

Minnesota Annual Grant Application (AGA)

Federal Fiscal Year (FFY) 2025



prepared for

National Highway Traffic Safety Administration

prepared by

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Introduction

On November 15, 2021, the President signed into law the “Infrastructure Investment and Jobs Act” (known also as the Bipartisan Infrastructure Law, or BIL), Public Law 117-58. The BIL provides for a once-in-a-generation investment in highway safety, including a significant increase in the amount of funding available to States under NHTSA’s highway safety grants. It introduced expanded requirements for public and community participation in funding decisions, holding the promise of ensuring better and more equitable use of Federal funds to address highway safety problems in the locations where they occur. The BIL amended the highway safety grant program (23 U.S.C. 402 or Section 402) and the National Priority Safety Program grants (23 U.S.C. 405 or Section 405).

The legislation significantly changed the application structure of the grant programs that were in place under prior DOT authorizations, MAP-21 and the FAST Act. The legislation replaced the current annual Highway Safety Plan (HSP), which serves as both a planning and application document, with a triennial HSP (3HSP) and annual grant application (AGA) and it codified the annual reporting requirement.

Minnesota has submitted their 3HSP for FFY 2024 – 2026. This document is Minnesota’s second AGA. This AGA provides project level information on Minnesota’s highway safety program and the AGA aligns with the 3HSP. Each fiscal year, Minnesota will submit an AGA that includes the following four components:

- 1) Any updates to the 3HSP.
- 2) Project and subgrantee information details.
- 3) Section 405 grant and Section 1906 racial profiling data collection grant applications.
- 4) Certifications and Assurances.

The AGA will be submitted no later than August 1 preceding the fiscal year to which the application applies. The 3HSP was submitted to NHTSA for approval as a separate document on June 30, 2023.

If additional projects or an update is needed to project information previously submitted, or the 3HSP needs to be amended, Minnesota will be able to submit an AGA amendment to NHTSA for approval to address those items. Any amendment must be consistent with the 3HSP and constitute an appropriate use of highway safety funds.

As we begin a new federal fiscal year under the BIL, the Minnesota Department of Public Safety (DPS) Office of Traffic Safety is committed to eliminating fatal and serious injury crashes on our roadways. While traffic fatalities on Minnesota roadways declined in 2022 (444) and 2023 (414) from 488 in 2021, we are seeing early indications that these unacceptable numbers are increasing in the first two quarters of 2024. Minnesota has taken strong action to address this increase by doubling down on countermeasures that we know save lives but is also looking towards innovation and expanded collaboration with both past key stakeholders, such as the Minnesota Department of Transportation and Minnesota Department of Health, and new stakeholders, including the public, to achieve sustained positive change.

The additional resources provided through the BIL, and the expanded allowable uses (and program areas) will enable all our partners to be more effective at delivering the various projects and countermeasures that will make our transportation system safer. A keystone to this new approach is rooted in a focus on equitable practices and robust public participation and engagement. Traffic safety at its heart is a local issue and the changes we need to see must begin at that local level. By providing the means and ability to engage with all communities at all levels with all our various disciplines, we can, and we will, engage with Minnesotan's and we will listen to their concerns and their ideas. These principles were a key component of our FFY 2024 programming and will continue to be a focal point in the coming year.

As we begin a new federal fiscal year, 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 participation programs will be 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 broad and diverse stakeholder groups and using data in new and advanced ways, we can begin the evolution of the next generation of countermeasures to achieve traffic safety outcomes. Each of our enforcement, education, and outreach programs have been carefully researched and the projects are developed based on data analysis. Data driven approaches remain the foundation of our planning and implementation processes. Continued emphasis will be put on data quality, data timeliness, informative data stories, easy access to data, and consistent data-based communications to get the most out of the data we gather. Along with data, ensuring equity in all that we do will be paramount to success.

The State of Minnesota has invested in traffic safety in an unprecedented way. The 2023 legislative session has resulted in historic investments of nearly \$25 million dollars in traffic safety-oriented program and projects that will serve as a strong complement to our federal program areas. A key strategy to reaching zero deaths on Minnesota roads is innovation. The state of Minnesota has established by law, the Data Analytics and Innovation Center. This new center will provide traffic safety innovations through data and information driven products and services. It will generate historical and predictive driven innovations that will in turn provide traffic safety planning and implementation teams with the information needed to implement comprehensive and integrated modern traffic safety solutions. The Data Analytics and Innovation Center will be a hub for all traffic safety partners to collaborate and innovate together using a single shared set of data and information. The vision is to provide a comprehensive set of information that will expand existing

data to include any dataset needed to reach traffic safety goals. To realize this vision, the Data Analytics and Innovation Center will employ integration, automation, machine learning, and other advanced methods to bring real time and near real time information to traffic and safety planners. The center will be able to look at data in ways that were not possible before. With the anticipated increase in innovations and related initiatives, a legislatively constituted Advisory Council on Traffic Safety was authorized and is being formed. This new council will review plans, innovative ideas, and track metrics related to traffic safety outcomes, to provide guidance, prioritization, and support to Minnesota traffic safety stakeholders using traffic safety plans that are driven by data analytics and innovate solutions.

The DPS-Office of Traffic Safety is committed to a thorough evaluation of each of our projects and programs to ensure that we are doing everything possible to improve overall traffic safety across the state. 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. In 2025 and beyond we are looking forward and are focused on our life saving mission.

Minnesota is committed to Toward Zero Deaths (TZD), the cornerstone program aimed to reduce traffic related fatalities in the State. Minnesota TZD has been working with the mission to create a culture where traffic related deaths and injuries are no longer acceptable. The program has been effective in pushing for continuous improvement, implementing data driven solutions to traffic safety issues, and creating long lasting partnerships involving the five "E's" of traffic safety—Education, Enforcement, Engineering, Emergency Medical Services, and Everyone else. A variety of stakeholders at the federal, state, county, and local levels are involved with Minnesota TZD, including members from public agencies, private organizations, community groups, advocates, and academia. Minnesota TZD is an integral part of developing an effective Strategic Highway Safety Plan. Further, the Minnesota TZD program provides a solid foundation for the adoption of the Safe System model as outlined in the National Road Safety Strategy.

The United States Department of Transportation recognizes the "Safe System Approach" as encompassing all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of vehicle and transportation industry, and emergency response. The "Safe System Approach" and this roadway safety policy are inclusive of all road users in all communities and the many people who use roads and streets outside of motor vehicles. Just as people's needs change and how they move evolves over time, the department's implementation of the "Safe System Approach" will be iterative and will adapt to how people use the Nation's highways, roads, and streets.

The executive order on advancing racial equity and support for underserved communities through the federal government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and/or inequality.

Minnesota is committed to incorporating:

- Data driven innovation and automation.
- Opportunities to advance racial equity and support for underserved communities.

- Public participation and engagement to proactively seek full representation from communities, so that public comment and feedback can be incorporated into planning, programming, and projects.
- Safe System approach.
- Traffic safety culture where traffic deaths and serious injuries are not acceptable.

1.0 Updates to the 3HSP By Program Area

The first 3HSP for FFY 2024 – 2026 was submitted in June 2023. The following are adjustments made to the countermeasure strategy for programming funds and informed by the most recent annual report submitted under §1300.35 and changes to the performance plan (targets) developed under §1300.11(b)(3)(ii)(c).

Minnesota will make some minor changes to our countermeasure strategies primarily by utilizing an infusion of state funds to expand and bolster our federal funding. These efforts will include the following projects and program areas:

- Safe Road Zone program in cooperation with MN DOT
- Specialized Distracted Driving and Occupant Restraint law enforcement patrol vehicles
- Enhanced and expanded SFST/ARIDE/DRE training for law enforcement, prosecutors, and the judiciary
- A statewide, comprehensive speed management education and enforcement project

These, as well as all our programs, will significantly benefit from the new Data Analytics and Innovation Center project that was previously discussed. Using the new tools and technology will allow us to effectively and efficiently develop countermeasures to address current and emerging traffic safety challenges much faster than we could using traditional/ reactionary practices.

Along with these state funded projects, Minnesota OTS will focus on the performance measures that were not met in the previous fiscal as outlined in the 2023 Annual Report. Like many states, Minnesota continues to experience a significant increase in high-risk driver behavior and this manifested by the lack of progress in the following performance measure categories:

- 2023 Performance Targets were not met in these areas:
 - Traffic Fatalities: 414.2 (Target – 352.4)
 - Serious injuries – 1,744.6 (Target – 1,463.4)
 - Fatalities per 100 million VMT: 0.711 (Target - 0.582)
 - Alcohol-Impaired driving fatalities: 113 (Target – 103)
 - Drivers under age 21 involved in fatal crashes: 53 (Target – 48)
 - Motorcyclist fatalities: 63 (Target – 56)
 - Unhelmeted motorcyclist fatalities: 39(Target – 38)

Minnesota will continue to address these areas using existing countermeasure strategies which will be supplemented with state resources. Our DWI/Traffic Safety Officer program continues to be highly effective and may be expanded if additional resources are identified. Similarly, we will expand our highly effective DWI court program as resources allow. The state supported programs outlined above will also contribute these efforts by providing significant additional resources.

On a positive note, Minnesota is the third safest state based on fatalities per 100 million VMT and is the second safest state for alcohol impaired fatality rates. Only Utah (with a .05 BAC limit) has a lower rate. Minnesota also remains a High Use state for occupant protection with a 94.2% compliance rate and is also a Low Incidence state for impaired driving.

New issues facing Minnesota

During the 2023 legislative session, Minnesota law makers passed legislation legalizing the recreational use of Cannabis products. Based on what we have learned from other states who have passed similar laws, we do expect that when widespread availability occurs in 2025 that there will be impacts to traffic safety. We have and are continuing to aggressively work on public education and outreach in order to ensure that any potential consumer is fully aware of the laws (impaired driving specifically) and regulations that will apply. Minnesota OTS fully supports the Minnesota DRE/DEC program and will continue to do so. In the lead up to Cannabis Legalization, we have aggressively expanded the DRE program and training opportunities and currently have over 350 DREs working in all areas of the state. The DRE program is supported by our current and expanding law enforcement phlebotomy program.

PP&E strategies

Public Participation and engagement is a cornerstone of our approach to solving difficult traffic safety challenges. Roadway safety is most strongly influenced at the local level and P,P,E is the vehicle that opens those doors. Within the past 6 months, Minnesota OTS has brought on board a talented and well-connected public engagement contractor with the specific purpose of coordinating our PP&E efforts with our communities that data tells us are overrepresented in our crash statistics. Specifically, our Native American population and our urban BIPOC communities. Working with the DPS Tribal Liaison's Office and the DPS Community Affairs office, we are building relationships and having conversations that heretofore have not taken place in the depth that is needed. One result of these efforts was the first Tribal Traffic Safety Summit in more than 20 years. We intend to expand on these efforts and are already planning the 2025 Tribal Traffic Safety Summit.

Utilizing data, Minnesota OTS has identified two specific populations that continue to be significantly over-represented in our serious and fatal crashes, our indigenous Native American community and our Hispanic/Latino population. Working with our outreach coordinator and the DPS Community Affairs section, we are initiating engagement events and public meetings to learn what services and activities they feel would be most beneficial/effective for their people. As we learn from these events, we will make appropriate adjustments to our various projects

and programs.

Minnesota OTS is also closely partnering with MN DOT on the construct of the 2025-2030 Strategic Highway Safety Plan. The SHSP process has and continues to involve extensive public engagement events and opportunities. Multiple regional TZD Workshops, Traffic safety Day at the Mall of America, and the Annual Minnesota TZD Traffic Safety Conference will provide extensive opportunity to engage and interact with a wide variety of our citizens and stakeholders.

Law enforcement programs that include community collaboration

As part of a comprehensive program, Minnesota will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities as required under 23 U.S.C. 402(b)(1)(F). Some examples are listed below.

Southern Minnesota Events:

The "Seat Belt Challenge".

This is a great event that brings students and law enforcement together in an event that focuses on the value of seat belt use. It's done in a competitive environment, something that kids always like, and creates great relationship between students, schools and law enforcement as they all have fun and a great time together. Some schools compete only with teams within their school, some areas have competitions between schools, but however utilized, it is always a positive experience that brings forward a key topic in traffic safety...seat belt use.

Faribault Police Departments hosts the Safe Summer Kickoff every year in the first part of summer. Faribault Fire, the Rice County Sheriff's Office and the Minnesota State Patrol assist them with this event. This is a great demonstration of public engagement documented well on social media.

<https://www.facebook.com/506454161/videos/pcb.10162483303774162/1165171528059689>.

In addition, a teen safety fair is being planned at the Dundas Dome in 2025. Planned events include traffic safety demonstrations, giveaways, tables for traffic safety material, and First Responders present from Rice County and the surrounding area.

The Northfield Police Department participates with local driver's education classes by being present at some of their classes as guest speakers. The officers are asked to be there by the owner of Northfield Area School of Driving located in Dundas. They answer traffic related safety questions by the class and engage in open dialogue with the students. The owner of this Driver's Ed program is also an active participant in our Safe Roads Coalition.

Law enforcement also work closely with our SHIP coordinator Josh Ramaker, and Rice County Public Health in our annual bike to school safety event held at schools in Northfield, Faribault and Nerstrand. This is held on National Bike and Roll to School Day in May. It stresses and brings attention to Bicycle Safety along with physical activity for young people. Northfield Police Bike Officers participate in this and put on demonstrations at times along with riding with the students to school on their department issued E-bicycles and regular bicycles.

Northfield PD participated with AAA in the past with our Dairy Queen coupons for kids wearing helmets while riding bicycles, skateboards and scooters. Since AAA no longer sponsors this, the Northfield PD will be hopefully partnering with our local Dairy Queen in continuing this program in 2024 and 2025.

During our annual National Night Out program, while officers are engaged in community discussion at various community events, they always take this opportunity to talk about traffic safety and hand out materials centered around traffic safety and other events.

Also, the Northfield Police Department works closely with our community partners by attending weekly events in our city parks where officers meet and greet with the children and their parents. This provides an opportunity to talk about traffic safety with the parents focused on seatbelt and child restraint safety along with distracted driving.

Southern MN has a history of law enforcement officers engaging the public in positive ways to foster traffic safety and encourage good driving behavior, and encourage change, where needed through building relationships with member of the community and educate in a positive atmosphere. The following are just a few examples of the work taking place in Southern MN.

Rochester PD

Rochester PD is built around community relationships in advancing its purpose and goals. The statement first encountered when you access their website explains well why this exists " Rochester Police Department is dedicated to providing the highest level of public safety to the City of Rochester. Our core values – integrity, service, compassion, respect and innovation – guide all that we do".

Safe City Nights

This event occurs six times every summer and takes place within each one of the six city wards. This RPD announcement explains their purpose and includes this summer's schedule: <https://www.rochestermn.gov/home/showdocument?id=41261>
RPD first launched 'Safe City Nights in 2019 with the purpose of building positive connections between police and community members. The event deals with all aspects of public safety and always includes a strong traffic safety component and message. Participants includes the MN State Patrol, TZD, EMS, Sheriff's Office and more. This event has been used to host media events to announce OTS and TZD traffic safety and

enforcement campaign kickoffs.

Thursdays on Third

These events take place monthly during the summer months. Third Avenue downtown Rochester is blocked off for the evening and includes live music, a large number of various booths with a variety of food, crafts and artwork for display or for sale, and it always includes a Rochester PD booth with number of officers present to visit with those attending this event. This event has more of an adult focus which include alcoholic beverages for sale at the various downtown taverns. There are activities for the young as well and RPD always has a variety of gifts to hand out to the kids. There is always a strong traffic safety component and TZD is always a part of this booth and display. Adults are provided PBT breath tests and officers use this opportunity to have discussions about impaired driving and the effect of alcohol on their body and driving. It has been a very positive feature of this booth and draws many to it.

Upper Sioux and Lower Sioux Community Police Departments

Each police department hosts an outstanding annual community safety event that includes a strong traffic safety component. These are family friendly events that has something for everyone; free food, gifts for the kids, lots of emergency first responder vehicles and lots of law enforcement available to visit with. Each event utilizes various tools, such as the seat belt convincer, to help drive home traffic safety messages.

Lower Sioux Community Police Department.

This annual summer event hosted by Lower Sioux PD involves law enforcement interacting with the public, handing out gifts, visiting with people of all ages, and sharing public and traffic safety messages. Along with the police officers from the Lower Sioux PD, Redwood Co Sheriff's Office, the Minnesota State Patrol, and their Tribal Civilian Law Enforcement Liaison are also present and all are actively engaged with visiting with those attending. This is a family friendly event with all kinds of activities and carnival type rides for the kids.

In addition to the events listed above, similar effective community collaborative events also take place on a routine basis in other parts of the state, including, but not limited to Northwest Minnesota and the Metro area.

Finally, based on our revised budgeting practices, Minnesota will comply with the 40% expenditure by locals requirement for Section 402 and Section 164 funding.

IMPAIRED DRIVING

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

Minnesota is a low-incidence state with a variety of projects and programs that are designed to reduce and eliminate impaired driving offenses. Minnesota ranks only behind Utah (.05 BAC) in offenses per 100,000 residents. Our DWI/Traffic Safety Officer program is one of the most successful of all our programs. This project is substantially reducing impaired offenses and crashes in jurisdictions who we partner with. Our DWI Court, Probation Liaison, SBIRT project all contribute to our low incidence classification. Further contributing to our efforts is a strong and wide-reaching media and education component.

Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medication more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in 2023 may also be contributing to increases in drugged driving attributed fatalities in Minnesota. Enforcing drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug impairment detecting technology and the lack of an established per se limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

The following initiatives will be undertaken or expanded to reduce the number of fatalities in impaired driving crashes:

- DPS-OTS is planning to increase training as much as possible for law enforcement officers to recognize impaired drivers.
- DPS-OTS is continuing a rigorous expansion of our DRE program
- DPS-OTS is also conducting a pilot project evaluating oral fluid roadside screening for potentially drug impaired drivers
- DPS-OTS will encourage and support law enforcement agencies to conduct more high-visibility details.
- Minnesota will add at least one additional DWI Court and will continue to explore additional avenues to expand that program.

Changes to Performance Plan

No new performance measures have been added in the Impaired Driving program area.

OCCUPANT PROTECTION

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

Minnesota continues to be a high use state with a 94.2% compliance rate as noted in the most recent observational survey. In FFY 2025 Minnesota will continue to focus education, outreach, and enforcement programs on the final 5.8% of non-use occupants. We are also leveraging a new partnership with the Minnesota Safety Council as our new contracted Program Coordinator for both Occupant Protection and Child Passenger Safety.

The commitment of Minnesota's Office of Traffic Safety (OTS) to maintaining a robust Child Passenger Safety (CPS) program is evident through its partnership with the Minnesota Safety Council (MSC). The MSC plays a pivotal role in coordinating the CPS efforts statewide, led by a dedicated project coordinator and support staff. This coordination involves close collaboration with various stakeholders in roadway safety to uphold rigorous program standards.

In FFY 2025 Minnesota's program prioritizes making education and training accessible statewide, including in urban and rural areas, and will specifically target populations at higher risk, such as low-income groups and minority populations. This ensures that all residents have equal access to crucial safety information and resources.

Changes to Performance Plan

No new performance measures have been added in the Occupant Protection program area.

TRAFFIC RECORDS

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

As described in the FY24 Annual Grant Application (AGA), Minnesota set a target to implement a minimum of 50% of MMUCC 6th edition recommendations. However, as of June 2024, 0% of MMUCC recommendations have been implemented. This is due to several factors: 1) the delayed release of the final draft of MMUCC 6th edition; 2) critical staff turnover and lack of knowledge transfer; 3) the high number of complex changes that MMUCC 6th edition recommends, which require a lot more discussion and analyses than originally understood. Due to the recent decision by Minnesota to overhaul its crash reporting system, the MMUCC 6th edition changes will likely remain delayed until they can be rolled out in concert with the new system development. In addition, Minnesota's Triennial Highway Safety Plan (THSP) and FY24 AGA describe an upgrade to Minnesota's electronic grant management system as a critical and innovative countermeasure. While a lot of time and effort has been and is currently being spent on this project, the launch date has been delayed. However, Minnesota anticipates launching this new grants management system in September, 2024.

Changes to Performance Plan

The following new performance measure has been added in the Traffic Records program area: Increase the number of electronic crash reports received by 2.5% from 64.39% (2021 baseline) to 66.01% by 2026 with annual benchmarks of 64.71% (0.5%) by 2024 and 65.36% (1.0%) by 2025.

