements to the state's citation and adjudication systems.

Performance Measure: The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Linked Items HSP project Judicial Liaison 21-03-00 GHSA funded, 23-03-04 (NHTSA funded)

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: The Bureau of Criminal Apprehension has implemented e-Charging statewide implementing an e-warrant solution with continuous improvements.

Performance Measure: The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Linked Items HSP Project 21-03-10 e-Charging / Data Improvements

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Completed

State Comments: The Bureau of Criminal Apprehension has implemented e-Charging statewide implementing an e-warrant solution with continuous improvements.

Performance Measure: The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Linked Item HSP Project 21-03-10 e-Charging / Data Improvements

EMS / Injury Surveillance Recommendations (2)

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory

Status: Addressed – Some progress

State Comments: Minnesota is a CODES state and has focused on data linkage. A long term goal is to implement the MMUCC linked person variables in the MNCrash database.

Performance Measure: The primary performance measure for this project is EMS/injury surveillance system integration (I-I-1), measured by the number of successfully linked injury severity outcomes. The current baseline for this measure is 80 percent; this project is continuing to link hospital outcome data to the crash records data. The goal of the project is to successfully link 99 percent of reported injury severity data to long-term hospital outcome data and integrate the injury outcome data into the crash records system. Two additional performance measures are the number of injury surveillance systems successfully integrated with crash data and the number of integrated years for each system for data years 2013-2021. The current baseline for this measure is one year (2019) of integrated data for two injury surveillance systems (hospital discharge and emergency department discharge). The goal of the project is to successfully integrate nine years (2013-2021) of four injury surveillance systems (death certificates, trauma registry, hospital discharge, and emergency department discharge) and seven years (2015-2021) of one additional surveillance system (EMS) with the crash records data base.

Linked Items HSP Project: 22-05-01, Crash Outcome Data Evaluation System (CODES), MN ISS 01

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: Addressed – Some progress

State Comments: The Trauma Data Improvement will assist in ensuring that timeliness is considered when entering EMS/IS data.

Performance Measure: There are two performance measures for this project. The first is EMS/injury surveillance system completeness (of cases reported to and available for analysis in the traumatic brain and spinal cord injury registry) from a baseline of 74% on August 4, 2021, to the new measure ascertained on August 31, 2023. The second performance measure is timeliness (I-T-1), measured by the median number of days from when a case is admitted to the hospital to when it is submitted into the TBI/SCI Registry. The measure taken on August 4, 2021, showed an unacceptable baseline average of 123 days to be reported to and entered in the TBI/SCI Registry. The goal of this project is to decrease the time it takes to enter cases into the Registry to 14 calendar days.

Linked Items HSP Project: 22-05-11, Trauma Data Improvement, MN ISS 02

Policy Members followed by technical Member Roster FY22

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

Dawn Van Ryn, Application Development Manager
Minnesota IT Services (MNIT)
MNIT@DPS

Brian Sorenson, State Traffic Engineer
Office of Traffic, Safety, and Technology
Minnesota Department of Transportation

Mark Kinde, Injury & Violence Prevention Program Director
Injury and Violence Prevention Section
Minnesota Department of Health

Colonel Matt Langer
Chief of the Minnesota State Patrol
Minnesota Department of Public Safety