MOTORCYCLE SAFETY

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

The increase in motorcyclist fatalities is of great concern to the Minnesota Office of Traffic Safety. As presented in the FFY 2023 Highway Safety Annual Report, the five-year moving average for these fatalities has increased from 47 fatalities in 2019 to 64 fatalities in 2023. Sharp increases in motorcyclist fatalities in 2021 & 2023 caused the average to rise to 66.2 per year. A positive sign is that in 2023 the fatalities were less than the five-year average. The overall increase is consistent with national trends seen during the COVID-19 pandemic, where overall traffic fatalities rose 7% from 2019 to 2020, and fatalities among motorcyclists increased by 9%, even as vehicle miles traveled decreased 13% (NHTSA Report No. DOT HS 813 115 & DOT HS 813 118).

The Minnesota Office of Traffic Safety plans to continue its data-driven approach to target motorcyclist fatalities through the following:

- Expand and maintain motorcycle enforcement (unlicensed, speeding, and impaired riders continue to be the focus).
- Expand and improve training curriculum to include additional mid-level skill course(s) marketed to improve common crash causes and the skills necessary to avoid these scenarios.
- Work with the Office of Communications on updated messaging, including new campaigns marketed to the most common factors affecting motorcycle fatalities. This would also include updated public service announcements to match ongoing legislation affecting both motorcyclists and motorists on public roadways.
- Move messaging across the state to follow the most up-to-date crash data.

The increase in the number of fatal and personal injury crashes involving a motorcycle and another vehicle in the high-risk metropolitan areas of Hennepin, Ramsey, Dakota, Anoka, Washington, Wright, and Carver counties are also of great concern to the Minnesota Office of Traffic Safety. This is being addressed by concentrating training and education opportunities in the metro counties where the most fatalities have been recorded.

The Minnesota Office of Traffic Safety has already begun to implement initiatives to increase motorists' awareness of motorcycles, compliance with motorcycle laws, and driver/rider safety in an effort to reduce these crashes. In addition, education campaigns directed to motorcyclists to encourage licensure, continued training and use of protective gear have been ongoing as a major component of our marketing messaging.

Changes to Performance Plan

No new performance measures have been added in the Motorcycle Safety program area.

POLICE TRAFFIC SAFETY

Updates to Triennial HSP

- No changes to the THSP work Plan.

Adjustments to Countermeasure Strategy for Programming Funds

The increase in speeding-related fatalities shown in the FFY 2022 Highway Safety Annual Report continues to be of great concern. Although the five-year moving average for these fatalities had declined steadily from 2017 to 2019, sharp annual increases in speeding-related fatalities in 2020 and 2021 have abated somewhat but continue to be well above the pre-pandemic levels. This increase is consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including speeding was associated with an increase in fatalities, even as vehicle miles traveled decreased.

DPS-OTS plans to continue its data-driven approach to target crashes involving speeding through the following:

- Based upon a recent data analysis to determine “hot spot” speed-related crash locations and roadway corridors, MN OTS has identified focus communities that will be encouraged to conduct sustained speed enforcement activities.
- DPS-OTS will use significant state provided funding to conduct a summer long (May-September) high visibility speed enforcement campaign.
- DPS-OTS will continue to support the State Patrol Project 2024 and HEAT projects.
- Form a state-level workgroup to guide short- and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes caused by unsafe speed through education and enforcement.

Changes to Performance Plan

No new performance measures have been added in the Police Traffic Services program area.

COMMUNITY TRAFFIC SAFETY PROGRAMS

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

Minnesota will continue to expand program funds to community traffic safety programs using existing countermeasure strategies. Countermeasure strategies identified in the THSP are 3 stars rating or above. Project Teen Impact was introduced as a pilot project in FY 2024 and will be expanded in FY 2025.

Changes to Performance Plan

No new performance measures have been added in the Community Traffic Safety Programs area.

MEDIA

Updates to Triennial HSP

- No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

No updates will be made to the 3HSP countermeasure strategies at this time. Minnesota OTS will continue to evaluate and adjust creative assets and media placement based on data.

OTS will continue to emphasize the use of our developed talking points for agencies related to distraction, occupant protection, speed, pedestrian, and impaired driving, and the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

In 2024 and 2025, the Office of Traffic Safety has added funding in the full-service media contract for message testing, which can include telephone or email surveys and focus groups. Message testing includes the drivers' perception of the message, memorability of the concept, sentiment toward the concept and likelihood of behavior changes. Any new creative development will go through testing from the identified target demographic, and report findings and results to the Office of Traffic Safety before the concept is fully developed.

The Office of Traffic Safety also works with our full-service media agency, to explore new media platforms before every campaign to increase our frequency of messaging and reach of the target demographic. New media platforms are constantly being added to media markets, so the OTS works with Linnihan Foy Advertising to evaluate the new emerging platforms and review current platforms to make sure we are reaching our target demographic with cost-per-impression in mind.

Changes to Performance Plan

No new performance measures have been added in the Media program area.

PLANNING & ADMINISTRATION

Updates to Triennial HSP

No changes to the THSP work plan.

Adjustments to Countermeasure Strategy for Programming Funds

As reported in Minnesota's FFY 2023 Annual Report, the following Program Management targets were set for FFY 2024:

- Strengthen and expand the DPS-OTS role in setting goals and priorities for the state's highway safety program
- Work in close cooperation with the Statewide Advisory Council on Traffic Safety to improve all aspects of traffic safety services and programs
- Identify highway safety problems and solutions to reduce fatalities and injuries on Minnesota roadways
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
- Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- Continue to expand technology to disseminate traffic safety information through the newly established Road Safety Information Center
- Coordinate and provide training opportunities and programs for Minnesota's traffic safety professionals
- Support the use of performance measures as an evaluation tool in the state's highway safety programs

Minnesota faces several challenges as we continue to move into FFY 2025. While we failed to meet our established performance measures in a number of categories, we will continue to work to improve in all of these specific areas. Therefore, Minnesota will continue its performance-based planning approach for the statewide traffic safety program as well as its other strategies for conducting and managing the state's highway safety program.

Changes to Performance Plan

No new performance measures have been added to the Triennial Highway Safety Plan.

2.0 Project and Subgrantee Information

A project template and instructions were developed to capture the project and subgrantee information for the AGA. The project information is organized by the following program areas identified in the 3HSP:

1. Impaired Driving
2. Occupant Protection
3. Traffic Records
4. Motorcycle
5. Police Traffic Services
6. Community Programs
7. Media
8. Planning and Administration

The AGA includes the following project and subgrantee information for each project receiving traffic safety grant funding from OTS during FFY 2025:

- Project name
- Project description
- Federal funding source(s)
- Project agreement number
- Subgrantee(s)
- Organization type
- Amount of Federal funds
- Eligible use of funds
- Planning and Administration costs (if applicable)
- Whether a project is a promised project
- The countermeasure strategy or strategies for programming funds

There are no promised projects for FFY 2025.

2.1 Impaired Driving

Project and Subgrantee Information

Project name	BCA Lab Technicians
Project description	Statewide - This project aims to improve toxicology turnaround times for impaired driving cases by funding two lab toxicologists and one lab supervisor. This allows for increased capacity for drug screening and confirmatory tests of samples and the ongoing study of drug use by category.
Federal funding source(s)	Section 164AL
Project agreement number	25-03-09
Subgrantee(s)	Bureau of Criminal Apprehension
Organization type	State Government
Amount of Federal funds	\$400,000.00
Eligible use of funds	TOX_AL
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Improve lab toxicology turnaround times for impaired driving cases.

Project name	DWI Dashboard
Project description	<p>Statewide - The DWI Dashboard integrates several different state databases relevant to DWI events. Users can enter selection criteria and view a list of DWI events or display those events on a generated map.</p> <p>This project aims to improve the quality of location and address data on DWI arrest reports to improve analysis and aid in enforcement efforts, crash reduction efforts, and roadway design. The crash reporting system has been integrated into the</p>

	dashboard and mapping of old crashes continues.
Federal funding source(s)	Section 164AL
Project agreement number	25-03-02
Subgrantee(s)	Bureau of Criminal Apprehension
Organization type	State Government
Amount of Federal funds	\$40,000.00
Eligible use of funds	EDU_AL
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Improve mapping of DWI locations on the DWI Dashboard.

Project name	eCharging
Project description	<p>Statewide - This project supports a DWI deployment coordinator for the training of law enforcement officers and other staff utilizing the eCharging system, and the resolution of eCharging service requests and technical questions.</p> <p>405c funds also support a software rewrite of the DWI module in eCharging to replace outdated components that have been identified as a security vulnerability or need improved accessibility.</p>
Federal funding source(s)	Section 164AL & 405c
Project agreement number	25-03-10
Subgrantee(s)	Bureau of Criminal Apprehension
Organization type	State Government
Amount of Federal funds	\$200,000.00 164al \$577,000.00 405c
Eligible use of funds	TOX_DG M3DA
Planning and Administration costs (if applicable)	No

Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving/Traffic Records- Improve law enforcement's knowledge of the eCharging system and improve the overall function of the DWI module in eCharging.

Project name	Ignition Interlock (Vendor Oversight)
Project description	<p>Statewide - The ignition interlock device program provides an option for participants to continue to drive legally while under a revocation or cancellation period determined by Driver and 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.</p> <p>This project provides for a lead worker who provides training on ignition interlock to stakeholders, and two vendor oversight liaisons who conduct ignition interlock service center inspections.</p>
Federal funding source(s)	Section 405d
Project agreement number	25-03-05
Subgrantee(s)	Driver and Vehicle Services
Organization type	State Government
Amount of Federal funds	\$350,000.00
Eligible use of funds	M6OT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Provide support for ignition interlock device program enrollment, training, and service center inspections.

Project name	Supplemental Administrative Ignition Interlock
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Project description	<p>Statewide - The supplemental administrative ignition interlock program provides for a coordinator or probation officer to assist drivers with ignition interlock enrollment, device installation, and to monitor the client's progress in the program.</p> <p>This project also assists drivers who may not otherwise be able to afford an ignition interlock device, with financial assistance towards their ignition interlock service fees and installation fees.</p>
Federal funding source(s)	Section 164L
Project agreement number	25-03-13
Subgrantee(s)	TBD
Organization type	Judicial District or County
Amount of Federal funds	\$600,000.00
Eligible use of funds	II_AL
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving- Provide support for drivers who are enrolling into the ignition interlock device program.

Project name	Probation Liaison
Project description	<p>Statewide - The State Probation/Parole Outreach Liaison (SPOL) program provides for probation agents to serve as a statewide resource for state and county probation offices. This assistance includes best practices and training for probation to reduce impaired driving recidivism.</p>
Federal funding source(s)	Section 164AL
Project agreement number	25-03-06

Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$50,000.00
Eligible use of funds	NLET_AL
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Provide support for state and county probation and parole offices to reduce impaired driving recidivism.

Project name	Responsible Server Training
Project description	<p>Statewide - This project supports a responsible beverage service training program which provides training to individuals statewide to prepare them to provide consistent, quality training to local servers and managers on the responsible service of alcohol.</p> <p>Training curriculum will continue to be updated and will focus on preventing impaired driving crashes, injuries, and deaths by training regional trainers and industry staff. Regional trainers will go out into the community and train the staff of on-sale establishments to recognize impairment and provide them with strategies to prevent over-serving alcohol to customers.</p>
Federal funding source(s)	Section 164AL
Project agreement number	25-03-18
Subgrantee(s)	Minnesota Safety Council
Organization type	Private Non-profit
Amount of Federal funds	\$120,000.00
Eligible use of funds	EDU_AL
Planning and Administration costs (if applicable)	No

Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Provide statewide training for responsible beverage service.

Project name	Traffic Safety Resource Prosecutor
Project description	Statewide - 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 and education on new DWI laws and court case rulings will be easily accessible to Minnesota law enforcement and prosecutors. The TSRP will provide brief findings, case consultation, community outreach, expert witness referrals, prosecutor training, research assistance, and resources.
Federal funding source(s)	Section 405d
Project agreement number	25-03-21
Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$220,000.00
Eligible use of funds	M6OT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Provide training for law enforcement and prosecutors on impaired driving.

Project name	Substance Abuse Courts
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Project description	<p>Statewide - This project supports high-risk, high-needs impaired driving offenders as participants as they complete treatment programs and participate in group therapies.</p> <ul style="list-style-type: none"> • Probation officers will conduct intensive supervision of participants and make multiple random visits weekly to conduct random intoxicating substance use testing. • DWI Court teams will assist and support participants in achieving legal driving status, sobriety, mental health issues, securing employment & housing, repairing familial relationships.
Federal funding source(s)	Section 164AL
Project agreement number	25-03-01
Subgrantee(s)	MN Judicial Branch and Tribal Courts
Organization type	State Government
Amount of Federal funds	\$2,130,000.00
Eligible use of funds	DUI_AL DUI_DG
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - DWI Courts

Project name	DWI Traffic Safety Officers
Project description	<p>Statewide - Full time DWI/Traffic Safety enforcement officers will provide coverage in dangerous driving behaviors. In recent years, this project focused exclusively on impairment. Additional funds will provide a wider net with additional officers working primarily overnight shifts. A minimum of two Fridays and two Saturdays a month are required as part of the DWI/Traffic Safety Officer's schedule. Planned activity adjusted based on community feedback. Funds will cover salary and fringe.</p>

Federal funding source(s)	Section 164AL & 402 PT
Project agreement number	25-03-03
Subgrantee(s)	County Sheriff's Offices and City Police Departments
Organization type	Local Government
Amount of Federal funds	\$3,260,700.00 164AL \$1,500,030.00 402
Eligible use of funds	ENF_AL ENF_DG PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Reduce impaired driving crashes through enforcement, with additional focus on speed, belt use and distraction.

Project name	State Judicial Outreach Liaison
Project description	Statewide - 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, operating expenses /software, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities
Federal funding source(s)	Section 164AL
Project agreement number	25-03-04
Subgrantee(s)	TBD

Organization type	TBD
Amount of Federal funds	\$50,000.00
Eligible use of funds	DUI_AL DUI_DG
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - Provide training for district court judges on impaired driving.

Project name	Impaired Driving Program Coordinator
Project description	<p>Statewide - This project will provide for a coordinator designated as the point of contact for impaired driving. 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.</p> <p>The coordinator will:</p> <ul style="list-style-type: none"> • Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested • Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS) • Monitor assigned projects and advise project directors on administrative processes and program requirements • Respond to legislative and media inquiries

	<ul style="list-style-type: none"> Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues
Federal funding source(s)	Section 405d
Project agreement number	25-03-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State
Amount of Federal funds	\$250,000.00
Eligible use of funds	M6OT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Impaired Driving - To manage and oversee the Minnesota's OTS Impaired Driving Program.

2.2 Occupant Protection

Project and Subgrantee Information

Project name	Occupant Protection Program
Project description	Statewide - This initiative aims to educate and motivate the public to properly use available motor vehicle occupant protection systems. In addition, establish centralized leadership for Minnesota's occupant protection program, providing strategic direction, project coordination, and staffing. The program will integrate occupant protection efforts into broader traffic safety initiatives, leveraging statewide liaisons and grant programs based on comprehensive crash data analysis. It will also oversee grant administration, ensuring effective implementation and financial oversight while offering leadership, training, and technical support to state and local agencies.

	Training of OP professionals, educate the public, provide community CPS services, recruit and train CPS professionals, purchase and distribute car seats and OP surveys. Funds will cover coordinator salary and fringe, occupant protection/injury prevention liaisons, CPS technician needs/supplies for training, material development, development of interactive occupant protection website, seatbelt survey contractor (Corona Insights), reasonable in and out of state travel for training, meetings, traffic safety conferences, exhibit space fees, maintaining certifications and professional development.
Federal funding source(s)	Section 405b
Project agreement number	25-02-02
Subgrantee(s)	Minnesota Safety Council
Organization type	Private Non-profit
Amount of Federal funds	\$820,449.00
Eligible use of funds	M1*OP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	<p>Occupant Protection - Educating parents and caregivers about the critical importance of using child restraining systems that match the child's height, weight, age, and developmental stage. And the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.</p> <p>Prioritizing this education and training to be accessible statewide including in urban and rural areas, and specifically targets populations at higher risk, such as low-income groups and minority populations.</p> <p>Increase seat belt use statewide.</p>
Project name	Occupant Protection Program Coordinator

Project description	<p>Statewide - This project will provide for a coordinator designated as the point of contact for occupant protection. 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.</p> <p>The coordinator will:</p> <ul style="list-style-type: none"> • Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested • Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS) • Monitor assigned projects and advise project directors on administrative processes and program requirements • Respond to legislative and media inquiries • Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues
Federal funding source(s)	Sections 402
Project agreement number	25-02-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State
Amount of Federal funds	\$25,000.00
Eligible use of funds	OP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Occupant Protection- To manage and oversee the Minnesota's OTS Occupant Protection Program.

2.3 Traffic Records

Project and Subgrantee Information

Project name	MNCrash Updates
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Project description	Statewide - This project funds the user support, maintenance, troubleshooting, and enhancements to Minnesota's crash reporting system, MNCrash. Accurate, timely, and robust data is at the core of all activities in the Highway Safety Plan.
Federal funding source(s)	Sections 402 and 405C
Project agreement number	25-05-07
Subgrantee(s)	MNIT/Integration Architects
Organization type	State
Amount of Federal funds	\$300,000.00 402 \$50,000.00 405c
Eligible use of funds	M3DA TR
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

Project name	Model Minimum Uniform Crash Criteria (MMUCC)
Project description	Statewide - This project is focused on identifying MMUCC 6 changes that should be adopted in MNCrash, performing user testing, creating mock-ups for CDUG/TRCC/OTS stakeholders to use as a decision-making reference, updating MNCrash training materials, and compiling a report with recommendations. Adoption of the Model Minimum Uniform Crash

	Criteria, or providing to the public information why any of those criteria will not be used.
Federal funding source(s)	Section 405C
Project agreement number	25-05-09
Subgrantee(s)	University of Minnesota HumanFIRST
Organization type	State
Amount of Federal funds	\$90,000.00
Eligible use of funds	M3DA
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records- The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

Project name	Data Project Assessment
Project description	<p>Statewide - This project will implement discoveries around business and technology systems to ensure Minnesota is utilizing data and people in meaningful ways to change traffic safety behavior. This project will continue to evaluate, develop, and implement plans to fully integrate data sources and people better to share the vision of zero deaths on our roadways and call for individuals to change their driving behaviors.</p> <p>Enhancing the ability of the State to observe and analyze data. Professional services time and materials, approved state travel and related expenses, approved state system and technologies training classes related to the effort, and operating expenses/software purchases required to meet state requirements for planning, managing, communicating,</p>

	and implementing this project.
Federal funding source(s)	Section 405c and 402
Project agreement number	25-05-06
Subgrantee(s)	Non government
Organization type	Contractor
Amount of Federal funds	\$300,000.00 402 \$300,000.00 405c
Eligible use of funds	TR M3DA
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records- This innovative countermeasure aims to collect and analyze data to help identify problems and inform enforcement and outreach efforts.

Project name	eGrants
Project description	Statewide - eGrants is an electronic grant management system designed to automate the entire grant and project management process from application to closeout. In October of 2024, OTS anticipates a new system to replace eGrants. Software and applications to identify, collect and report data in core systems. Business technology and upgrade to a new system.
Federal funding source(s)	Section 402
Project agreement number	25-05-04
Subgrantee(s)	Minnesota Department of Public Safety, MNIT
Organization type	Local Government

Amount of Federal funds	\$60,000.00
Eligible use of funds	TR
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - Data collection and analysis.

Project name	Traffic Incident Management
Project description	Statewide – 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).
Federal funding source(s)	Section 402
Project agreement number	25-05-08
Subgrantee(s)	HDR Engineering, Inc.
Organization type	Non-government
Amount of Federal funds	\$100,000.00
Eligible use of funds	TR
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records

Project name	Traffic Records Staff (Research, FARS, Program Coordinator)
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Project description	Statewide - This project will provide for a coordinator and analyst staff designated as the point of contact for traffic records programs and data. Coordinators provide expertise and ensure that the projects progress as planned.
Federal funding source(s)	Section 402 and 405c
Project agreement number	25-05-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State Agency
Amount of Federal funds	\$250,000.00 402 \$300,000.00 405c
Eligible use of funds	TR M3DA
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - To manage and oversee the Minnesota's OTS Traffic Records Program.

Project name	MNIT Support and Service ROAR
Project description	Statewide - This project supports technical development and bug fixes for the Real-time Officer Activity Reporting (ROAR) system. The ROAR system is used for tracking time and activity for OTS enforcement projects.
Federal funding source(s)	Section 402
Project agreement number	25-05-03
Subgrantee(s)	MNIT-DPS
Organization type	State Government
Amount of Federal funds	\$30,000
Eligible use of funds	TR
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - Funding will cover salary and fringe for technology support personnel.

Project name	Violations Disposition Analysis
Project description	Statewide. This research and behavioral analysis will investigate the demographic, social, and economic trends in citations given and contested, as well as in judgments for speeding, impairment, distraction, and seatbelt violations. The research team will determine how extensive, complete, and accessible data is regarding the number of citations contested and adjudicated for speeding, impairment, distraction, and seatbelt violations in Minnesota, as well as analyze any differences and disparities in these outcomes by seriousness of the crime, geographic location, income, race, gender, and age (as the data allows). In addition— Research and behavioral analysis will investigate the relationship between the time a traffic citation is issued and the time of the final adjudication of the offense to determine if disparities exist.
Federal funding source(s)	Section 405c
Project agreement number	25-05-10
Subgrantee(s)	University of Minnesota
Organization type	State
Amount of Federal funds	\$250,000.00
Eligible use of funds	B3RSRCH
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

Project name	Crash Outcome Data Evaluation System (CODES)
Project description	Statewide - The primary performance measures for this project are EMS/Injury surveillance system integration (I-I-I), and injury surveillance system data timeliness (I-T-I) measured by the following: <ul style="list-style-type: none"> • Create and validate linked CODES data sets for

	<p>2022 through the first quarter of 2024. (Baseline: 0 of 9 quarters linked. Goal: 9 of 9 of quarters from 2022 – first quarter 2024 linked).</p> <ul style="list-style-type: none"> Transfer the hospital-determined injury severity to the crash data after each completed crash/hospital linkage. (Baseline: 0 of 9 quarters with severity added to crash data. Goal: 9 of 9 of quarters from 2022 – first quarter 2024 with severity added to crash data).
Federal funding source(s)	Section 405c
Project agreement number	25-05-01
Subgrantee(s)	Minnesota Department of Health
Organization type	State
Amount of Federal funds	\$250,000.00
Eligible use of funds	M3DA
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Traffic Records - The aim of this innovative countermeasure is to collect and analyze data in order to help identify problems and inform enforcement and outreach efforts.

2.4 Motorcycle Safety

Project and Subgrantee Information

Project name	Motorcycle Safety Coordinator
Project description	<p>Statewide - This project will provide for a coordinator designated as the point of contact for motorcycle safety. 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.</p> <p>The coordinator will:</p> <ul style="list-style-type: none"> Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested

	<ul style="list-style-type: none"> • Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS) • Monitor assigned projects and advise project directors on administrative processes and program requirements • Respond to legislative and media inquiries • Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues
Federal funding source(s)	Section 402
Project agreement number	25-07-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State Government
Amount of Federal funds	\$135,000.00
Eligible use of funds	MC
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Motorcycle Safety - To manage and oversee the Minnesota's OTS Motorcycle Safety Program.

2.5 Police Traffic Services

Project and Subgrantee Information

Project name	Enforcement Cities & Counties
Project description	<p>Statewide – Planned activity adjusted based on community feedback.</p> <p>The project will support enforcement activities and high visibility enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired related crashes, 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</p>

	<p>holiday "Drive Sober or get Pulled over" National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events other enforcement-based problem ID.</p> <p>Enforcement will be combined with public information and outreach conducted by the Office of Communication.</p> <p>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.</p>
Federal funding source(s)	Section 402, 405h, 164AL
Project agreement number	25-04-01
Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$2,000,000.00 402 \$2,250,000.00 164a1 \$300,000.00 405h
Eligible use of funds	PT ENF_AL FHLE
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	<p>Police Traffic Services, Alcohol-impaired countermeasures and enforcement, and non-motorized.</p> <p>Funds will cover a portion of the cost of patrol and supervising officers, reasonable and necessary supplies, dispatch, grant administration and corrections assistance related to enhanced enforcement activities, and in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences.</p>

Project name	State Patrol Administrative Support
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Project description	Statewide - This project is administrative in nature and supports the day-to-day tasks of grants between the OTS and the Minnesota State Patrol.
Federal funding source(s)	Section 402
Project agreement number	25-04-07
Subgrantee(s)	Minnesota State Patrol
Organization type	State Government
Amount of Federal funds	\$82,000.00
Eligible use of funds	PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Police Traffic Services - Funding will cover salary and fringe for administrative grant activity.

Project name	Minnesota State Patrol Enforcement
Project description	Statewide - The project provides for high visibility enforcement events focused on speed and distraction. Events are combined with public information and outreach campaigns conducted by the Office of Communication.
Federal funding source(s)	Section 402, 164AL, 405e, 405b
Project agreement number	25-04-08
Subgrantee(s)	Minnesota State Patrol
Organization type	State Government
Amount of Federal funds	\$600,000.00 402 \$405,000.00 164AL \$400,000.00 405e

	\$440,000.00 405b
Eligible use of funds	PT ENF_AL B8ADDLE B8A*PT M1*PT M1HVE
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Police Traffic Services - Short-Term, High Visibility Enforcement

Project name	Enforcement Recognition
Project description	Statewide - To recognize individual performances, Minnesota will use the following items: Hat-trick hockey sticks to acknowledge LEOs who make three impaired driving arrests during one continuous shift of work. Grand Slam baseball bats to acknowledge 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 for 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, MN DPS OTS Challenge Coins will be given to LEOs whose nonimpaired driving enforcement efforts rise to a level worth recognition during Seatbelt, Speed, and/or Distracted Driving enforcement efforts. The coins will also be used to recognize stakeholders whose innovation and execution of ideas promote 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 five "E's" of the TZD ideology—Enforcement, Education, Engineering, EMS, and Everyone.
Federal funding source(s)	Section 402 PT
Project agreement number	25-04-03

Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$12,000.00
Eligible use of funds	PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Police Traffic Services - Provide support to law enforcement agencies engaged in hi-visibility enforcement activities.

Project name	State Patrol Professional Development
Project description	Statewide - The project provides for travel expenses for the Minnesota State Patrol member's attendance at in-state and out-state traffic safety seminars/conferences. 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.
Federal funding source(s)	Section 402
Project agreement number	25-04-09
Subgrantee(s)	Minnesota State Patrol
Organization type	State Government
Amount of Federal funds	\$75,000.00
Eligible use of funds	PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Police Traffic Services - Communication and Outreach: Supporting Enforcement

Project name	Law Enforcement Liaisons
Project description	<p>Statewide - 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:</p> <ul style="list-style-type: none"> Encouragement for law enforcement to participate in national and state impaired driving mobilizations County-specific and/or statewide 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 plans including best practices and determining specific needs to expedite the plan. <p>Funds will cover salary, fringe, 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 traffic fatalities. Necessary and reasonable operating expenses /software related to traffic safety projects will also be covered.</p>
Federal funding source(s)	Section 402 PT
Project agreement number	25-04-05
Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$390,000.00
Eligible use of funds	PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No

The countermeasure strategy or strategies for programming funds	Police Traffic Services - Provide training information and outreach to law enforcement agencies throughout the state.
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Project name	Enforcement Program Coordinator
Project description	<p>Statewide - This project will provide for a coordinator designated as the point of contact for enforcement. 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.</p> <p>The coordinator will:</p> <ul style="list-style-type: none"> • Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested • Seek out and present new, well-researched projects addressing identified problems to OTS • Monitor assigned projects and advise project directors on administrative processes and program requirements • Respond to legislative and media inquiries • Participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues
Federal funding source(s)	Section 402
Project agreement number	25-04-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State
Amount of Federal funds	\$300,000.00
Eligible use of funds	PT
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No

The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
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2.6 Community Programs

Project and Subgrantee Information

Project name	Conference Annual Toward Zero Death
Project description	<p>Statewide - The project supports 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, medical community, EMS/Fire personnel, city and county engineers, the interested public.</p> <p>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.</p> <p>The goal of this project is to plan, facilitate, and market the annual TZD conference.</p>
Federal funding source(s)	Section 402
Project agreement number	25-06-01

Subgrantee(s)	MN Department of Transportation and University of Minnesota
Organization type	State
Amount of Federal funds	\$150,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Multicultural Driver Education
Project description	City of New Brighton, Crystal Police Department, Faribault Public Schools - 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. This project will help identify focus areas associated with underserved ethnic or cultural communities.
Federal funding source(s)	Section 402
Project agreement number	25-06-02
Subgrantee(s)	City of New Brighton, Crystal Police Department, Faribault Public Schools
Organization type	City & School district
Amount of Federal funds	\$45,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No

The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.
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Project name	Network of Employers for Traffic Safety/NETS
Project description	Statewide - This project promotes traffic safety messages statewide. The partnership focuses on education and outreach efforts through employers and schools to relay traffic safety information and literature through community events and program/policy development assistance.
Federal funding source(s)	Section 402
Project agreement number	25-06-04
Subgrantee(s)	Minnesota Safety Council
Organization type	Non-Government
Amount of Federal funds	\$75,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Impact Teen Driver
Project description	Statewide - 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.
Federal funding source(s)	Section 402
Project agreement number	25-06-05

Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$125,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Senior Driving Working Group
Project description	Statewide - 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.
Federal funding source(s)	Section 402
Project agreement number	25-06-06
Subgrantee(s)	Emergency Nurses Association
Organization type	Non Government
Amount of Federal funds	\$50,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No

Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: Supporting enforcement.

Project name	Regional Coordinators Toward Zero Death
Project description	<p>Statewide - 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.</p> <p>This project includes facilitating communication about local traffic safety issues among stakeholders including, but not limited to, engineers, public health professionals, emergency responders, and local law enforcement.</p>
Federal funding source(s)	Section 402
Project agreement number	25-06-07
Subgrantee(s)	Minnesota Department of Transportation
Organization type	State
Amount of Federal funds	\$265,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Safe Roads Coalition
Project description	Statewide - 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 Road Grantees funded activities will be based on the most recent Minnesota Crash Statistics supplied by the Minnesota Department of Public Safety and that identified problems with the greatest need in that area served will be given priority.
Federal funding source(s)	Section 402
Project agreement number	25-06-08
Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$500,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Stakeholders Professional Development
Project description	Statewide - This project provides for expenses for traffic safety stakeholder's attendance at various in-state and out-state traffic safety seminars/conferences. 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.
Federal funding source(s)	Section 402
Project agreement number	25-06-10
Subgrantee(s)	TBD
Organization type	TBD
Amount of Federal funds	\$75,000.00
Eligible use of funds	CP

Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communication and Outreach: Supporting Enforcement

Project name	Community Outreach Liaison
Project description	<p>Statewide - This project will support the Community Outreach Liaisons working to promote and encourage traffic safety programs while serving as a liaison between the OTS and state, county, city, and tribal law communities. The main focus will be to facilitate equitable and inclusive engagement recognizing partnership opportunities with diverse populations throughout the state, toward development and implementation of projects and initiatives and better serve communities and populations that may have been previously absent or underrepresented in highway safety discussions.</p> <ul style="list-style-type: none"> • Event planning and Coordination • Planning, and hosting events that are meaningful and assessable to all • Engagement / Outreach – Engagement strategy development • Develop culturally-specific content and outreach using multiple outreach methodologies • Process and Outcomes – Process and methods of measurement <ul style="list-style-type: none"> ○ Collection of input and data ○ Syntheses and analysis of finding ○ Report writing evaluation and presentation
Federal funding source(s)	Section 402
Project agreement number	25-06-12
Subgrantee(s)	Khoo Consulting, LLC
Organization type	Non-Government
Amount of Federal funds	\$150,000.00
Eligible use of funds	PA

Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - Communications and outreach: supporting enforcement.

Project name	Community Program & Metro Regional Coordinator
Project description	Statewide - This project will provide for a coordinator designated as the point of contact for community programs. 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.
Federal funding source(s)	Section 402
Project agreement number	25-06-22
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State
Amount of Federal funds	\$230,000.00
Eligible use of funds	CP
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Community Traffic Safety Programs - To manage and oversee the Minnesota's OTS Community Traffic Safety Program.

2.7 Media

Project and Subgrantee Information

Project name	Full-Service Media Contract
Project description	<p>Statewide - Media activities include targeting advertising on promoting; motorist awareness of motorcycles and the move over law, occupant protection, pedestrian safety preventing distraction, impaired and speed, and enhanced law enforcement campaigns such as "Click it or Ticket" and Labor Day and winter holiday "Drive Sober or get Pulled Over" campaigns. This also includes campaign development and all messaging.</p> <p>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:</p> <ul style="list-style-type: none"> • 402 paid advertising to support HVE in Speed and occupant protection laws. • 405d in paid advertising to support HVE of impaired driving laws. • 405e in paid advertising to support HVE of hands-free law. • 405h in paid advertising to educate Minnesotans on state traffic laws applicable to pedestrian safety. • 405F in Paid Advertising to raise awareness of motorcycle safety and training.
Federal funding source(s)	Section 402, 405d, 405e, 405f, 405g and 405h
Project agreement number	25-08-01
Subgrantee(s)	Linnihan Foy Advertising
Organization type	For-Profit Agency
Amount of Federal funds	\$667,800 (402), \$2,330,000 (405d), \$325,000 (405e), \$100,000 (405h-non-motorized), \$60,000 (405g-Preventing Roadside Deaths), \$120,000 (405f) for a total of \$3,602,800.
Eligible use of funds	PM FDL*PM M6OT B8LPE B8APE FHPE M12BPE FF*PM M9MA
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No

The countermeasure strategy or strategies for programming funds	Paid Advertising/Media - Support the National "Drive Sober or Get Pulled Over" enforcement and education campaign with specific paid media based on data-driven demographic and geographic locations. Linnihan Foy will develop media plans based on target demographics for each campaign behavior and evaluate the paid media via attitudinal surveys. Support the National seat belt mobilization, "Click It or Ticket", with targeted paid and earned media outreach based on data-driven demographic and geographic locations.
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Project name	Media Relations at OOC
Project description	<p>Statewide - 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. This project will include a comprehensive public information and education plan to develop traffic safety messages and pursue personal impact stories.</p> <p>Activities will include:</p> <ul style="list-style-type: none"> • 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 <p>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:</p> <ul style="list-style-type: none"> • Public Information Officer (90 percent) • Additional PIO support (53 percent) • Purchasing and payroll (20 percent) • Graphic Design (10 percent) <p>Planned activity adjusted based on community feedback.</p>
Federal funding source(s)	Section 402
Project agreement number	25-08-02

Subgrantee(s)	Department of Public Safety, Office of Communication
Organization type	State
Amount of Federal funds	\$482,000.00
Eligible use of funds	PM
Planning and Administration costs (if applicable)	Yes
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Paid Advertising/Media - Funds will cover salary and fringe, in/out state travel for filming, interviewing for news stories, and registration for attending, vending, and/or facilitation at traffic safety seminars/conferences

2.8 Planning and Administration

Project and Subgrantee Information

Project name	Planning and Administration
Project description	Statewide - Funds for administration of the OTS.
Federal funding source(s)	Section 402

Project agreement number	25-01-01
Subgrantee(s)	Department of Public Safety, Office of Traffic Safety
Organization type	State
Amount of Federal funds	\$491,500.00
Eligible use of funds	PA
Planning and Administration costs (if applicable)	Yes
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	<p>Planning and Administration - Provide staff with the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.</p> <p>Follow guidance provided by the DPS Fiscal Manager to limit planning and administration cost.</p>

3.0 FFY 2025 Funding by Program Areas

Table 3.1 displays how the FFY 2025 funding is allocated by program areas to support the projects included in the AGA.

Table 3.1 FFY 2025 Funding Distribution by Program Area

Program Area	Allocation of FFY 2025 Funds
Impaired Driving	\$9,747,730.00
Occupant Protection	\$845,449.00
Traffic Records	\$2,330,000.00
Motorcycle Safety	\$135,000.00
Police Traffic Services	\$7,254,000.00
Community Programs	\$1,705,000.00
Media	\$4,084,800.00
Planning and Administration	\$491,500
All funds	\$26,593,479.00

4.0 Certifications and Assurances

The Certifications and Assurances certify the AGA contents and provide assurances that Minnesota will comply with applicable laws and financial and programmatic requirements

4.1 Appendix A to Part 1300 – Certifications and Assurances for Highway Safety Grants (Attached)

5.0 Section 405 grant applications

Minnesota is applying for the following national priority safety program grants for FFY 2025:

- 405(b) Occupant Protection Grant
- 405(c) State Traffic Safety Information System Improvement Grant
- 405(d) Impaired Driving Countermeasures Grant
- 405(e) Distracted Driving Grant
- 405(f) Motorcyclist Safety Grant
- 405(h) Preventing Roadside Deaths Grant
- 405(i) Driver and Officer Safety Education Grant

Receiving these additional fund sources will be critical to assist Minnesota in addressing the traffic safety problems identified in the 3HSP and will ultimately be a key part of reducing crashes, fatalities and injuries on Minnesota's roadways.

5.1 Appendix B to Part 1300 – Application Requirements for Section 405 Grants (Attached)

The attachments to Appendix B are listed on the following page and are attached.

List of Appendix B Attachments

- 5.1.1 405b Attachment 1
- 5.1.2 405c Attachment 2
- 5.1.3 405d Attachment 3
- 5.1.4 405e Attachment 4
- 5.1.5 405f Attachment 5
- 5.1.6 405h Attachment 6
- 5.1.7 405i Attachment 7

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Minnesota

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)

Michael J. Hanson

Digitally signed by Michael J. Hanson
Date: 2024.07.24 15:19:10 -05'00'

7/24/24

Signature Governor's Representative for Highway Safety

Date

Michael J. Hanson

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Minnesota

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Page 12 AGA Appendix 1 AGA (40) (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Appeddix 1 AGA (405b application) (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Appendix 1 AGA (405b application) (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Page 29 AGA Appendix 1 AGA (405b) ^A (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Appendix 2 AGA (405c application) _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

▪ Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Appendix 4 AGA (405e application) (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 8/1/19 (date) and last amended on 8/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
169.475
- Definition of covered wireless communication devices;
Sec. 1 MSA 2018, Section 169.001, Sub. 94
- Fine for an offense;
\$50 plus surcharges total estimated \$125 Second offense \$275 plus surcharge
- Exemptions from texting ban.
169.475, Sub. 3.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 8/1/19 (date) and last amended on 8/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
169.475
- Definition of covered wireless communication devices;
Sec. 1 MSA 2018, Section 169.001, Sub. 94
- Fine for an offense;
\$50 plus surcharge total estimated \$125 Second offense \$275 plus surcharge
- Exemptions from handheld phone use ban.
169.475, Sub. 3

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 8/1/19 (date) and last amended on 8/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;
171.055, Sub. 2

 - Definition of covered wireless communication devices;
Sec. 1 MSA 2018, Section 169.001, Sub 94

 - Fine for an offense;
\$50 plus surcharge total estimate125 Second offense \$225 plus surcharge

 - Exemptions from youth cell phone use ban
171.055 Sub. 2



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 8/1/19 (date) and last amended on 8/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;
169.475

 - Definition of covered wireless communication devices;
Sec. 1 MSA 2018 Section 169.001, Sub. 94



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Commissioner of Department of Public Safety, designated Michael J. Hanson
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at Appendix 5 AGA (405f) application (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is MN Dept. of Public Safety.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Appendix 5 AGA (405f application) (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Appendix 5 AGA 405f application (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*



Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).



Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
Appendix 6 AGA (405h application)

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).



PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]



The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).



The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Michael J. Hanson Digitally signed by Michael J. Hanson
Date: 2024.07.24 15:49:14 -05'00'

7/24/24

Signature Governor's Representative for Highway Safety

Date

Michael J. Hanson

Printed name of Governor's Representative for Highway Safety

Appendix 1

OCCUPANT PROTECTION

Section 405 Grant Application

405(b) Occupant Protection

Minnesota is eligible to apply for an Occupant Protection grant for FFY 2025 because of its observed seat belt use rate of 94.2% in 2023. This rate exceeds the minimum of 90.0% established in 23 CFR 1300.21(b) under the definition of a “high seat belt use rate State.”

The following sections provide documentation in support of Minnesota’s qualification criteria for a high seat belt use rate State.

Occupant Protection Plan

The updates for Minnesota’s Occupant Protection program area plan submitted in its Triennial Highway Safety Plan for FFY 2024-2026 are covered in the Updates to Triennial HSP section of the Annual Grant Application document. The projects that Minnesota will implement during FFY 2025 to carry out the plan are provided in the Project and Subrecipient Information section.

Participation in Click-It-or-Ticket (CIOT) National Mobilization

Minnesota’s CIOT program will continue to be the state’s primary enforcement strategy for occupant protection. In FFY 2025, Minnesota will promote the national CIOT mobilization scheduled for May 2025; all police agencies receiving Office of Traffic Safety (OTS) Police Traffic Safety (PTS) grants are required to participate in the May high-visibility enforcement campaign.



While grant funding supports the participation of a large number of police agencies, we also work with traffic safety partners and advocates to share educational resources statewide.