TSIS System	Role	Division	Agency	First	Last	Job Title
<i>Citation/Adjudication</i>	User	BCA	DPS	Troy	Woltman	Product Manager
<i>Citation/Adjudication</i>	User	Court Services	MJB	Aaron	Williamson	Business Process Manager
<i>Crash</i>	Manager	OTS	DPS	Craig	Flynn	Deputy Director
<i>Crash</i>	User	OTS	DPS	Karen	Aldridge	Research Analyst
<i>Crash</i>	User	OTS	DPS	Brian	Harmon	Research Analyst
<i>Crash</i>	User	OTS	DPS	Allison	Hawley	Program Coordinator
<i>Crash</i>	Collector/User	OTS, FARS	DPS	Bob	Hoemke	Research Analyst
<i>Crash</i>	Collector/User	OTS, FARS	DPS	Emily	Kiehnau	Research Analyst
<i>Crash</i>	User	U of M HumanFIRST Lab	U of MN	Nichole	Morris	Director
<i>Drivers Licensing (DL)</i>	Collector	DVS	DPS	Alexandra	Reese	Driver Improvement Supervisor
<i>DVS Redesign</i>	User	DVS, Licensing	DPS	Jason	Storck	Driver Services Liaison
<i>DVS Redesign</i>	User	DVS, Registration	DPS	Frankie	Benson	Management Analyst
<i>Federal Government</i>	Advisor	FHWA	FHWA	William	Stein	Safety Engineer
<i>Federal Government</i>	Advisor	FMSCA	FMCSA	Matthew	Marrin	State Program Manager
<i>Federal Government</i>	Advisor	NHTSA	NHTSA	Jessica	Hopkins	Regional Program Manager
<i>Federal Government</i>	Advisor	NHTSA	NHTSA	Martin	Broyles	Regional Program Manager
<i>Injury Surveillance/EMS</i>	Collector/User	Injury and Violence Prevention	MDH	Anna	Gaichas	Research Analyst
<i>Injury Surveillance/EMS</i>	Collector/User	Injury and Violence Prevention	MDH	Kari	Gloppen	Research Scientist
<i>Injury Surveillance/EMS</i>	Collector/User	Injury and Violence Prevention	MDH	Leslie	Seymour	Epidemiologist
<i>Injury Surveillance/EMS</i>	Collector/User	Injury and Violence Prevention	MDH	Sally	Bushhouse	Epidemiologist
<i>Injury Surveillance/EMS</i>	User	Injury and Violence Prevention	N. Memorial Health	Sheila	Nesbitt	Injury Prevention Coordinator
<i>Injury Surveillance/EMS</i>	Collector/User	Office of Rural Health & Primary Care	MDH	Tim	Held	State Program Administrator
<i>Multiple: All TSIS</i>	User/Database	OTS	DPS	Brendan	Wright	Traffic Records Coordinator
<i>Multiple: C/A, Crash, DL, VR</i>	Collector/User	MSP	DPS	Joseph	Dwyer	Major
<i>Multiple: C/A, Crash, DL, VR</i>	Collector/User	MSP, Central Office	DPS	Steve	Bluml	Director
<i>Roadway</i>	Collector/User	Damage Restitution	MnDOT	Julie	Dodge	State Program Administrator
<i>Roadway</i>	Collector/User	Damage Restitution	MnDOT	Teisha	Long	Program Specialist
<i>Roadway</i>	Collector/User	Damage Restitution	MnDOT	Mary	Parrott	Program Coordinator
<i>Roadway</i>	Collector/User	Office of Traffic Engineering	MnDOT	Eric	DeVoe	Research Analyst
<i>Roadway</i>	Collector/User	Office of Traffic Engineering	MnDOT	Ian	Saari	Research Analyst
<i>Roadway</i>	Collector/User	Office of Traffic Engineering	MnDOT	Nathan	Drews	Engineer
<i>Roadway</i>	Collector/User	State Aid	MnDOT	Girma	Feyissa	Engineer
<i>Roadway</i>	Collector/User	State Aid	MnDOT	Loren	Hill	Engineer
<i>Roadway</i>	Collector/User	Transportation Data and Analysis	MnDOT	Peter	Morey	Program Supervisor
<i>Roadway</i>	Collector/User	Transportation Data and Analysis	MnDOT	James	Agunsoye	Research Analyst
<i>Roadway</i>	Collector/User	Washington County	WC	Joe	Gustafson	Traffic Engineer
<i>State IT</i>	Manager	MNIT Services	MNIT DPS	Mike	Law	DevOps Manager

APPENDIX G

405f application

405f application

Minnesota qualifies for a Section 405f grant by meeting the Motorcycle Rider Training Course and Motorcyclist Awareness Program criteria. The Minnesota Motorcycle Safety Program (MMSP) is administered by the Minnesota Department of Public Safety (DPS). Minnesota State Statute 171.335 established a motorcycle safety program and designates the Commissioner of Public Safety administer the program. This statute further appropriates designated motorcycle safety funds to the Commissioner of Public Safety to carry out a motorcycle safety program, which includes rider training, motorcycle safety promotion and public information.