In May of 2024 officers, deputies, and troopers from 272 agencies issued 1,922 seat belt citations and more than 108 child restraint citations during the most recent Click It or Ticket campaign.

Following is a list of agencies planning to participate in the Click It or Ticket National Mobilization during FFY 2025.

Airport Police Department
Aitkin County Sheriff's Office
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
Audubon Police Department
Austin Police Department
Avon Police Department
Barnesville Police Department
Baxter Police Department
Bayport Police Department
Becker Police Department
Belgrade/Brooten Police Department
Beltrami County Sheriff's Office
Bemidji Police Department
Benson Police Department
Benton County Sheriff's Office
Big Lake 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
Breitung 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 Sheriff's Office
Carver County Sheriff's Office

Cass County Sheriff's Office
Centennial Lakes Police Department
Chaska Police Department
Chatfield Police Department
Chippewa County Sheriff's Department
Chisago County Sheriff's Office
Chisholm Police Department
Clay County Sheriff's Office
Clearwater County Sheriff's Office
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 Sheriff's Office
Crookston Police Department
Crosby Police Department
Crosslake Police Department
Crow Wing County Sheriff's Office
Crystal Police Department
Cuyuna Police Department
Dakota County Sheriff's Office
Danube Police Department
Dayton Police Department
Deephaven Police Department
Deer River Police Department
Deerwood Police Department
Detroit Lakes Police Department
Dilworth Police Department
Dodge County Sheriff's Office
Douglas County Sheriff's Office
Duluth Police Department
Eagle Lake Police Department
East Grand Forks Police Department
Eden Prairie Police Department
Edina Police Department
Elk River Police Department
Elko New Market Police Department
Elmore Police Department
Ely Police Department
Emily Police Department
Eveleth Police Department

Fairfax Police Department
Faribault Police Department
Fergus Falls Police Department
Fillmore County Sheriff's Office
Floodwood Police Department
Foley Police Department
Forest Lake Police Department
Frazee Police Department
Freeborn County Sheriff's Office
Fridley Police Department
Gaylord Police Department
Gilbert Police Department
Glencoe Police Department
Glenwood 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
Hallock Police Department
Hector Police Department
Hennepin County Sheriff's Office
Henning Police Department
Hermantown 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
Jackson County Sheriff's Office
Jordan Police Department
Kandiyohi County Sheriff's Office
Kandiyohi County Sheriff's Office
Kasson Police Department
Keewatin Police Department
Kenyon Police Department
Kittson County Sheriff's Office
Koochiching County Sheriff's Office
La Crescent Police Department
Lac qui Parle County Sheriff's Office

Lake City Police Department
Lake City Police Department
Lake Crystal Police Department
Lake of the Woods Sheriff's Office
Lake Park Police Department
Lake Shore Police Department
Lakes Area Police Department
Le Center Police Department
Le Sueur County Sheriff's Office
Le Sueur Police Department
Lewiston Police Department
Lincoln County Sheriff's Department
Lino Lakes Public Safety Department
Little Falls Police Department
Long Prairie Police Department
Lonsdale Police Department
Lyon County Sheriff's Office
Madelia Police Department
Madison Lake Police Department
Mankato DPS Police
Maple Grove Police Department
Mapleton Police Department
Maplewood Police Department
Marshall Police Department
Martin County Sheriff's Office
McLeod County Sheriff's Office
Medina Police Department
Meeker County Sheriff's Office
Melrose Police Department
Menahga Police Department
Mendota Heights Police Department
Minneapolis Park Police
Minnetonka Police Department
Minnetrista Public Safety
MN State Patrol - District 2100 (Rochester)
MN State Patrol - District 2200 (Mankato)
MN State Patrol - District 2300 (Marshall)
MN State Patrol - District 2400 (Oakdale)
MN State Patrol - District 2500 (Golden Valley)
MN State Patrol - District 2600 (St. Cloud)
MN State Patrol - District 2700 (Duluth)
MN State Patrol - District 2800 (Brainerd)

MN State Patrol - District 2900 (Detroit Lakes)
MN State Patrol - District 3100 (Virginia)
MN State Patrol - District 3200 (Thief River Falls)
Montevideo Police Department
Moorhead Police Department
Morrison County Sheriff's Office
Motley Police Department
Mounds View Police Department
Mountain Lake Police Department
Mower County Sheriff's Office
Murray County Sheriff's Office
Nashwauk Police Department
New Brighton Police Department
New Prague Police Department
Nicollet County Sheriff's Office
Nisswa Police Department
Nobles County Sheriff's Office
North Branch Police Department
North Mankato Police Department
North Saint Paul Police Department
Northfield Police Department
Oak Park Heights Police Department
Olivia Police Department
Olmsted County Sheriff's Office
Orono Police Department
Ortonville Police Department
Osakis Police Department
Otter Tail County Sheriff's Office
Owatonna Police Department
Park Rapids Police Department
Paynesville Police Department
Pennington County Sheriff's Office
Pequot Lakes Police Department
Perham Police Department
Pierz Police Department
Pine County Sheriff's Office
Pine River Police Department
Pipestone County Sheriff's Office
Plainview Police Department
Plymouth Police Department
Polk County Sheriff's Office
Pope County Sheriff's Office

Preston Police Department
Prior Lake Police Department
Proctor Police Department
Ramsey County Sheriff's Office
Ramsey Police Department
Red Lake Police Department
Red Wing Police Department
Redwood County Sheriff's Office
Redwood Falls Police Department
Renville County Sheriff's Office
Renville Police Department
Rice County Sheriff's Office
Rice Police Department
Richfield Police Department
Robbinsdale Police Department
Rochester Police Department
Rock County Sheriff's Office
Rogers Police Department
Rosemount Police Department
Roseville Police Department
Royalton Police Department
Saint Peter Police Department
Sartell Police Department
Sauk Centre Police Department
Sauk Rapids Police Department
Savage Police Department
Scott County Sheriff's Office
Sebeka Police Department
Shakopee Police Department
Sherburne County Sheriff's Office
Slayton Police Department
South Lake Minnetonka Police
Department
South St. Paul Police Department
Spring Grove Police Department
Spring Lake Park Police Department
St. Francis Police Department
St. Anthony Police Department
St. Charles Police Department
St. Cloud Police Department
St. Joseph Police Department
St. Louis County Sheriff's Office (Southern)
St. Louis Park Police Department
St. Paul Park Police Department
St. Paul Police Department

Staples Police Department
Starbuck Police Department
Stearns County Sheriff's Office
Steele County Sheriff's Office
Stillwater Police Department
Swift County Sheriff's Office
Thief River Falls Police Department
Todd County Sheriff's Office
Truman Police Department
U of M Police Department
U of M Police Department - Duluth
U of M Police Department - Morris
Verndale Police Department
Virginia Police Department
Wabasha County Sheriff's Office
Wabasha Police Department
Wadena Police Department
Waite Park Police Department
Washington County Sheriff's Office
Watsonwan County Sheriff's Office
Wayzata Police Department
West Concord Police Department
West Hennepin Public Safety
West St. Paul Police Department
White Bear Lake Police Department
Willmar Police Department
Winona County Sheriff's Office
Winona Police Department
Winsted Police Department
Woodbury Police Department
Worthington Police Department
Wright County Sheriff's Office
Wyoming Police Department
Yellow Medicine County Sheriff's Office
Zumbrota Police Department

Child Passenger Safety

The occupant protection program aims to centralize leadership for statewide initiatives, ensuring cohesive direction under a project coordinator and appropriate staff. This involves establishing and managing a centralized program in collaboration with DPS-OTS and other traffic safety stakeholders. Integrating occupant protection efforts into broader community and corridor safety initiatives is facilitated through subcontracted liaisons and grantees. Grant applications are reviewed and approved based on crash data, overseeing the entire administration process from selection to implementation and financial management. Leadership, training, and technical support are provided to state and local agencies on occupant protection, alongside directing committees and task forces to address evolving seat belt and child passenger safety issues.

Additionally, integration and coordination efforts include convening an advisory task force to garner support and organizing training programs for child passenger safety, CPST certification, Child, and Restraint Systems (C.A.R.S) to Basic Education for Safe Travel (B.E.S.T) and heat stroke awareness.

Evaluation processes include conducting needs assessments, developing targeted strategies, and assessing the effectiveness of existing programs to inform enhancements. Recommendations and alternative strategies are provided to improve grant programs, while conducting annual NHTSA seat belt surveys to inform future tactics.

A robust communication strategy is developed in collaboration with the Office of Traffic Safety, utilizing mass media to enhance public awareness of seat belts, airbags, and child safety seats. Encouraging news media involvement in reporting seat belt usage in crashes and developing fact sheets, further supports public education efforts. Community engagement involves partnerships with diverse cultural and ethnic groups to promote seat belt and child passenger safety, disseminating surveys and relevant data, and advocating for occupant protection as a health and injury prevention measure.

The program emphasizes diversity, equity, inclusion, and community engagement across all initiatives. This includes culturally appropriate outreach materials, multilingual communication strategies, and educational initiatives tailored to diverse populations. Collaboration with community leaders ensures that programs are culturally sensitive and responsive to local needs, fostering inclusive decision-making processes and equitable resource distribution to address community-specific challenges effectively.





Minnesota's CPS program will continue to focus on the safety of young children riding in vehicles. The emphasis in this area is on educating parents and caregivers on the importance of using the child restraint system that is appropriate for the child's height, weight, age, and developmental ability, as well as providing hands-on instruction on how to properly install child restraints in vehicles. The use of an appropriate child restraint system that is correctly installed and properly adjusted is an important countermeasure for reducing fatalities and the severity of injuries suffered by young passengers in crashes. Ensuring that access to this education and training is available to residents in all areas of Minnesota, both urban and rural, and to the populations that are most at risk, including low-income groups and minority populations, are priorities of Minnesota's program.

To support this initiative the former program C.A.R.S. (Child and Restraint Systems) has been recently updated to B.E.S.T. (Basic Education for Safe Travel) the new hybrid education and training streamlines the process and enhances accessibility to this required education statewide. Additionally, prospective attendees will find it more convenient to locate B.E.S.T. facilitators nearby, optimizing time for practical demonstrations in their

vehicles with hands-on learning experiences. The new curriculum B.E.S.T. ensures the curriculum remains up to date by incorporating the online [Car Seat Basics](#), a free, introductory e-learning course for parents and caregivers and people who transport children, which is a program maintained by the National Safety Council.

In addition, MN CPS Law has been updated and is effective August 1, 2024. In partnership with the DPS-OTS an educational campaign will be rolled out during the 2025 grant cycle.

Minnesota Child Passenger Safety Law

	Age/Size	Restraint Use
	Birth to at least 2 years old.	Rear-facing in an infant or convertible child safety seat.
	At least 2 years old AND has outgrown the rear-facing seat with internal harness by height or weight.	Forward-facing with an internal harness.
	4 Years old AND has outgrown the forward-facing seat with internal harness by height or weight.	Ride restrained in a belt-positioning booster seat using the lap belt and shoulder belt.
	9 years old or has outgrown the booster seat AND the child can pass the 5-step test. A child, under age 13, must sit in a back seat, if possible.	Ride restrained with a lap belt and shoulder belt secured correctly on the vehicle seat.

Minnesota Child Passenger Safety Law

The 5-step test demonstrates how the seat belt fits correctly:

1. The child sits all the way back against the vehicle seat.
2. The child's knees bend over the edge of the vehicle seat.
3. The lap belt fits snugly across the hips near the top of the child's thighs, not the child's abdomen.
4. The shoulder belt snugly crosses the center of the child's chest and shoulder, not the child's neck.
5. The child sits correctly, without slouching, for the duration of the ride.

Every driver who transports a child or children under the age of 18 years in a motor vehicle is required to have the child or children restrained in a child safety seat or seat belt.

If a child can be placed in more than one category, then the child must be placed in the more protective category (rear-facing being the most protective category).

Child Restraint Inspection Stations

Minnesota continues to maintain an active network of permanent fitting stations across the state. There are 216 fitting stations in Minnesota. This includes 104 fitting stations covering at risk populations who receive funding through OTS to provide free car seats to low-income families.

A complete list of fitting stations organized by county is maintained on the OTS website. For each fitting station, the location, hours of operation and contact information for questions and scheduling appointments are provided. The listing also identifies if a virtual option is available.

These fitting stations, which are in fire stations, police stations, hospitals, and other permanent locations, offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. OTS requires that fitting stations be staffed by CPS Technicians and/or Instructors with current certification status through Safe Kids to ensure that the standards of the program are maintained.

New this year will be an updated interactive website dedicated to occupant protection and child passenger safety.

Population Covered by Minnesota’s Network of Fitting Stations

Minnesota’s 216 fitting stations are located throughout the state; all counties have at least one location to receive guidance on proper installation and to receive education about how to keep children safe while traveling in a motor vehicle.

The Minnesota Demographic Center examined each Census tract in the state to determine its “type” using the definitions in the Rural-Urban Commuting Area framework, which is a way to define geographic areas to include more than population. They incorporate population density, urbanization, and daily commuting to define the geographical areas, and they are grouped into four geography definitions including urban definition, large town definition, small town definition, and rural definition.

Based on this definition, the MN State Demographer’s Office analyzed each county to determine the combinations of census tract types in each county to be entirely rural, town/rural mix, urban/town/rural mix or entirely urban. In the table below, the thirty-eight counties categorized as “entirely urban” or “urban/town/rural mix” are highlighted in blue. As the table below shows, 120 fitting stations are in urban counties and ninety-six are in rural counties. The table also shows the number of fitting stations and the counties where they are located that focus on serving low-income populations. One of our focus areas in 2025 is to track the data of minority and low-income recipients more thoroughly.

Minnesota Car Seat Education & Distribution Programs, Serving Urban & Rural Counties, 2024-2025								
County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
				Urban	Rural	Minority	Low Income	
Aitkin	16,614		100%		1			
Anoka	368,280	100%		6			5	5
Becker	35,738			2			1	1
Beltrami	47,522				5		3	3
Benton	40,164			2				

Big Stone	5,315		100%		3		1	1
Blue Earth	71,053	100%		1			3	3
Brown	25,756				1		1	1
Carlton	37,389			1			1	1
Carver	110,136	100%		5			2	2
Cass	30,821				1		1	1
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
County	Population*	Urban	Rural	Urban	Rural	Minority	Low Income	
Chippewa	12,751				2		1	1
Chisago	59,055	100%		2				
Clay	67,814	100%		3			1	1
Clearwater	8,721				1		1	1
Cook	5,629		100%		2		2	2
Cottonwood	11,915				2		1	1
Crow Wing	69,276				1		2	2
Dakota	444,985	100%		11			3	3
Dodge	21,342	100%		1			3	3
Douglas	40,625				3		2	2
Faribault	13,681				2			
Fillmore	21,605			2			1	1
Freeborn	30,904				1			
Goodhue	48,910			2			2	2
Grant	6,173		100%		2			
Hennepin	1,293,651	100%		8			5	5
Houston	19,253			2			1	1
Hubbard	22,431				1		1	1
Isanti	42,807			2				
Itasca	45,584				1		2	2
Jackson	10,067				2			
Kanabec	16,329			2			1	1
Kandiyohi	45,232				4		1	1
Kittson	4,300		100%		1		1	1
Koochiching	12,163				1			
Lac qui Parle	6,675		100%		2		1	1
Lake	11,303				1			
Lake of the Woods	3,901		100%		1			
Le Sueur	29,518			1			1	1
Lincoln	5,511		100%		1			
Lyon	25,379				2		1	1
McLeod	37,607			2			1	1

Mahnomen	5,400		100%		2			
Marshall	9,221			1			1	1
Martin	20,153				5			
Meeker	23,910				2		1	1
Mille Lacs	27,483			1				
Morrison	34,326				1			
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Education & Distribution Programs
	Total	%	%	Urban	Rural	Minority	Low Income	
County	Population*	Urban	Rural	Urban	Rural	Minority	Low Income	
Mower	40,605			3			2	2
Murray	8,243		100%		1			
Nicollet	35,826			5			1	1
Nobles	22,473				1		1	1
Norman	6,527		100%		2		1	1
Olmsted	168,055	100%		4			1	1
Otter Tail	60,555				3		1	1
Pennington	14,266				2			
Pine	30,271			3				
Pipestone	9,219				2		1	1
Polk	31,192			6			2	2
Pope	11,654				4			
Ramsey	551,195	100%		8			3	3
Red Lake	3,998		100%		2			
Redwood	15,348				1		1	1
Renville	14,721		100%		3		4	4
Rice	68,525			2			1	1
Rock	9,853			2				
Roseau	15,694				2		2	2
Saint Louis	200,916			3			4	4
Scott	154,395	100%		7			3	3
Sherburne	102,275	100%		2			1	1
Sibley	15,307			4				
Stearns	162,016			3				
Steele	38,775				2		2	2
Stevens	9,401				3		2	2
Swift	10,054				3		1	1
Todd	25,617				3		2	2
Traverse	3,346		100%		2			
Wabasha	21,895			1			2	2
Wadena	14,119				1		2	2
Waseca	19,236			2			1	1

Washington	274,589	100%		2			3	3
Watonwan	11,253				1		1	1
Wilkin	6,327				2		1	1
Winona	49,764			1			1	1
Wright	150,727			5			2	2
Yellow Medicine	9,159				2		1	1
TOTAL								
TOTAL Inspection Stations				120	96		104	104

Source: MN State Demographic Center, County Data, Latest annual estimates of Minnesota and its eighty-seven counties' populations and households, 2022 (<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>)

Notes: Counties classified as Urban are highlighted in blue, as noted in Figure 27, categorizations based on an analysis of rural-urban commuting areas at each county's census tract level with data from the MN State Demographic Office (<https://www.ruralmn.org/the-state-of-rural-2024/>)

Information on inspection stations that focus on underserved populations is only available for those receiving free car seats through the OTS distribution program. Information on all inspection stations is available at <https://www.safekidsgf.com/Documents/MN%20-%20CPS%20-%20Inspection%20Station.pdf> or <https://www.nhtsa.gov/vehicle-safety/car-seats-and-booster-seats#installation-help-inspection>.

Information on Car Seat Education & Distribution Programs is based on who received car seats through the OTS distribution program, awarded May 2024. Funding for these car seats is provided by seat belt or child restraint citations issued in the state. Seats distributed from this program go to low-income families who live in MN using the guideline of 200% of the federal poverty guidelines or less. Each seat distributed includes an educational component and installation assistance.

Children with Special Needs Safe Travel for All Children (STAC)

The establishment of additional special needs car seat fitting stations at hospitals with certified CPS technicians on staff who have completed the special needs technician training is also a priority. Minnesota is limited in this field right now and is dedicated to having more technicians complete the special needs training.



Child Passenger Safety Technicians

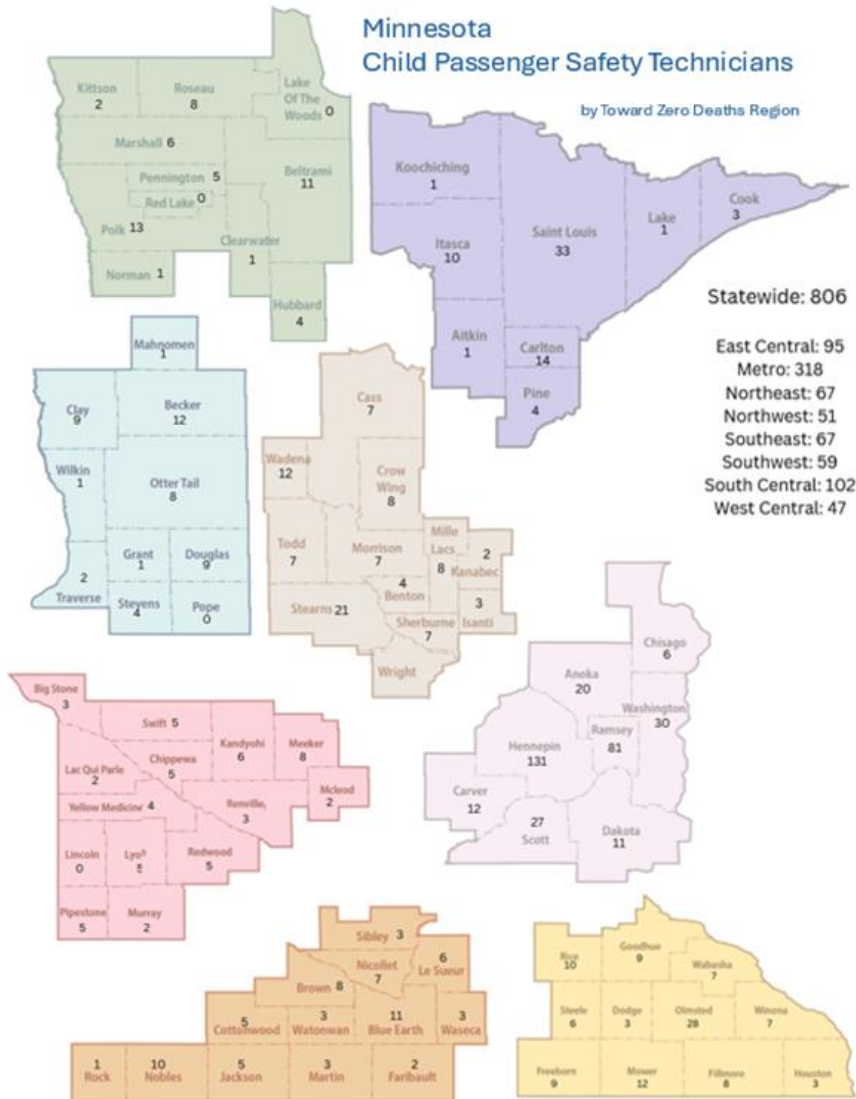
The availability of a large pool of persons with the training, knowledge and skills to identify when a car seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers is essential to sustaining the state's CPS program. Persons interested in becoming certified CPS technicians must complete a three - or four-day Standardized Child Passenger Safety Technician Course provided by Safe Kids Worldwide. Persons successfully completing this training are certified for two years; to be recertified after two years, CPS technicians must earn six Continuing Education Units (CEU) and demonstrate the proper installation of five distinct types of car seats in front of a certified instructor or technician proxy.

This project provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as updated training classes. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these updated training classes. Every fall at the Toward Zero Deaths conference we provide CEU credits for CPSTs to maintain their certification. Planned for this year's conference six CEUs will be provided for technicians so they can attend and get all the required credits to maintain their certification in-person at one place.



CPS Certified Technicians

Minnesota has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled.



Through its CPS Coordinator, we will continue to publicize the state’s CPS program and coordinate training programs and other events that support recruitment efforts. The CPS Coordinator works closely with the state’s CPS Advisory Board, which is comprised of representatives from the eight regions of the state. In addition to serving as a statewide communication network for the program, these regional representatives assist with technician recruitment and training efforts by identifying areas of their regions where more technicians are needed, organizing training programs and recruiting participants.

CPS Certified Technician Training Classes

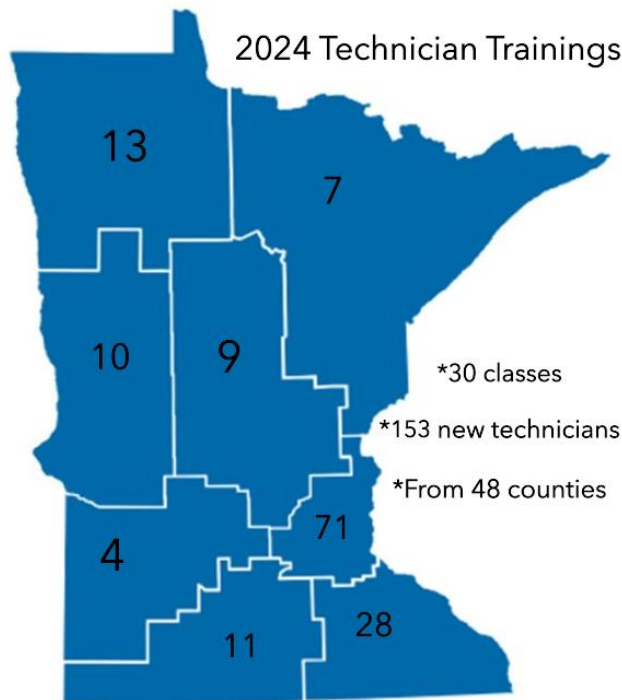
Minnesota has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. So far in FFY 2024, there is a total of 30 Standardized CPS Technician Training classes that resulted in 153 newly certified technicians. Complete list of scheduled courses below.

Course Type	Class Type	Course Language	Course Status	State	Start Date
Certification	Controlled	English	Finalized	MN	10/10/2023
Certification	Controlled	English	Finalized	MN	10/11/2023
Certification	Controlled	English	Finalized	MN	10/23/2023
Certification	Public	English	Finalized	MN	11/6/2023
Renewal					
Testing	Public	English	Finalized	MN	11/8/2023
Certification	Controlled	English	Finalized	MN	11/29/2023
Certification	Controlled	English	Finalized	MN	1/10/2024
Certification	Controlled	English	Finalized	MN	1/11/2024
Renewal					
Testing	Public	English	Finalized	MN	1/27/2024
Certification	Controlled	English	Finalized	MN	1/29/2024
Renewal					
Testing	Controlled	English	Finalized	MN	2/2/2024
Certification	Controlled	English	Finalized	MN	2/14/2024
Certification	Public	English	Finalized	MN	2/22/2024
Certification	Controlled	English	Finalized	MN	2/29/2024
Renewal					
Testing	Controlled	English	Finalized	MN	3/5/2024
Renewal					
Testing	Controlled	English	Finalized	MN	4/2/2024
Certification	Public	English	Finalized	MN	4/30/2024
Certification	Controlled	English	Finalized	MN	5/15/2024
Certification	Controlled	English	Finalized	MN	5/16/2024
Certification	Controlled	English	Finalized	MN	5/20/2024
Certification	Controlled	English	Finalized	MN	5/20/2024
Certification	Public	English	Finalized	MN	6/4/2024
Certification	Controlled	English	Active	MN	6/18/2024
Certification	Controlled	English	Finalized	MN	6/18/2024
Certification	Public	English	Active	MN	7/22/2024

Renewal Testing	Controlled	English	Active	MN	7/30/2024
Certification	Controlled	English	Active	MN	8/13/2024
Certification	Controlled	English	Active	MN	8/19/2024
Certification	Controlled	English	Active	MN	9/11/2024
Certification	Controlled	English	Active	MN	9/18/2024

The objectives of Minnesota’s FFY 2025 recruitment and training plan are to 1) maintain the state’s large cadre of technicians through continued support for training programs for new and recertifying technicians and 2) increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.

The locations of the 30 CPS Technician Certification courses are being scheduled for FFY2025 with the goal of training 160 new technicians.



There are currently 104 fitting station to provide free car seats to low-income families

APPENDIX 2

TRAFFIC RECORDS

Section 405 Grant Application

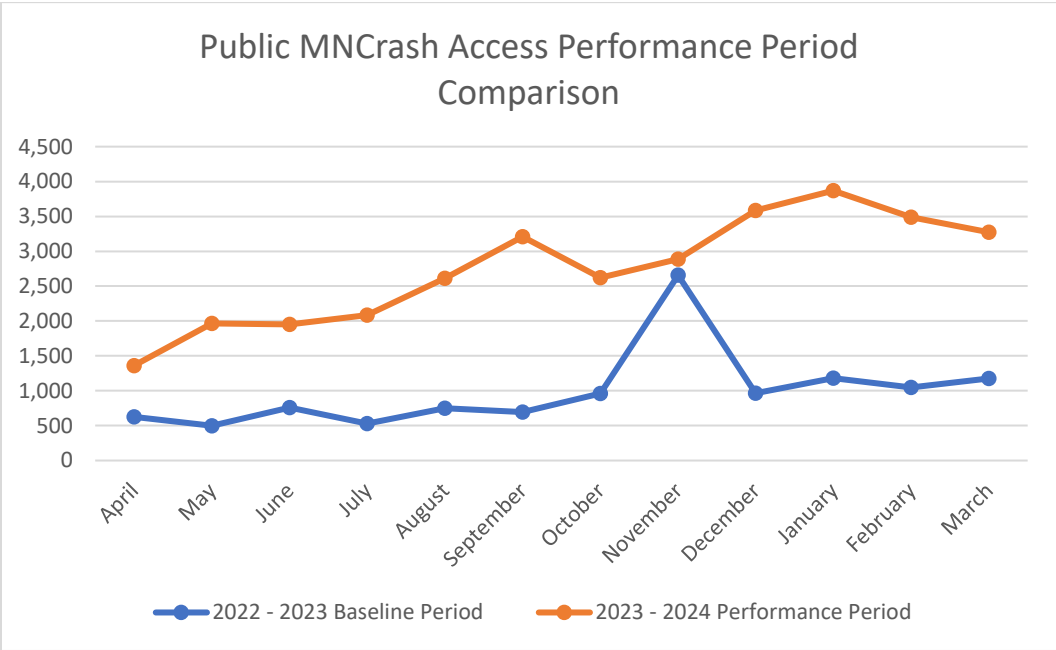
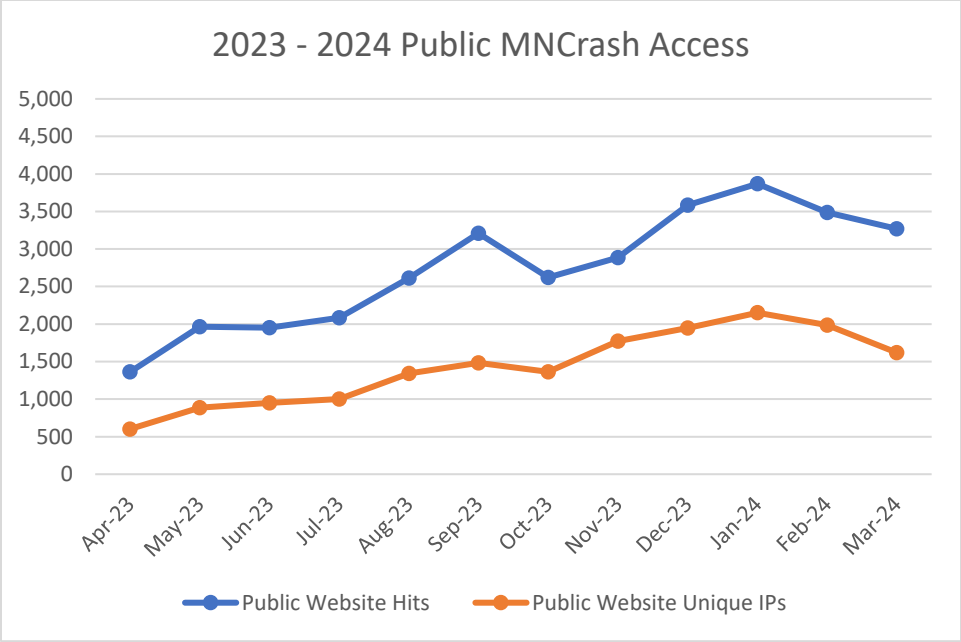
405(c) State Data Systems Improvements

Minnesota OTS has made several enhancements and data element changes to the public MNCrash data platform, which helped to improve user experience and usability for researchers, media professionals, and the general public who use this system, as well as to increase accessibility. Some of the enhancements and changes made to the public site that contributed to increased accessibility during the performance period of April 1, 2023 through March 31, 2024 include, but are not limited to:

- Added crash data mapping functionality.
- Added Tribal Nation Name as a data element and search parameter.
- Re-ordered crash severity chart to improve visualization and avoid confusion for users.
- Added additional search parameters.
- Successfully completed and passed security scans.

As a baseline, the public MNCrash data site was accessed between April 1, 2022 and March 31, 2023 11,847 times from 3,022 unique IP addresses. During the performance period of April 1, 2023 and March 31, 2024, the public MNCrash site was accessed a total of 32,906 times from 17,105 unique IP addresses—an increase of 178% from last year. This shows how valuable this site is to its principal user groups of traffic safety engineers and professionals at the state and local levels, academics and researchers, educators, media professionals, and the general public interested in traffic safety.

2023 - 2024 MNCrash Public Website Unique Hits		
Month/Year	Public Website Hits	Public Website Unique IPs
Apr-23	1,362	602
May-23	1,965	888
Jun-23	1,954	949
Jul-23	2,085	1,001
Aug-23	2,611	1,342
Sep-23	3,210	1,485
Oct-23	2,620	1,363
Nov-23	2,886	1,772
Dec-23	3,585	1,947
Jan-24	3,869	2,151
Feb-24	3,488	1,985
Mar-24	3,271	1,620
Total	32,906	17,105



Additionally, Minnesota has developed a new integrated data platform, known as the Road Safety Information Center (RSIC). This platform has both public and internal interfaces. The public platform is intended for academic researchers, traffic safety industry professionals, and everyday citizens. It provides a space for crash and fatality data visualizations, GIS mapping, and data filtering and exporting tools. The internal platform includes everything the public platform has, plus more advanced filtering and data modeling tools for more robust, in-depth, and innovative research and analytics capabilities. The intended users for the internal platform include OTS research staff, TZD coordinators, and other state traffic safety professionals.

The core improvement this platform provides is with its data integration, increasing the integration by 100%. As a baseline in the period of April 1, 2022 through March 31, 2023, Minnesota Office of Traffic Safety's main data system was the crash reporting system (MNCrash), which was linked with driver, vehicle, GIS, and USDOT systems. RSIC, developed within the performance period of April 1, 2023 and March 31, 2024, added five additional data sets, which can be linked and used for identifying trends and patterns, as well as informing countermeasure strategies. The platform is designed for scalability and OTS' intention for the future is to continually add more data sets to feed models. As of March 31, 2024, RSIC contains the following data sets:

- Crash and fatality data, which includes data from integrated systems such as driver, vehicle, and lat/long (OTS – MNCrash)
- Waze data (traffic flow data from Google)
- GIS (Google)
- Moove.ai (hard braking data)
- Realtime Officer Activity Reporting (ROAR – OTS)
- EMS Location data (MN EMS Regulatory Board)

APPENDIX 3

IMPAIRED DRIVING

Section 405 Grant Application

405(d) Impaired Driving

For FFY 2024, Minnesota qualifies as a low-range State as determined by NHTSA. Appendix B provides the required assurances that Minnesota will use the funds awarded only for the implementation and enforcement of authorized programs.

APPENDIX 4

DISTRACTED DRIVING

Section 405 Grant Application

405(e) Distracted Driving

MMUCC Compliance:

Minnesota conforms its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

Minnesota is currently working on MMUCC 6 compliance.

OTS:DISTRACT (Person) Person.DistractedDrivingCde.

Distractions that may have affected performance.

1 = Not Distracted

2 = Manually Operating an Electronic Communication Device (texting, typing, dialing)

3 = Talking on Hands-Free Electronic Device

4 = Talking on Hand-Held Electronic Device

5 = Other Activity, Electronic Device

6 = Passenger

7 = Other Inside the Vehicle (eating, personal hygiene, etc.)

8 = Outside the Vehicle (includes unspecified external distractions)

99 = Unknown

MMUCC 6:

Attribute Values:

Select 1

- Not Distracted
- Texting or Manually Operating a Mobile Electronic Device
- Talking/Listening on Hands-Free Mobile Electronic Device
- Talking/Listening on Hand-Held Mobile Electronic Device
- Unknown Use of a Mobile Electronic Device
- Vehicle-Integrated Device or Controls (e.g., navigation screen, audio, climate controls, windows)
- Passenger(s)
- Other Inside Vehicle (e.g., Eating, Smoking)
- Other Outside Vehicle (e.g., Outside Person, Object, or Event)
- Distracted, Details Unknown
- Unknown if Distracted

Distracted Driving Awareness Grant

The State provides sample distracted driving questions from the State's driver's license examination.

Question used in Minnesota drivers written exam:

True or False

Eating a sandwich while driving is considered distracted driving?

APPENDIX 5

MOTORCYCLE SAFETY

Section 405 Grant Application

405(f) Motorcyclist Safety

Motorcycle Rider Training Course

The Minnesota Department of Public Safety/Office of Traffic Safety contracts with the Minnesota State College & University (MNSCU) System to manage motorcycle rider education and training throughout Minnesota. The Motorcycle Safety Foundation’s Basic Rider Course curriculum is delivered statewide. MSF is a national leader in motorcycle safety, education and training. In addition to course enrollment fees, a portion of the motorcycle license and registration fees collected by the state are set aside to fund these training programs. No NHTSA funds are used to fund these projects.

Currently, there are 20 counties with training sites where motorcycle rider training courses will be conducted during FFY 2025. As shown in the table below, collectively these counties account for **57.36%** (highlighted in red) of the motorcycle registrations in the state, demonstrating excellent coverage for the program and compliance with Section 405(f) Motorcyclist Safety Criterion: **Motorcycle Riding Training Course.**

Resulting Fatalities and Serious Injuries from Multi-Vehicle Crashes Involving at Least One Motorcycle, by Minnesota County

Ranked by All Fatalities and Serious Injuries

Rank	County	Fatal Crash	Serious Injury Crash	Fatal and Serious Injury Crashes	Percent of Total	Cumulative	Motorcycle Registrations	Percent of Total
1	Hennepin	5	27	32	24.806%	24.806%	25,998	0.123%
2	Ramsey	2	12	14	10.853%	35.659%	10,660	0.131%
3	Anoka	2	8	10	7.752%	43.411%	14,711	0.068%
4	Dakota	0	8	8	6.202%	49.612%	12,669	0.063%
4	St. Louis	2	6	8	6.202%	55.814%	903	0.886%
6	Olmsted	0	7	7	5.426%	61.240%	4,645	0.151%

7	Washington	2	3	5	3.876%	65.116%	9,010	0.055%
8	Beltrami	1	2	3	2.326%	67.442%	1,393	0.215%
8	Benton	1	2	3	2.326%	69.767%	1,733	0.173%
8	Le Sueur	1	2	3	2.326%	72.093%	1,589	0.189%
8	Otter Tail	2	1	3	2.326%	74.419%	2,820	0.106%
8	Pine	1	2	3	2.326%	76.744%	1,775	0.169%
8	Stearns	2	1	3	2.326%	79.070%	6,267	0.048%
8	Wright	1	2	3	2.326%	81.395%	6,945	0.043%
15	Carver	0	2	2	1.550%	82.946%	3,318	0.060%
15	Houston	1	1	2	1.550%	84.496%	903	0.221%
15	Itasca	1	1	2	1.550%	86.047%	2,161	0.093%
15	Scott	0	2	2	1.550%	87.597%	7,808	0.026%
19	Becker	0	1	1	0.775%	88.372%	1,811	0.055%
19	Blue Earth	1	0	1	0.775%	89.147%	2,639	0.038%
19	Carlton	1	0	1	0.775%	89.922%	1,477	0.068%
19	Chisago	0	1	1	0.775%	90.698%	3,476	0.029%
19	Crow Wing	0	1	1	0.775%	91.473%	3,060	0.033%
19	Kanabec	0	1	1	0.775%	92.248%	997	0.100%
19	McLeod	0	1	1	0.775%	93.023%	1,049	0.095%
19	Martin	1	0	1	0.775%	93.798%	476	0.210%
19	Meeker	0	1	1	0.775%	94.574%	1,564	0.064%
19	Mille Lacs	0	1	1	0.775%	95.349%	1,496	0.067%
19	Nobles	1	0	1	0.775%	96.124%	820	0.122%
19	Pope	0	1	1	0.775%	96.899%	548	0.182%
19	Rice	0	1	1	0.775%	97.674%	2,854	0.035%
19	Sherburne	1	0	1	0.775%	98.450%	5,863	0.017%
19	Todd	0	1	1	0.775%	99.225%	1,386	0.072%
19	Wabasha	1	0	1	0.775%	100.000%	985	0.102%

35	Aitkin	0	0	0	0.000%	100.000%	646	0.000%
35	Big Stone	0	0	0	0.000%	100.000%	258	0.000%
35	Brown	0	0	0	0.000%	100.000%	1,388	0.000%
35	Cass	0	0	0	0.000%	100.000%	1,649	0.000%
35	Chippewa	0	0	0	0.000%	100.000%	623	0.000%
35	Clay	0	0	0	0.000%	100.000%	2,064	0.000%
35	Clearwater	0	0	0	0.000%	100.000%	415	0.000%
35	Cook	0	0	0	0.000%	100.000%	314	0.000%
35	Cottonwood	0	0	0	0.000%	100.000%	591	0.000%
35	Dodge	0	0	0	0.000%	100.000%	990	0.000%
35	Douglas	0	0	0	0.000%	100.000%	1,927	0.000%
35	Faribault	0	0	0	0.000%	100.000%	844	0.000%
35	Fillmore	0	0	0	0.000%	100.000%	1,067	0.000%
35	Freeborn	0	0	0	0.000%	100.000%	2,044	0.000%
35	Goodhue	0	0	0	0.000%	100.000%	2,316	0.000%
35	Grant	0	0	0	0.000%	100.000%	338	0.000%
35	Hubbard	0	0	0	0.000%	100.000%	1,028	0.000%
35	Isanti	0	0	0	0.000%	100.000%	2,533	0.000%
35	Jackson	0	0	0	0.000%	100.000%	546	0.000%
35	Kandiyohi	0	0	0	0.000%	100.000%	2,080	0.000%
35	Kittson	0	0	0	0.000%	100.000%	174	0.000%
35	Koochiching	0	0	0	0.000%	100.000%	502	0.000%
35	Lac Qui Parle	0	0	0	0.000%	100.000%	330	0.000%
35	Lake	0	0	0	0.000%	100.000%	557	0.000%
35	Lake of Woods	0	0	0	0.000%	100.000%	159	0.000%
35	Lincoln	0	0	0	0.000%	100.000%	329	0.000%
35	Lyon	0	0	0	0.000%	100.000%	1,110	0.000%
35	Mahnomen	0	0	0	0.000%	100.000%	2,075	0.000%

35	Marshall	0	0	0	0.000%	100.000%	103	0.000%
35	Morrison	0	0	0	0.000%	100.000%	1,739	0.000%
35	Mower	0	0	0	0.000%	100.000%	2,011	0.000%
35	Murray	0	0	0	0.000%	100.000%	459	0.000%
35	Nicollet	0	0	0	0.000%	100.000%	1,414	0.000%
35	Norman	0	0	0	0.000%	100.000%	289	0.000%
35	Pennington	0	0	0	0.000%	100.000%	648	0.000%
35	Pipestone	0	0	0	0.000%	100.000%	449	0.000%
35	Polk	0	0	0	0.000%	100.000%	1,369	0.000%
35	Red Lake	0	0	0	0.000%	100.000%	252	0.000%
35	Redwood	0	0	0	0.000%	100.000%	719	0.000%
35	Renville	0	0	0	0.000%	100.000%	785	0.000%
35	Rock	0	0	0	0.000%	100.000%	478	0.000%
35	Roseau	0	0	0	0.000%	100.000%	709	0.000%
35	Sibley	0	0	0	0.000%	100.000%	5,203	0.000%
35	Steele	0	0	0	0.000%	100.000%	1,820	0.000%
35	Stevens	0	0	0	0.000%	100.000%	359	0.000%
35	Swift	0	0	0	0.000%	100.000%	494	0.000%
35	Traverse	0	0	0	0.000%	100.000%	150	0.000%
35	Wadena	0	0	0	0.000%	100.000%	621	0.000%
35	Waseca	0	0	0	0.000%	100.000%	1,025	0.000%
35	Watonwan	0	0	0	0.000%	100.000%	506	0.000%
35	Wilkin	0	0	0	0.000%	100.000%	403	0.000%
35	Winona	0	0	0	0.000%	100.000%	8	0.000%
35	Yellow Medicine	0	0	0	0.000%	100.000%	649	0.000%
Statewide		30	99	129	100.0%		197,368	0.065%

- * These seven counties make up the Minneapolis/St. Paul (Twin Cities) metropolitan region.