As stated in state statute 171.335, the Commissioner of Public Safety, John Harrington, is responsible for administering the Motorcycle Safety Education program which is state funded by fees on motorcycle endorsements on drivers' licenses. The Commissioner of Public Safety, John Harrington, has designated Michael Hanson, the Director of the Office of Traffic Safety, to be the Governor's Representative for Highway Safety. As such, Director Hanson is responsible for the NHTSA funded programs in the state, including the motorist awareness program which is funded with Section 405f funding.

Countermeasure Strategy: Motorcycle Rider Training

According to the most recent available 2020 data, in Minnesota, there are 248,053 registered motorcycles.

Motorcycle Rider Safety Foundation Course

In 2021, the MMSP trained 4,448 motorcyclists, 3,718 of whom took an entry-level riding course. The Motorcycle Safety Foundation's (MSF) Basic Rider Course (BRC) is used by the Minnesota Motorcycle Safety Program for entry-level rider training and is approved by the DPS Division of Driver and Vehicle Services (DVS), which regulates all driver training in the state. The MSF's BRC utilizes a formal program of instruction in crash avoidance and other safety oriented operational skills for both in class and on cycle training.

In FY23, the Basic Rider Course will be conducted at established training sites in Minnesota counties that contain 64 percent of the state's registered motorcycles. The following page includes a table listing the number of registered motorcycles (in 2021) in each county and whether training will take place in that county in FY23. In 2020 there were 243,972 motorcycle registration. That was an increase from the 234,786 in 2019 according to FHWA.

Development of the MMSP's Motorcyclist Awareness Program is a collaborative effort, led by the DPS-OTS and DPS-OOC, with the DPS-sponsored Motorcycle Safety Advisory Task Force whose membership is comprised of fifteen motorcyclists from a variety of backgrounds, the state's chief examiner from DVS, two representatives from the Minnesota Department of Transportation's Office of Communications and Office of Traffic Safety and Technology and the Rider Training Project Manager from Minnesota State Colleges and Universities.

According to state crash data motorcycle crashes have increased.

Crashes involving a motorcycle by crash severity						
	Fatal	Serious	Minor	Possible	PDO	
Year	Crash	Injury	Injury	Injury	Crash	Total
	Crash	Crash	Crash	Crash	Crash	
2019	85	372	698	250	209	1,614
2020	119	432	695	266	182	1,694
2021	133	461	716	330	288	1,928
Total	337	1,265	2,109	846	679	5,236

2021 Motorcycle Registration Data by Minnesota County

County	Training Will Be Conducted in FY23	Training Will Not Be Conducted in FY23	County	Training Will Be Conducted in FY23	Training Will Not Be Conducted in FY23
Aitkin		756	Martin		1,199
Anoka	18,334		Meeker		1,828
Becker	2,113		Mille Lacs		1,718
Beltrami	1,715		Morrison		1,971
Benton		2,032	Mower		2,320
Big Stone		304	Murray		555
Blue Earth	3,110		Nicollet	1,642	
Brown		1,811	Nobles		1,094
Carlton		1,768	Norman		332
Carver		4,211	Olmsted	5,693	
Cass		1,923	Otter Tail		3,429
Chippewa		748	Pennington	768	
Chisago		4,169	Pine	1,747	
Clay	2,626		Pipestone		501
Clearwater		411	Polk		1,586
Cook		326	Pope		661
Cottonwood		700	Ramsey	13,810	
Crow Wing	3,737		Red Lake		318
Dakota	16,134		Redwood		894
Dodge		1,166	Renville		1,018
Douglas	2,355		Rice		3,435
Faribault		983	Rock		569
Fillmore		1,202	Roseau		823
Freeborn	2,380		St. Louis	9,589	
Goodhue		2,848	Scott		7,514
Grant		380	Sherburne		6,079
Hennepin	35,950		Sibley		998
Houston		1,122	Stearns	7,778	
Hubbard		1,162	Steele		2,173
Isanti		3,030	Stevens		399
Itasca		2,465	Swift		577
Jackson		603	Todd		1,501
Kanabec		1,078	Traverse		207
Kandiyohi	2,391		Wabasha		1,186
Kittson		230	Wadena		671
Koochiching		559	Waseca		1,107
Lac qui Parle		372	Washington		11,409
Lake		674	Watonwan		634
Lake of the Woods		198	Wilkin		431
Le Sueur		1,816	Winona	2,446	
Lincoln		353	Wright		7,757
Lyon	1,252		Yellow Medicine		773
McLeod	2,471				
Mahnomen		104			
Marshall		587			

Countermeasure Strategy: Communications and Outreach – Other Driver Awareness of Motorcyclist Impacted Projects 23-08-01

The MMSP's Motorcyclist Awareness Program will utilize a mix of paid and earned communication and outreach mechanisms to educate and target the general adult driving public. The paid media effort will include outdoor advertising, audio and digital media.