Sources: State of Minnesota (MN Driver & Vehicle Services, Minnesota State College & Universities registration and student data, MN Office of Traffic Safety including FARS data.)

The road test waiver offered by Minnesota’s rider training program provides an additional incentive for new and returning motorcyclists to complete a motorcycle rider education course to become licensed operators without having to take a DMV road test. From 2019 to 2023, approximately 86-88% of all new motorcycle licenses were issued to graduates of the rider training program who were eligible for endorsement-

Maintaining the quality of the instructor pool in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high-quality program, Minnesota will continue to use a variety of outreach methods, including newsletters, professional development workshops and newsletters to improve the quality of instruction and aid in the retention of qualified instructors.

Motorcyclist Awareness Program

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts, the counties within Minnesota that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2025. Based on 2023 state crash data, the counties that collectively accounted for the majority (over 56%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the twin cities metropolitan area. This area includes the following metro regions: Ramsey, Hennepin, Dakota, Anoka, Carver and Washington counties in Minnesota.

FATAL & SERIOUS INJURY CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2023

County	County Programs	Percent of Total	Notes
Ramsey	732	19.725%	* Includes Washington County
Hennepin	694	18.701%	* Includes Wright County
Dakota	380	10.240%	* Includes Carver County
Anoka	283	7.626%	*

Carver	0	0.000%	* Included with Dakota County
Washington	0	0.000%	* Included w/Ramsey County
Wright	0	0.000%	* Included w/Hennepin & Anoka counties
Stearns	216	5.821%	
Kandiyohi	199	5.362%	
St. Louis	175	4.716%	
Olmsted	148	3.988%	
Beltrami	137	3.692%	
Crow Wing	118	3.180%	
Blue Earth	115	3.099%	
Pine	114	3.072%	
Winona	101	2.722%	
Douglas	100	2.695%	
Clay	91	2.452%	
Lyon	66	1.778%	
Freeborn	42	1.132%	
Statewide	3,711	100.000%	

These seven counties make up the Minneapolis/St. Paul (Twin Cities) metropolitan region.

2,089	56.292%	Total of metro region
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Sources: State of Minnesota (MN Driver & Vehicle Services, Minnesota State College & Universities registration and student data, MN Office of Traffic Safety including FARS data.)

Projects that raise motorist awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will be supported under the Minnesota Motorcycle Safety Plan. These efforts include Minnesota’s participation in the national initiative recognizing May as Motorcycle Safety Awareness Month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education materials that promote the Share the Road message.

The MN Motorcycle Safety Advisory Task Force (mandated by state statute to provide a voice for motorcyclists throughout Minnesota) will continue to be an integral part of the safety campaigns, messaging, and provide direct input to the state by its appointed membership.

Outreach efforts to enhance driver awareness of motorcycles will also continue to be considered for funding. Examples include attendance at auto shows, fairs and other public events; presentations to driver education classes; and the use of social media to reach general and targeted audiences. The development of materials that can be distributed to various audiences and through other channels will also be supported.

Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2025 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
- The Minnesota Motorcycle Safety Center will participate in motorcycle safety and awareness outreach by attending area auto/motorcycle shows and other relevant events throughout the state.
- The Minnesota Motorcycle Safety Center will partner with Driver & Vehicle Services (DVS) to conduct evening testing for endorsements to better meet the demand of Minnesotans looking to obtain their motorcycle endorsement.
- New motorcycle safety and awareness materials will be developed and distributed at a minimum of three traffic safety events as well as to county DVS and other traffic safety partners.

A detailed list of projects demonstrating that Minnesota will implement data-driven programs in a majority of counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest is presented in the Project and Subrecipient Information section of the FFY 2024 Annual Grant Application.

APPENDIX 6

PREVENTING ROADSIDE DEATHS

Section 405 Grant Application

405(h) Preventing Roadside Deaths

Minnesota is applying for Section 405h funding for the Preventing Roadside Deaths Grant program.

In 2023, there were 1,845 traffic crashes in Minnesota construction zones on state routes resulting in 12 fatalities and 635 injuries. As roadway maintenance and construction efforts continue around Minnesota, drivers should expect to encounter a work zone at any time. The safety of vehicles and individuals stopped at the roadside remains a significant issue in Minnesota, particularly in construction zones and with highway workers, emergency responders, law enforcement officers, tow truck drivers and for drivers and passengers that become pedestrians when they exit their vehicles stopped on the roadside.

The following data-driven quantifiable and measurable triennial performance targets demonstrate improved or maintained performance over the three-year period of the Minnesota FY 2024-2026 3HSP:

Performance Measures and Targets

Performance Measure 1: Number of Fatalities in Construction Zone Crashes

Actual						5-year Avg	Projections (Targets)		
2018	2019	2020	2021	2022	2023	2019-23	2024	2025	2026
9	7	5	10	12	12	9	9	8	8

Performance Measure 2: Number of Injuries in Construction Zone Crashes

Actual						5-year Avg	Projections (Targets)		
2018	2019	2020	2021	2022	2023	2019-23	2024	2025	2026
796	810	656	814	606	635	704	683	663	643

Note: The most recent 5-year moving average results were used for the baseline and then projected targets for 2024, 2025 and 2026 were calculated starting from the baseline figure and applying a 3% reduction in the number from the prior year for performance measure 1 and a 3% reduction for performance measure 2.

Countermeasure Strategy:

- Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program and Outreach Program)
- Countermeasure strategies supported from NHTSA's "Countermeasures That Work" that address the two primary crash factors involving roadside vehicles: speeding and impaired driving. Alcohol-Impaired Driving: 5.2 Mass Media Campaigns (3 stars) Speeding and Speed Management, Communications and Outreach: 4.1 Communication and Outreach Supporting Enforcement (3 stars)

Minnesota will identify, collect, and report State and local government data related to crashes involving vehicles and individuals stopped at the roadside. Funds will also be used to educate the public regarding the safety of vehicles and individuals in construction zones and those stopped at the roadside.

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 attitudes (Johnson and Watkins, 1970). Changing attitudes is an important step toward instilling a culture of traffic safety in our communities, and ultimately, changing behaviors.

Paid/Relations and Creative Media: Employing a strategic communications plan and supporting safety program activities for high visibility enforcement and behavioral norming at a state, county, and municipal level using current mass media. The media will be sensitive to the community feedback, culture, languages used, and other environmental issues.

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
- Social media promoted posts (i.e., Facebook, Instagram and Twitter)

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, motorcycle awareness, move over law awareness, impaired driving, distracted driving, speeding and pedestrian safety.

Purpose: The Minnesota OTS project 25-08-01 (see below) includes developing creative messaging for impaired driving, seat belt use, motorcycle safety, speed, preventing roadside deaths and injuries, distracted driving, and pedestrian creative concepts to place across mediums approved by DPS/OTS.

Project name	Full-Service Media Contract
Project description	<p>Media activities include targeting advertising on promoting motorist awareness of motorcycles, the move over law, occupant protection, pedestrian safety, distracted driving, impaired driving and speed. Campaigns will also promote law enforcement mobilizations such as "Click it or Ticket" and the Labor Day and winter holiday "Drive Sober or get Pulled Over" mobilization. This also includes campaign development. Paid media includes, but is not limited to broadcast and cable T.V., radio, print, online, cinema, and out of home executions. Funding is separated by activity:</p> <ul style="list-style-type: none"> • 402 paid advertising to support HVE for speeding and occupant protection laws. • 405d in paid advertising to HVE of impaired driving laws. • 405e in paid advertising to support HVE of distracted driving laws • 405h (now g/old h) in paid advertising to educate Minnesotans on state traffic laws applicable to pedestrian safety. • 405f in paid advertising to raise awareness of motorcycle safety and training • 405h (new h) in paid advertising to raise awareness of the move over law and preventing roadside deaths
Federal funding source(s)	Section 402, 405d, 405e, 405f, 405 h(ped) and 405h(preventing roadside deaths)
Project agreement number	2025-08-01
Subgrantee(s)	Linnihan Foy Advertising
Organization type	Contractor
Amount of Federal funds	\$667,800 (402), \$2,330,000 (405d), \$325,000 (405e), \$100,000 (405h-non-motorized), \$60,000 (405g-Preventing Roadside Deaths), \$120,000 (405f) for a total of \$3,602,800.
Eligible use of funds	Paid Advertising
Planning and Administration costs (if applicable)	No
Whether a project is a promised project	No
The countermeasure strategy or strategies for programming funds	Public Relations/Advertising/Marketing

APPENDIX 7

DRIVER AND OFFICER SAFETY EDUCATION GRANTS

Section 405 Grant Application

405(I) Driver and officer safety education grants (23 CFR 1300.28(d)(2)(iii))

For FFY 2025, Minnesota is applying under Peace Officer Training Programs as a documentation state. Minnesota has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.


The curriculum or course materials, and citations to grant required topics within, are provided in the 2 documents attached to this 405(i) grant application.

Attachments:

De-escalation and communication Lesson Plan

10-057 Impartial Unbiased Policing.pdf

GENERAL ORDER

	Effective: August 22, 2022	Number: 22-10-057
	Subject: IMPARTIAL/UNBIASED POLICING (AVOIDING RACIAL PROFILING)	
	Reference: Minn. Stat. secs. 626.8471 ; 626.8457 ; POST Model Policy	
	Special Instructions: Rescinds 15-10-057	Distribution: G

I. PURPOSE

This policy is intended to reaffirm the State Patrol's commitment to impartial/unbiased policing and to reinforce procedures that serve to assure the public that we are providing service and enforcing laws in a fair and equitable manner to all.

All members of the Minnesota State Patrol are expressly prohibited from engaging in racial profiling. The race, national origin and/or ethnicity of an individual shall not be the single factor in determining the existence of a reasonable suspicion that an offense has been or is in the process of being committed in order to substantiate a traffic stop, or probable cause to place an individual in custody or under arrest.

II. DEFINITIONS

A. **Racial profiling** is defined in Minn. Stat. sec. [626.8471, subd. 2](#), as any action initiated by law enforcement that relies upon the race, ethnicity, or national origin of an individual rather than:

1. The behavior of that individual, or
2. Information that leads law enforcement to a particular individual who has been identified as being engaged in or having been engaged in criminal activity.

Racial profiling includes use of racial or ethnic stereotypes as factors in selecting whom to stop and search. Racial profiling does not include law enforcement's use of race or ethnicity to determine whether a person matches a specific description of a particular subject.

- B. **Probable cause** is a reasonable ground in fact and circumstance for a belief in the existence of certain circumstances (that an offense has been or is being committed; that a person is guilty of an offense; that a particular search will uncover contraband; that an item to be seized is in a particular place; or, that a specific fact or cause of action exists).
- C. **Reasonable suspicion** is an objectively justifiable suspicion that is based on specific facts or circumstances and that justifies stopping and sometimes searching (as by frisking) a person thought to be involved in criminal activity at the time. A reasonable suspicion is more than a hunch.
- D. **Stop or seizure** is a temporary, limited detention of a person for the purpose of inquiry or investigation based on reasonable suspicion of criminal activity.
- E. **Detention** is to hold or restrain from proceeding.

III. POLICY

It is the policy of the Minnesota State Patrol that its members will not effect a stop, detention, or search of any individual when the motivation of the stop, detention or search is based exclusively on race, ethnicity or national origin as such action would constitute a violation of that person's civil rights. Members of the Minnesota State Patrol are expressly prohibited from engaging in any activities that are indicative of a practice of racial, ethnic or national origin profiling.

A. Policing Impartially

1. Investigative detentions, pedestrian seizures and vehicle stops, arrests, searches and property seizures by Troopers will be based on a standard of reasonable suspicion or probable cause in accordance with the Fourth Amendment of the United States Constitution and Article 1, Section 10, of the Minnesota Constitution. Troopers must be able to articulate specific facts, circumstances and

conclusions that support reasonable suspicion or probable cause for investigative detentions, pedestrian seizures and vehicle stops, arrests, nonconsensual searches and property seizures.

2. Except as provided in III.A.3 below, troopers shall not consider race, ethnicity, national origin, gender, sexual orientation or religion in establishing either reasonable suspicion or probable cause.
3. Troopers may take into account the descriptors in III.A.2 above of a specific suspect(s) based on information that links specific, suspected unlawful or suspicious activity to a particular individual or group of individuals. This information may be used in the same manner Troopers use specific information regarding age, height, weight, etc., about specific suspects.

B. Preventing Perceptions of Biased Policing—Procedural Guidelines

In an effort to prevent the perception of biased law enforcement, Troopers shall utilize the following guidelines:

1. Be respectful and professional.
2. Introduce and identify yourself to the citizen and state the reason for the contact as soon as possible unless it would compromise officer or public safety to do so.
3. Ensure that the detention is no longer than necessary to take appropriate action for the known or suspected offense.
4. Ask the driver for his/her driver’s license and proof of insurance.
5. Advise the driver of your decision, e.g., warning, ticket or arrest.
6. Attempt to answer any relevant questions the driver may have regarding the driver/Trooper contact, including relevant referrals to other agencies when appropriate.
7. Provide your name and badge number when requested, preferably in writing or on a business card.
8. Provide an appropriate explanation to the driver if you determine that the reasonable suspicion was unfounded, e.g., after an investigatory stop.

IV. TRAINING

Troopers shall receive training to ensure that they are in compliance with this General Order.

V. SUPERVISION AND ACCOUNTABILITY

Supervisors shall ensure that all personnel in their command are familiar with the content of and are in compliance with this policy.

VI. DUTY TO REPORT

Every member of this agency shall perform their duties in a fair and objective manner and are responsible for promptly reporting any suspected or known instances of bias-based policing to a supervisor. Members should, when reasonable to do so, intervene to prevent any biased-based actions by another member.

VII. VIOLATIONS

Alleged violations of this policy must be reported to the POST Board in accordance with the reporting requirements in Minn. Stat. sec. [626.8457](#).

<p>Approved:</p> <p>SIGNED 8/22/2022</p> <hr/> <p>Colonel Matthew Langer, Chief Minnesota State Patrol</p>
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NHTSA subrecipient list

Planned Activity	#REF!	template	#REF!	#REF!	
Planned Total:	#REF!		#REF!	#REF!	change for GTS
Actual Total		\$	-		

e-Grants #	Subrecipients(s)	#REF!	#REF!	#REF!	ted Communtiy /equity	countermeasure strategy / program area	Type of Orgainzation	
			402 CP			age 16-19	commuity program	city
			402MC			unlicensed.undocumente	impaired driving	county
			402OP			impaired drivers	traffic records	for profit
			402PA			Age 5-17	media	government
			402PT			Age 65+	motorcycle safety	non government
			402CR			With Disabilty	occupant protection	non profit
			402TR			People of Color	planning and administration	state
			B8A*PT			Below Poverty Level	police traffic services	
			B8ADDLE			People without Access to		
			B8APE			Linguistic Isolation:		
			B8L*PT			Educational Attainment:		
			B8LPE			Noncitizen, Foreign Born		
			DUI_AL			Tribal Govt Area		
			EDU_AL					
			DUI_DG					
			ENF_AL					
			ENF_DG					
			NLET_AL					
			FDL*PM					
			FF*PM					
			FHLE					
			FHPE					
			IT_AL					
			M1*PT					
			M1*OP					
			M12BPE					
			M1HVE					
			M1TR					
			M3DA					
			M6OT					
			M8A*PT					
			M8APE					
			M9MA					
			TOX_DG					
			TOX_AL					
			II_AL					

NHTSA subrecipient list

Planned Activity	Occupant Protection Support - Training	
Activity	25	0202
Planned Total:	\$50,000.00	M1TR
	\$770,449.00	M1*OP
Actual Total:	\$820,449.00	M1TR
	\$103,100.00	M1*OP

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization	Funding Type	Funding Amount
A-OPCPS25-2025-MNSAFECO-003	3000094568	Corona Research Inc (Seat Belt Survey)	statewide	M1TR			occupant protection	non government	M1*OP	\$103,100.00
A-OPCPS25-2025-MNSAFECO-003	3000098203	Minnesota Safety Council	statewide	M1*OP	\$770,449.00		occupant protection	non profit		
A-OPCPS25-2025-MNSAFECO-003	3000098203	Minnesota Safety Council	statewide	M1TR	\$50,000.00		occupant protection	non profit		

NHTSA subrecipient list

Planned Activity	OTS Staff	
Activity	25	0222
Planned Total:		\$25,000.00 OP
Actual Total:		\$0.00 402OP

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	neasure / Progr Type of Orgainzation
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NHTSA subrecipient list

Planned Activity	Dashboard - DWI Analytics		
Activity	25	0302	
Planned Total:			\$40,000.00 EDU_AL
Actual Total:			\$40,000.00 EDU_AL

<u>e-Grants #</u>	<u>PO#</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>Countermeasure / Program Area</u>	<u>Type of Organization</u>
A-DWIMAP25-2025-BCA-002	3000098073	Bureau of Criminal Apprehension	St. Paul, MN	EDU_AL	\$40,000.00		impaired drivers	state

NHTSA subrecipient list

Planned Activity		Enforcement DWI TS Officers	
Activity	25	0303	
Planned Total:		\$2,347,704.00	ENF_AL
		\$912,996.00	ENF_DG
		\$1,500,030.00	PT
Actual Total:		\$2,331,490.47	ENF_AL
		\$906,874.62	ENF_DG
		\$1,489,865.42	402PT