Outdoor advertising utilizing billboards, digital billboards and truck side infinity wraps will target the counties where the majority of our state's multi-vehicle crashes involving a motorcycle occur and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle

Outdoor ad buys in Section 405f funding will be made in the following metropolitan areas that include these counties:

Twin Cities area counties: Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, Sherburne, Washington and Wright
Duluth area counties: Saint Louis
Saint Cloud area counties: Stearns
Rochester area counties: Olmsted
Mankato area counties: Blue Earth
Moorhead area county: Clay

The digital media paid effort will run in all Minnesota counties and include online ads and banners that will be posted on websites targeting the adult driving public with "Start Seeing Motorcyclists" messaging. Venues included in the digital media buy are desktop and mobile websites including:

Diverse media websites
Home page takeover of KARE 11's website with motorcycle awareness ads
Digital video airs online (15 second spots)
YouTube pre-roll (15 second spots)
Facebook (newsfeed and stories)
Instagram (newsfeed and stories)

The audio media paid effort will run in all Minnesota counties and will include Pandora audio and video advertisements featuring the "Start Seeing Motorcyclists" messaging.

The paid media effort will be supported by an earned media effort which the MMSP has grown over the years. There will be editorial efforts to generate news coverage of the campaign and its objective. All ads, both video and static images, will be posted on the MMSP's website, motorcyclesafety.org and be available for download by partners to help share the safety messages.

The motorcyclist awareness campaign will be promoted through these additional earned media venues:

DPS social media platforms including Facebook, Twitter, Instagram and YouTube
MNDOT changeable message signs will display motorcyclist awareness messaging on select Mondays throughout the riding season.
Video and radio spot files will be provided for further distribution to the Motorcycle Safety Advisory Task Force, RiderCoaches, Minnesota State Colleges and other motorcyclist groups and organizations.

Support for Minnesota motorcycle groups and organizations participating in the annual May Washout Event with "Start Seeing Motorcyclists" banners and collateral (motorcycle organization members wash windshields and promote motorcycle awareness during weekends in May).

Provide "Start Seeing Motorcyclists" bumper stickers for order on the MMSC website at no cost to customers (these are promoted in an annual mailing to all Minnesota motorcycle dealers and shops as well as on the MMSC website and social media platforms).

Provide a "Sharing the Road" for order on the MMSC website at no cost to customers (these include safety messaging geared for both motorcyclists and drivers to help both parties safely share the road).

APPENDIX H

HSP planning diagram

While close attention is paid to data trends throughout the year, we study the trends most closely when planning for a new year in order to ensure that we are doing everything possible to improve overall traffic safety across all of Minnesota. As shown below, the process of planning for the next year starts as the grants are implemented for the current year.

November/December

Debrief the previous year's programs, crash data, state and national priorities, update problem identification and set performance targets with SHSO staff and coordinate problem identification with the state's SHSP.

January/February

Review program data and targets to determine funding distribution and overall direction of the program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year's HSP approval letter and applicable program assessments.

March

Establish a draft budget.

April/ May

Create specific plans and projects within each program area.

June

Draft the HSP and 405 application for review.

July

Submit HSP to regional office for approval.

August/ September

Print, distribute and implement grants and contracts.

October

Implement grants and contracts. Begin work on the Annual Report.

APPENDIX I

TSEP ANALYSIS OF AREAS OF HIGHEST RISK

County Population, VMT, Behavioral Measures, and Ped/Bikes (2017-2021)

Table with columns for County, Population, VMT, and various metrics for Fatalities and Serious Injuries, categorized by type (All, Speed Related, Distraction Related, Alcohol Related, Unbelted, Pedestrian and Bicyclist).

Rates calculated using five year totals for crashes and five year totals for VMT. Yellow shading indicates greater than state average.