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rankneasure / Progi	Type of Orgainization	Funding Type	Funding Amount	Funding Type	Funding Amount
A-OFFICR25-2025-BELTRASO-038	3000098013	Beltrami County Sheriff's Office	Beltrami County, MN	ENF_AL	\$73,961.52	impaired drivers		ENF_DG	\$28,768.65	402PT	\$47,262.78
A-OFFICR25-2025-BEMIDJPD-040	3000098094	Bemidji Police Department	Bemidji, MN	ENF_AL	\$71,928.11			ENF_DG	\$27,977.71	402PT	\$45,963.39
A-OFFICR25-2025-BLAINEPD-022	3000098131	Blaine Police Department	Blaine, MN	ENF_AL	\$68,800.40			ENF_DG	\$26,761.13	402PT	\$43,964.72
A-OFFICR25-2025-BLUEEACO-023	3000098157	Blue Earth County Sheriff's Office	Blue Earth County, MN	ENF_AL	\$62,238.32			ENF_DG	\$24,208.70	402PT	\$39,771.43
A-OFFICR25-2025-CARLTNSD-037	3000098158	Carlton County Sheriff's Office	Carlton County, MN	ENF_AL	\$66,666.57			ENF_DG	\$25,931.15	402PT	\$42,601.17
A-OFFICR25-2025-CARVERSO-002	3000098106	Carver County Sheriff's Office	Carver County, MN	ENF_AL	\$70,647.89			ENF_DG	\$27,479.75	402PT	\$45,145.31
A-OFFICR25-2025-CHISAGSO-034	3000098110	Chisago County Sheriff's Office	Chisago County, MN	ENF_AL	\$70,749.25			ENF_DG	\$27,519.18	402PT	\$45,210.08
A-OFFICR25-2025-COLHTSPD-026	3000098160	Columbia Heights Police Department	Columbia Heights, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-CNRKDPD-010	3000098161	Coon Rapids Police Department	Coon Rapids, MN	ENF_AL	\$72,306.29			ENF_DG	\$28,124.82	402PT	\$46,205.05
A-OFFICR25-2025-COTTGRPD-035	3000098163	Cottage Grove Police Department	Cottage Grove, MN	ENF_AL	\$68,691.90			ENF_DG	\$26,718.94	402PT	\$43,895.40
A-OFFICR25-2025-DOUGLSD-021	3000098164	Douglas County Sheriff's Office	Douglas County, MN	ENF_AL	\$67,101.05			ENF_DG	\$26,100.14	402PT	\$42,878.81
A-OFFICR25-2025-EAGANPD-007	3000098166	Eagan Police Department	Eagan, MN	ENF_AL	\$56,013.12			ENF_DG	\$21,787.29	402PT	\$35,793.41
A-OFFICR25-2025-EDENPRCI-020	3000098167	Eden Prairie Police Department	Eden Prairie, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-FRIDLYPD-004	3000098168	Fridley Police Department	Fridley, MN	ENF_AL	\$72,992.85			ENF_DG	\$28,391.86	402PT	\$46,643.78
A-OFFICR25-2025-GRARAPPD-042	3000098169	Grand Rapids Police Department	Grand Rapids, MN	ENF_AL	\$56,601.96			ENF_DG	\$22,016.34	402PT	\$36,169.70
A-OFFICR25-2025-HENNSO-017	3000098172	Hennepin County Sheriff's Office	Hennepin County, MN	ENF_AL	\$72,025.11			ENF_DG	\$28,015.44	402PT	\$46,025.37
A-OFFICR25-2025-HUBBSO-029	3000098173	Hubbard County Sheriff's Office	Hubbard County, MN	ENF_AL	\$51,011.97			ENF_DG	\$19,842.01	402PT	\$32,597.59
A-OFFICR25-2025-IGHPD-018	3000098174	Inver Grove Heights Police Department	Inver Grove Heights, MN	ENF_AL	\$70,408.02			ENF_DG	\$27,386.45	402PT	\$44,992.03
A-OFFICR25-2025-MAPLEWPD-003	3000098176	Maplewood Police Department	Maplewood, MN	ENF_AL	\$60,092.84			ENF_DG	\$23,374.18	402PT	\$38,400.43
A-OFFICR25-2025-MINNETPD-009	3000098177	Minnetonka Police Department	Minnetonka, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-MOWERCO031	3000098178	Mower County Sheriff's Office	Mower County, MN	ENF_AL	\$51,688.05			ENF_DG	\$20,104.98	402PT	\$33,029.61
A-OFFICR25-2025-PLYMOUNPD-25	3000098180	Plymouth Police Department	Plymouth, MN	ENF_AL	\$70,513.30			ENF_DG	\$27,427.40	402PT	\$45,059.30
A-OFFICR25-2025-RICHFPD-011	3000098181	Richfield Police Department	Richfield, MN	ENF_AL	\$69,844.21			ENF_DG	\$27,167.15	402PT	\$44,631.74
A-OFFICR25-2025-ROCHPD-016	3000098182	Rochester Police Department	Rochester, MN	ENF_AL	\$69,650.97			ENF_DG	\$27,091.98	402PT	\$44,508.25
A-OFFICR25-2025-SAVAGEPD-013	3000097908	Savage Police Department	Savage, MN	ENF_AL	\$67,457.18			ENF_DG	\$26,238.67	402PT	\$43,106.38
A-OFFICR25-2025-SHAKOOPD-006	3000098186	Shakopee Police Department	Shakopee, MN	ENF_AL	\$68,995.75			ENF_DG	\$26,837.12	402PT	\$44,089.55
A-OFFICR25-2025-SLKMINPD-036	3000098184	South Lake Minnetonka Police Department	Shorewood, MN	ENF_AL	\$70,913.60			ENF_DG	\$27,583.11	402PT	\$45,315.10
A-OFFICR25-2025-STLOUISO-005	3000098187	St Louis County Sheriff's Office	St Louis County, MN	ENF_AL	\$51,939.64			ENF_DG	\$20,202.85	402PT	\$33,190.39
A-OFFICR25-2025-STLOUISO-043	3000098188	St Louis County Sheriff's Office	St Louis County, MN	ENF_AL	\$51,939.64			ENF_DG	\$20,202.85	402PT	\$33,190.39
A-OFFICR25-2025-STLOUIPD-015	3000098273	St Louis Park Police Department	St Louis Park, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-SPPD-014	3000098183	Saint Paul Police Department	Saint Paul, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-SPPD-041	3000098185	Saint Paul Police Department	Saint Paul, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-WADENASD-006	3000098189	Wadena County Sheriff's Office	Wadena County, MN	ENF_AL	\$45,670.01			ENF_DG	\$17,764.16	402PT	\$29,183.98
A-OFFICR25-2025-WASHSD-027	3000098190	Washington County Sheriff's Office	Washington County, MN	ENF_AL	\$73,965.00			ENF_DG	\$28,770.00	402PT	\$47,265.00
A-OFFICR25-2025-WINONASO-024	3000098191	Winona County Sheriff's Office	Winona County, MN	ENF_AL	\$62,885.95			ENF_DG	\$24,460.61	402PT	\$40,185.28
				ENF_AL				ENF_DG		402PT	
				ENF_AL				ENF_DG		402PT	
				ENF_AL				ENF_DG		402PT	
				ENF_AL				ENF_DG		402PT	

NHTSA subrecipient list

Planned Activity	Ignition Interlock (Vendor Oversight)	
Activity	25 0305	
Planned Total:		\$350,000.00 M6OT
Actual Total:		\$350,000.00 M6OT

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Community / Equity Rank	Measure / Progr Type of Organization
A-LOCK25-2025-DVS-003	3000098046	Driver and Vehicle Services	St. Paul, MN	M6OT	\$350,000.00		impaired drivin state

NHTSA subrecipient list

Planned Activity	Probation Liaison		
Activity	25	0306	
Planned Total:			\$50,000.00 NLET_AL
Actual Total:			\$50,000 NLET_AL

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	measure / Progr Type of Orgainzation
A-SPOL25-2025-DOC-002	3000098120	Minnesota Department of Corrections	St. Paul, MN	NLET_AL	\$50,000.00		impaired drivin state

NHTSA subrecipient list

Planned Activity	BCA Lab Techs Admin Drug Impaired Support		
Activity	25	0309	
Planned Total:			\$400,000.00 TOX_AL
Actual Total:			\$400,000.00 TOX_AL

<u>e-Grants #</u>	<u>PO #</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>neasure / Progr Type of Orgainzation</u>
A-BCALAB25-2025-BCA-002	3000098081	Bureau of Criminal Apprehension	St. Paul, MN	TOX_AL	\$400,000.00		impaired drivin state

NHTSA subrecipient list

Planned Activity	eCharging Alcohol/Drug - BCA DMT funding		
Activity	25	0310	
Planned Total:			\$200,000.00 TOX_DG \$577,000.00 M3DA
Actual Total:			\$200,000.00 TOX_DG \$577,000.00 M3DA

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community /		Type of Organization	Funding Type	Funding Amount
						Equity Rank	Measure / Progr			
A-ECHRG25-2025-BCA-002	3000097773	Bureau of Criminal Apprehension	St. Paul, MN	TOX_DG	\$200,000.00		impaird drivin state	M3DA	\$577,000.00	

NHTSA subrecipient list

Planned Activity	Ignition Interlock Judicial	
Activity	25	0313
Planned Total:	\$600,000.00 II_AL	
Actual Total:	\$600,000.00 II_AL	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	measure / Progr Type of Organization
A-JDLOCK25-2025-3RD-JD-005	3000098155	3rd Judicial District	Rochester, MN	II_AL	\$111,836.00		impaired drivin state
A-JDLOCK25-2025-4TH-JD-003	3000098150	4th Judicial District	Minneapolis, MN	II_AL	\$10,000.00		impaired drivin state
A-JDLOCK25-2025-5TH-JD-002	3000098149	5th Judicial District	Mankato, MN	II_AL	\$91,074.00		impaired drivin state
A-JDLOCK25-2025-9TH-JD-006	3000098153	9th Judicial District	Bemidji, MN	II_AL	\$120,000.00		impaired drivin state
A-JDLOCK25-2025-ARROWCOR-008	3000098146	Arrowhead Regional Corrections	Duluth, MN	II_AL	\$120,000.00		impaired drivin government
A-JDLOCK25-2025-DAKOTACC-010	3000098147	Dakota County Community Corrections	Dakota County	II_AL	\$22,500.00		impaired drivin county
A-JDLOCK25-2025-GOODHUCS-007	3000098152	Goodhue County Court Services	Goodhue County	II_AL	\$30,500.00		impaired drivin county
A-JDLOCK25-2025-RAMSEYCC-004	3000098154	Ramsey County Community Corrections	Ramsey County	II_AL	\$46,350.00		impaired drivin county
A-JDLOCK25-2025-WRIGHTCS-009	3000097759	Wright County Court Services	Wright County	II_AL	\$47,740.00		impaired drivin county

NHTSA subrecipient list

Planned Activity	Responsible Server Training	
Activity	25	0318
Planned Total:	\$120,000.00 EDU_AL	
Actual Total:	\$0.00 EDU_AL	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type or Organization
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NHTSA subrecipient list

Planned Activity	Traffic Safety Resource Prosecutor (include Law & Legal)	
Activity	25	0321
Planned Total:	\$220,000.00 M6OT	
Actual Total:	\$220,000.00 M6OT	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Countermeasure /		
						Equity Rank	Program Area	Type of Organization
A-TSRL25-2025-MNCAA-002	3000098139	Minnesota County Attorney's Association	St. Paul, MN	M6OT	\$220,000.00		impaired driving	non government

NHTSA subrecipient list

Planned Activity	OTS Staff		
Activity	25	0322	
Planned Total:		\$250,000.00	M60T
Actual Total:		\$0.00	M60T

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	neasure / Progr	Type of Orgainzation
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NHTSA subrecipient list		
Planned Activity	Enforcement Cities and Counties & Truck and Safe Road Zones	
Activity	25	0401
Planned Total:	\$2,000,000.00 FT	\$2,250,000.00 ENF_AL \$300,000.00 FHLE
Actual Total:	\$1,840,500.00 402PT	\$2,039,700.00 ENF_AL \$289,000.00 FHLE

e-Grants #	PO Number	Subrecipient(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization	Funding Type	Funding Amount	Funding Type	Funding Amount
A-ENFR25-2025-BLOOMPDP-033	300098253	Local police and Sheriff's Offices in the Location	Bloomington, Eden Prairie Police, Edina, Richfield, Hopkins, St. Louis Park	402PT	\$158,050.00	impaired drivers	police traffic services	city	ENF_AL	\$155,000.00	FHLE	\$19,000.00
A-ENFR25-2025-AITKMPD-026	300098233	Local police and Sheriff's Offices in the Location	Aitkin County and Hill City	402PT	\$10,550.00	impaired drivers	police traffic services	city	ENF_AL	\$6,800.00		
A-ENFR25-2025-ALBLEAPD-050	300098179	Local police and Sheriff's Offices in the Location	Freeborn County and Albert Lea	402PT	\$15,400.00	impaired drivers	police traffic services	city	ENF_AL	\$11,000.00		
A-ENFR25-2025-ALEXPDP-016	300098234	Local police and Sheriff's Offices in the Location	Alexandria and Douglas County	402PT	\$14,100.00	impaired drivers	police traffic services	city	ENF_AL	\$12,800.00		
A-ENFR25-2025-BECKERSO-061	300098209	Local police and Sheriff's Offices in the Location	Becker County; Audubon, Callaway, Detroit Lakes, Frazer, Lake Park	402PT	\$10,850.00	impaired drivers	police traffic services	county	ENF_AL	\$13,300.00		
A-ENFR25-2025-BEMIDJPD-011	300098382	Local police and Sheriff's Offices in the Location	Beltrami County; City of Bemidji, Blackduck, Lake of the Woods	402PT	\$10,100.00	impaired drivers	police traffic services	city	ENF_AL	\$12,500.00		
A-ENFR25-2025-BENSONPD-059	300098235	Local police and Sheriff's Offices in the Location	Countys: Big Stone & Swift; Cities: Appleton & Benson	402PT	\$9,550.00	impaired drivers	police traffic services	city	ENF_AL	\$4,800.00		
A-ENFR25-2025-BLUEACO-025	300098211	Local police and Sheriff's Offices in the Location	Blue Earth County, Lake Crystal, Le Sueur County, Le Sueur, Madelia, Madison Lake, Mankato, Nicollet County, North Mankato, St. Peter, Waseca County, Waseca, Watonwan County	402PT	\$93,600.00	impaired drivers	police traffic services	county	ENF_AL	\$63,000.00	FHLE	\$6,000.00
A-ENFR25-2025-BRAINDPD-060	300098212	Local police and Sheriff's Offices in the Location	Brainerd, Baxter, Breezy Point, Crosby, Crosslake, Crow Wing County, Cuyuna, Deerwood, Nisswa, Pequot Lakes	402PT	\$19,900.00	impaired drivers	police traffic services	city	ENF_AL	\$37,800.00		
A-ENFR25-2025-BRKRPDP-021	300098204	Local police and Sheriff's Offices in the Location	Brooklyn Center, Champlin, Osseo and Brooklyn Park	402PT	\$58,400.00	impaired drivers	police traffic services	city	ENF_AL	\$62,300.00		
A-ENFR25-2025-CARVERSO-003	300098248	Local police and Sheriff's Offices in the Location	Carver County and Chaska	402PT	\$12,800.00	impaired drivers	police traffic services	county	ENF_AL	\$7,400.00		
A-ENFR25-2025-CASSSD-056	300098214	Local police and Sheriff's Offices in the Location	Cass County, Lakeshore, Pine River, Walker	402PT	\$18,200.00	impaired drivers	police traffic services	county	ENF_AL	\$20,800.00		
A-ENFR25-2025-CHIPPWSD-006	300098215	Local police and Sheriff's Offices in the Location	Chippewa County, Lac Qui Parle County, Montevideo	402PT	\$19,600.00	impaired drivers	police traffic services	county	ENF_AL	\$9,300.00		
A-ENFR25-2025-CHISAGSO-009	300098249	Local police and Sheriff's Offices in the Location	North Branch, Wyoming, Lakes Area, Chisago County	402PT	\$40,100.00	impaired drivers	police traffic services	county	ENF_AL	\$34,500.00		
A-ENFR25-2025-CLOQUEPD-010	300098216	Local police and Sheriff's Offices in the Location	Carleton County and Cloquet Police Department	402PT	\$12,500.00	impaired drivers	police traffic services	county	ENF_AL	\$6,200.00		
A-ENFR25-2025-CRYSTAPD-055	300098205	Local police and Sheriff's Offices in the Location	Minneapolis, Minneapolis Parks, New Hope, Robbinsdale and Crystal	402PT	\$59,600.00	impaired drivers	police traffic services	city	ENF_AL	\$139,200.00	FHLE	\$4,000.00
A-ENFR25-2025-DODGSD-038	300098250	Local police and Sheriff's Offices in the Location	Blooming Prairie, Kasson, Owatonna, West Concord, Steele and Dodge Counties	402PT	\$20,800.00	impaired drivers	police traffic services	county	ENF_AL	\$11,300.00		
A-ENFR25-2025-DULUTHPD-024	300098217	Local police and Sheriff's Offices in the Location	Duluth, St. Louis County, Hermantown Proctor, UofMN-Duluth, Floodwood	402PT	\$39,600.00	impaired drivers	police traffic services	city	ENF_AL	\$72,000.00		
A-ENFR25-2025-EGFRKSPD-028	300098237	Local police and Sheriff's Offices in the Location	County: Polk; City East Grand Forks & Crookston	402PT	\$15,600.00	impaired drivers	police traffic services	city	ENF_AL	\$-		
A-ENFR25-2025-EUKRVPD-007	300098239	Local police and Sheriff's Offices in the Location	Elk River, Becker, Big Lake, Sherburne County	402PT	\$26,500.00	impaired drivers	police traffic services	city	ENF_AL	\$39,500.00		
A-ENFR25-2025-FILLMOSO-053	300098156	Local police and Sheriff's Offices in the Location	Chatfield, Preston and Fillmore County	402PT	\$7,600.00	impaired drivers	police traffic services	county	ENF_AL	\$3,900.00		
A-ENFR25-2025-FOSPD-066	300098238	Local police and Sheriff's Offices in the Location	Mahnomen County; Ada, Bagley, Fosston	402PT	\$5,700.00	impaired drivers	police traffic services	city	ENF_AL	\$4,500.00		
A-ENFR25-2025-GOODHUCO-015	300098251	Local police and Sheriff's Offices in the Location	Cannon Falls, Goodhue County, Kenyon, Red Wing, Zumbrota	402PT	\$17,350.00	impaired drivers	police traffic services	county	ENF_AL	\$9,300.00		
A-ENFR25-2025-GRARAPPD-063	300098218	Local police and Sheriff's Offices in the Location	Itasca County, Grand Rapids, Coleraine, Deer River, Keewatin, Nashauk	402PT	\$24,300.00	impaired drivers	police traffic services	city	ENF_AL	\$19,200.00		
A-ENFR25-2025-HUBBSO-045	300098219	Local police and Sheriff's Offices in the Location	Hubbard County Sheriff's Office and Park Rapids Police Department	402PT	\$13,900.00	impaired drivers	police traffic services	county	ENF_AL	\$5,500.00		
A-ENFR25-2025-CAMBRIPO-022	300098213	Local police and Sheriff's Offices in the Location	Isanti County, Isanti, Braham, Cambridge	402PT	\$12,000.00	impaired drivers	police traffic services	city	ENF_AL	\$6,000.00		
A-ENFR25-2025-KANDISO-023	300098224	Local police and Sheriff's Offices in the Location	Kandiyohi County; Wilmar	402PT	\$31,100.00	impaired drivers	police traffic services	county	ENF_AL	\$22,700.00		
A-ENFR25-2025-KANABECO-005	300098221	Local police and Sheriff's Offices in the Location	Kanabec & Pine County Lino Lakes, Anoka County, Anoka, Blaine, Coon Rapids, Centennial Lakes, Columbia Heights, Fridley, Ramsey, Spring Lake Park, St Francis	402PT	\$8,150.00	impaired drivers	police traffic services	county	ENF_AL	\$4,500.00		
A-ENFR25-2025-LINOLPDP-058	300098236	Local police and Sheriff's Offices in the Location	Lincoln County, Lower St. Louis County, Lyon County, Marshall, Pipestone County, Redwood Falls, Redwood Falls County	402PT	\$120,600.00	impaired drivers	police traffic services	city	ENF_AL	\$178,000.00	FHLE	\$8,000.00
A-ENFR25-2025-MARSHAPD-001	300098220	Local police and Sheriff's Offices in the Location	Redwood Falls, Redwood Falls County	402PT	\$9,550.00	impaired drivers	police traffic services	city	ENF_AL	\$6,000.00		
A-ENFR25-2025-MARTINDO-029	300098223	Local police and Sheriff's Offices in the Location	Martin County, Trimont, Truman	402PT	\$6,650.00	impaired drivers	police traffic services	county	ENF_AL	\$2,500.00		
A-ENFR25-2025-MCLEODSD-018	300098223	Local police and Sheriff's Offices in the Location	McLeod County, Glencoe, Hutchinson, Winsted	402PT	\$14,300.00	impaired drivers	police traffic services	county	ENF_AL	\$7,200.00		
A-ENFR25-2025-MOORHPD-046	300098240	Local police and Sheriff's Offices in the Location	Clay County; Barnesville, Dilworth, Gydnon, Hawley, Moorhead	402PT	\$31,850.00	impaired drivers	police traffic services	city	ENF_AL	\$11,800.00		
A-ENFR25-2025-MORRISO-049	300098227	Local police and Sheriff's Offices in the Location	Morrison County; Little Falls, Pierz, Royalton	402PT	\$6,650.00	impaired drivers	police traffic services	county	ENF_AL	\$2,500.00		
A-ENFR25-2025-MOWERCO-020	300098252	Local police and Sheriff's Offices in the Location	Austin and Mower County	402PT	\$13,700.00	impaired drivers	police traffic services	county	ENF_AL	\$9,300.00		
A-ENFR25-2025-NORTHFPD-017	300098243	Local police and Sheriff's Offices in the Location	Northfield, Faribault, Lonsdale, Rice County	402PT	\$16,050.00	impaired drivers	police traffic services	city	ENF_AL	\$22,500.00		
A-ENFR25-2025-OLMSTSD-057	300098175	Local police and Sheriff's Offices in the Location	Rochester and Olmsted County Corcoran, Dayton, Deephaven, Medina, Minnetrista, Rogers, South Lake Minnetonka, West Hennepin area	402PT	\$42,400.00	impaired drivers	police traffic services	county	ENF_AL	\$34,800.00		
A-ENFR25-2025-CORCORP-065	300098244	Local police and Sheriff's Offices in the Location	Otter Tail County; Battle Lake, Fergus Falls, Henning, New York Mills, Parkers Prairie, Pelican Rapids, Perham	402PT	\$70,000.00	impaired drivers	police traffic services	city	ENF_AL	\$109,200.00	FHLE	\$2,000.00
A-ENFR25-2025-OTTERSD-052	300098229	Local police and Sheriff's Offices in the Location	Plymouth, Wayzata, Minnetonka, Maple Grove	402PT	\$28,100.00	impaired drivers	police traffic services	county	ENF_AL	\$34,800.00		
A-ENFR25-2025-PYMOLUPD-047	300098245	Local police and Sheriff's Offices in the Location	Buffalo Lake, Danube, Fairfax, Hector, Olivia, Renville, Renville County	402PT	\$59,050.00	impaired drivers	police traffic services	city	ENF_AL	\$70,500.00		
A-ENFR25-2025-RENCOSO-043	300098225	Local police and Sheriff's Offices in the Location	Shakopee, Belle Plaine, Elko New Market, Jordan, New Prague, Prior Lake, Savage, Scott County	402PT	\$20,300.00	impaired drivers	police traffic services	county	ENF_AL	\$14,100.00		
A-ENFR25-2025-SHAKOPPD-034	300098246	Local police and Sheriff's Offices in the Location	Sibley County, Gaylord, Arlington, Winthrop, Henderson	402PT	\$65,000.00	impaired drivers	police traffic services	city	ENF_AL	\$62,500.00		
A-ENFR25-2025-SIBLEYSD-013	300098226	Local police and Sheriff's Offices in the Location	Apple Valley, Burnsville, Dakota County, Egan, Farmington, Hastings, Inver Grove Heights, Lakeville, Mendota Heights, Rosemount, West St. Paul, South St. Paul	402PT	\$10,200.00	impaired drivers	police traffic services	city	ENF_AL	\$4,500.00		
A-ENFR25-2025-WSTPAUCI-014	300098247	Local police and Sheriff's Offices in the Location	Benton County; Foley, Rice, Sartell, Sauk Rapids, St. Cloud, St. Cloud, St. Joseph, Waite Park	402PT	\$101,500.00	impaired drivers	police traffic services	city	ENF_AL	\$139,800.00	FHLE	\$4,000.00
A-ENFR25-2025-STCLOUPD-004	300098241	Local police and Sheriff's Offices in the Location	Ramsey County, Maplewood, Mounds View, New Brighton, North St. Paul, Roseville, St. Anthony	402PT	\$47,650.00	impaired drivers	police traffic services	city	ENF_AL	\$30,000.00	FHLE	\$5,000.00
A-ENFR25-2025-SPPD-027	300097919	Local police and Sheriff's Offices in the Location	White Bear Lake Siegms County; Albany, Avon, Belgrade, Cold Spring, Eden Valley, Metrose, Parnesville, Sauk Centre	402PT	\$292,500.00	impaired drivers	police traffic services	city	ENF_AL	\$436,400.00	FHLE	\$241,000.00
A-ENFR25-2025-STEARNSD-041	300098231	Local police and Sheriff's Offices in the Location	Grant County; Stevens County; Traverse County; Wilkin County	402PT	\$42,250.00	impaired drivers	police traffic services	county	ENF_AL	\$25,900.00		
A-ENFR25-2025-GRANTSOD-035	300098210	Local police and Sheriff's Offices in the Location	Pennington County; Marshall County; Thief River Falls	402PT	\$9,900.00	impaired drivers	police traffic services	county	ENF_AL	\$9,200.00		
A-ENFR25-2025-THIEFRPD-048	300098242	Local police and Sheriff's Offices in the Location	Breitung, Chisholm, East Range, Ely, Eveleth, Gilbert, Hibbing, St. Louis County, Virginia	402PT	\$13,300.00	impaired drivers	police traffic services	city	ENF_AL	\$5,200.00		
A-ENFR25-2025-VIRGHPD-067	300098228	Local police and Sheriff's Offices in the Location	Plainview, Wabasha, Wabasha County Wadena County; Todd County; Long Prairie, Menahga, Osakis, Sebeka, Staples, Vermdale, Wadena	402PT	\$19,400.00	impaired drivers	police traffic services	city	ENF_AL	\$21,000.00		
A-ENFR25-2025-WABASHPD-042	300098151	Local police and Sheriff's Offices in the Location	Washington County, Bayport, Cottage Grove, F	402PT	\$13,700.00	impaired drivers	police traffic services	city	ENF_AL	\$6,900.00		
A-ENFR25-2025-WADENASD-064	300098232	Local police and Sheriff's Offices in the Location	Washington County, Bayport, Cottage Grove, F	402PT	\$27,300.00	impaired drivers	police traffic services	county	ENF_AL	\$21,300.00		
A-ENFR25-2025-WASHSD-031	300098159	Local police and Sheriff's Offices in the Location	Winona, Winona County, Goodview, Lewiston, Worthington, Nobles County, Rock County	402PT	\$71,500.00	impaired drivers	police traffic services	county	ENF_AL	\$129,700.00	FHLE	\$11,000.00
A-ENFR25-2025-WINONASO-062	300098165	Local police and Sheriff's Offices in the Location	Jackson County, Cottonwood County, Mountain Lake, Adrian, Lakefield	402PT	\$17,600.00	impaired drivers	police traffic services	county	ENF_AL	\$10,000.00		
A-ENFR25-2025-WORTHHPD-039	300098230	Local police and Sheriff's Offices in the Location	Wright County, Howard Lake, Buffalo, Anand	402PT	\$25,500.00	impaired drivers	police traffic services	city	ENF_AL	\$25,100.00		
A-ENFR25-2025-WRIGHTSD-037	300098171	Local police and Sheriff's Offices in the Location	Wright County, Howard Lake, Buffalo, Anand	402PT	\$17,600.00	impaired drivers	police traffic services	county	ENF_AL	\$24,200.00		

NHTSA subrecipient list

Planned Activity	Recognition Award	
Activity	25	0403
Planned Total:	\$12,000.00 PT	
Actual Total:	\$0.00 402PT	

<u>e-Grants #</u>	<u>PO #</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>Countermeasure / Program Area</u>	<u>Type of Organization</u>
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NHTSA subrecipient list

Planned Activity	Law Enforcement Liaison	
Activity	25	0405
Planned Total:	\$390,000.00 PT	
Actual Total:	\$390,000.00 402PT	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
SWIFT Contract #200637	3000095926	TZD Innovative Services	Northwestern MN	402PT	\$ 97,500.00	impaired drivers	police traffic services	non government
SWIFT Contract #200658	3000095891	Hammes Consulting, LLC	Twin Cities Metro	402PT	\$ 97,500.00	impaired drivers	police traffic services	non government
SWIFT Contract #200652	3000096029	Scherf Consulting	Northeastern MN	402PT	\$ 97,500.00	impaired drivers	police traffic services	non government
SWIFT Contract #200655	3000096023	Experienced Traffic Safety Enterprise: Southern MN		402PT	\$ 97,500.00	impaired drivers	police traffic services	non government

NHTSA subrecipient list

Planned Activity	State Patrol Administrative Support	
Activity	25	0407
Planned Total:	\$82,000.00 PT	
Actual Total:	\$82,000.00 402PT	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Orgainzation
A-MSPSPRT25-2025-PATROL-002	3000098207	Minnesota State Patrol	Statewide - HQ of	402PT	82000		police traffic services	state

NHTSA subrecipient list

Planned Activity	State Patrol TZD
Activity	25 0408
Planned Total:	\$600,000.00 PT \$405,000.00 ENF_AL \$56,000.00 B8ADDLE \$344,000.00 B8A*PT \$140,000.00 M1*PT \$300,000.00 M1HVE

Actual Total:	\$1,084,000.00	402PT	INCLUDING 405E AND B USED AS 402
	\$405,000.00	ENF_AL	
	\$56,000.00	B8ADDLE	
	\$300,000.00	M1HVE	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Progr	Type of Organization	Funding Type	Funding Amount	Funding Type	Funding Amount	Funding Type	Funding Amount
A-MSPENF25-2025-PATROL-002	3000098208	Minnesota State Patrol	Statewide	402PT	\$ 1,084,000.00		police traffic services	state	ENF_AL	405000	B8ADDLE	56000	M1HVE	300000

NHTSA subrecipient list

Planned Activity	State Patrol Professional Development	
Activity	25	0409
Planned Total:	\$75,000.00 PT	
Actual Total:	\$75,000.00 402PT	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasur e / Program Area	Type of Orgainzation
A-TRVL25-2025-PATROL-002	3000098206	Minnesota State Patrol	Statewide	402PT	\$ 75,000.00		police traffic ser state	

NHTSA subrecipient list

Planned Activity	OTS Staff		
Activity	25	0422	
Planned Total:			\$300,000.00 PT
Actual Total:			\$0.00 402PT

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	neasure / Progr Type of Orgainzation
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NHTSA subrecipient list

Planned Activity	CODES	
Activity	25	0501
Planned Total:	\$250,000.00 M3DA	
Actual Total:	\$250,000.00 M3DA	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Measure / Progr	Type of Organization
A-CODTDI25-2025-HEALTH-002		Minnesota Department of Health	St. Paul	M3DA	\$ 250,000.00	Linguistic Isolat	traffic records	government

NHTSA subrecipient list

Planned Activity	MNIT Support and Service ROAR	
Activity	25	0504
Planned Total:		\$30,000.00 TR
Actual Total:		\$0.00 402TR

<u>e-Grants #</u>	<u>PO #</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>Measure / Progr</u>	<u>Type of Organization</u>
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NHTSA subrecipient list

Planned Activity	MNIT Support and Services eGrants		
Activity	25	0504	
Planned Total:			\$60,000.00 TR
Actual Total:			\$60,000 402TR

<u>e-Grants #</u>	<u>PO #</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>neasure / Progr Type of Orgainzation</u>
SWIFT contract FAS with MNIT 160738	3000081018	MNIT	Statewide	402TR	\$60,000		planning and ar government

NHTSA subrecipient list

Planned Activity	Data Evaluation and Collaboration	
Activity	25	0506
Planned Total:	\$300,000.00	TR
	\$300,000.00	M3DA
Actual Total:	\$300,000.00	402TR
	\$300,000.00	M3DA

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization	Funding Type	Funding Amount
	3000090950	PeprTech Inc	Statewide	402TR	\$ 300,000.00		traffic records	for profit		
	3000090950	PeprTech Inc	Statewide				traffic records	for profit	M3DA	\$ 300,000.00

SWIFT Contract Number:
222317

NHTSA subrecipient list

Planned Activity	MnCrash Updates	
Activity	25	0507
Planned Total:	\$50,000.00 TR	\$350,000.00 M3DA
Actual Total:	\$50,000.00 402TR	\$350,000.00 M3DA

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected		Type of Orgainzation	Funding Type	Funding Amount
						Community / Equity Rank	Countermeasure / Program Area			
	3000087993	MNIT	statewide	402TR	\$ 50,000.00		traffic records	state		
	3000087993	MNIT	statewide				traffic records	state	M3DA	\$ 350,000.00

NHTSA subrecipient list

Planned Activity	TIMS	
Activity	25	0508
Planned Total:	\$100,000.00 TR	
Actual Total:	\$0.00 402TR	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	neasure / Progr	Type of Orgainzation
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NHTSA subrecipient list

Planned Activity	MMUCC	
Activity	25	0509
Planned Total:	\$90,000.00	M3DA
Actual Total:	\$90,000.00	405C

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Measure / Progr	Type of Orgainzation
	3000097164	U of M	Statewide	M3DA	90,000		traffic records	state

NHTSA subrecipient list

Planned Activity	Violations Disposition Analysis		
Activity	25	0510	
Planned Total:			\$250,000.00 M3DA
Actual Total:			\$0.00 405C

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	neasure / ProgrType of Orgainzation
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NHTSA subrecipient list

Planned Activity	OTS Staff	
Activity	25	0522
Planned Total:	\$250,000.00 TR	
	\$300,000.00 M3DA	
Activity Total:	\$0.00 405C	
	\$0.00 402TR	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasures / Program Area	Type of Organization	Funding Type	Funding Amount
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NHTSA subrecipient list

Planned Activity	Conference Annual Toward Zero Death	
Activity	25	0601
Planned Total:	\$150,000.00 CP	
Actual Total:	\$368,475.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
A-CONFR24-2024-MNDOT-002	3000090521	U of M CTS	Statewide	402 CP	\$ 368,475.00		commuity program	state

NHTSA subrecipient list

Planned Activity	Multicultural Driver Education	
Activity	25	0602
Planned Total:	\$45,000.00 CP	
Actual Total:	\$29,900.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
A-MADED25-2025-CRYSTAPD-003	3000097461	Crystal Police Department	Metro	402 CP	\$ 14,900.00	Linguistic Isolation: Little/No English	commuiny program	city
A-MADED25-2025-FPS-002	3000097464	Faribault Public Schools	Southern	402 CP	\$ 15,000.00	Linguistic Isolation: Little/No English	commuiny program	government

NHTSA subrecipient list

Planned Activity	Network of Employers for Traffic Safety / NETS	
Activity	25	0604
Planned Total:	\$75,000.00 CP	
Actual Total:	\$75,000 402CP	

<u>e-Grants #</u>	<u>PO #</u>	<u>Subrecipients(s)</u>	<u>Location</u>	<u>Funding Type</u>	<u>Funding Amount</u>	<u>Affected Community / Equity Rank</u>	<u>Countermeasure / Program Area</u>	<u>Type of Orgainzation</u>
A-NETS25-2025-MNSAFECO-002	3000097940	MN Safety Council	Statewide	402 CP	\$ 75,000.00		commuity program	non government

NHTSA subrecipient list

Planned Activity	Impact Teen Driver	
Activity	25	0605
Planned Total:	\$125,000.00 CP	
Actual Total:	\$0.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
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NHTSA subrecipient list

Planned Activity	Senior Driving Working Group	
Activity	25	0606
Planned Total:	\$50,000.00 CP	
Actual Total:	\$0.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasures / Program Area	Type of Organization
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NHTSA subrecipient list

Planned Activity	Regional Coordinators Toward Zero Death		
Activity	25	0607	
Planned Total:		\$265,000.00 CP	
Actual Total:		\$0.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Orgainzation
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NHTSA subrecipient list

Planned Activity	Safe Roads Coalition	
Activity	25	0608
Planned Total:	\$500,000.00 CP	
Actual Total:	\$378,797.80 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Countermeasure /		
						Equity Rank	Program Area	Type of Organization
A-SAFE25-2025-ACPH-030		Aitkin County Public Health	Aitkin County	402 CP	\$ 18,200.00		community program	county
A-SAFE25-2025-CNTRYSIDE-028	3000098613	Countryside Public Health	Swift County	402 CP	\$ 14,525.00		community program	government
A-SAFE25-DODGEPH-025	3000098610	Dodge County Public Health	Dodge County	402 CP	\$ 15,040.50		community program	county
A-SAFE25-2025-DRIVE4-009		Driving 4 Safe Communities	Duluth, MN	402 CP			community program	non profit
A-SAFE25-2025-ECRDC-ML-034		East Central RDC - Mille Lacs	Mille Lacs County	402 CP			community program	government
A-SAFE25-2025-FAIRFXPD-027		Fairfax Police Department	Fairfax, MN	402 CP	\$ 37,650.00		community program	city
A-SAFE25-2025-FILLMOPH-033		Fillmore County Public Health	Fillmore County	402 CP			community program	county
A-SAFE25-2025-GOODHUPH-021	3000098602	Goodhue County Health & Human Services	Goodhue County	402 CP	\$ 20,095.00		community program	county
A-SAFE25-2025-DGLSHCHBRD-03	3000098581	Horizon Public Health - Douglas	Douglas County	402 CP	\$ 17,800.00		community program	non profit
A-SAFE25-2025-TRVHCHBRD-011	3000098579	Horizon Public Health - Grant	Grant County	402 CP	\$ 12,360.00		community program	non profit
A-SAFE25-2025-HOUPH-023	3000098604	Houston County Public Health	Houston County	402 CP	\$ 13,619.12		community program	county
A-SAFE25-2025-ISANTIPH-019		Isanti County Public Health	Isanti County	402 CP	\$ 7,715.00		community program	county
A-SAFE25-2025-ITASCACO-029	3000098614	Itasca County	Itasca County	402 CP	\$ 11,375.00		community program	county
A-SAFE25-2025-LESUECO-036		Le Sueur County	Le Sueur County	402 CP			community program	county
A-SAFE25-2025-OTTERPH-014		Otter tail County Public Health	Otter Tail County	402 CP	\$ 19,862.20		community program	county
A-SAFE25-2025-PENNCOTZD-005		Pennington County TZD Coalition	Pennington County	402 CP	\$ 22,750.00		community program	county
A-SAFE25-2025-RICEPH-024		Rice County Public Health	Rice County	402 CP	\$ 20,421.50		community program	county
A-SAFE25-2025-SCWC-006		Safe Communities of Wright County	Wright County	402 CP	\$ 43,680.00		community program	non profit
A-SAFE25-2025-SHERBUSD-026		Sherburne County Sheriff's Office	Sherburne County	402 CP			community program	county
A-SAFE25-2025-SCMN-EMS-035	3000098580	South Central MN EMS	Blue Earth County	402 CP	\$ 18,200.00		community program	non profit
A-SAFE25-2025-SWHHS-012	3000098609	Southwest Health & Human Services - Lyon/Re	Lyon and Redwood	402 CP	\$ 20,576.24		community program	government
A-SAFE25-2025-SWHHS-LP-013		Southwest Health & Human Services -Lincoln/F	Lincoln and Pipesto	402 CP	\$ 20,576.24		community program	government
A-SAFE25-2025-STLOUISO-016	3000098611	St Louis County Sheriff's Office	St. Louis County	402 CP	23982		community program	county
A-SAFE25-2025-STEELECO-022		Steele County	Steele County	402 CP	20370		community program	county

NHTSA subrecipient list

Planned Activity	Stakeholders Professional Development	
Activity	25 0610	
Planned Total:		\$75,000.00 CP
Actual Total:		\$0.00 402CP

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
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NHTSA subrecipient list

Planned Activity	Community Outreach Liaison	
Activity	25	0612
Planned Total:	\$150,000.00 CP	
Actual Total:	\$0.00 402CP	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Orgainzation
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NHTSA subrecipient list

Planned Activity	OTS Staff		
Activity	25	0622	
Planned Total:			\$110,000.00 CP
			\$120,000.00 CP
Actual Total:			\$0.00 402CP

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Countermeasure / Equity Rank	Program Area	Type of Organization
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NHTSA subrecipient list

Planned Activity	OTS Staff	
Activity	25	0722
Planned Total:	\$135,000.00 MC	
Actual Total:	\$0.00 402MC	

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
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NHTSA subrecipient list

Planned Activity	Media Relations at OOC Community Programs
Activity	25 0802
Planned Total:	\$482,000.00 PM
Actual Total:	\$482,000.00 402PM

e-Grants #	PO #	Subrecipients(s)	Location	Funding Type	Funding Amount	Affected Community / Equity Rank	Countermeasure / Program Area	Type of Organization
A-MEDREL25-2025-DPSOOC-002	30000	Office of Communi	Statewide	402 CP	\$482,000.00	impaired drivers	media	state