

2019

MINNESOTA

HIGHWAY SAFETY PLAN

AND APPLICATION FOR 405 FUNDING



State of Minnesota
Department of Public Safety

Highway Safety Plan

Federal Fiscal Year 2019

Prepared for:
U.S. Department of Transportation
National Highway Traffic Safety Administration

Prepared by:
Minnesota Department of Public Safety
Office of Traffic Safety
July 9, 2018

Project Number: 19-01-01

Project Title: Planning and Administration

Performance Target: In Minnesota's Strategic Highway Safety Plan, this project would fall under the focus area "Management Systems". The project does not relate to a specific target but to the OTS' overall success in meeting targets.

Problem Identification: No organization can be successful or stay in business unless programs are efficiently and effectively managed. OTS operations must support the effectiveness of traffic safety program areas, as well as projects, and work steadily towards meeting our goals and objectives. Staff evaluations are necessary to identify needed training and ensure all staff have the skills and knowledge to do their jobs successfully.

Strategies: This project provides for the staff responsible for the overall leadership, management, support, and operations of the Office of Traffic Safety and projects undertaken or overseen that are primarily funded by the National Highway Traffic Safety Administration (NHTSA).

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative projects. See problem identification.

Activities: The people funded by this project will:

- Develop and submit annual Highway Safety Plan and Annual Report and biennial state budget.
- Participate in Toward Zero Deaths Activities with Departments of Transportation and Health and others.
- Participate in development of Statewide Strategic Highway Safety Plan.
- Ensure deadlines are met.
- Ensure sound problem identification has been used for individual projects.
- Ensure strategies used are those most likely to positively impact OTS' mission, targets and objectives.
- Ensure State and NHTSA programmatic and financial policies and procedures and rules and regulations are met.
- The leadership team is responsible for leading the OTS by prioritizing
- The leadership team is responsible for hiring and supervising employees in a helpful and satisfactory manner.
- The leadership team is responsible for final decisions on projects to be conducted and setting budgets for each project.
- The OTS Director responsible for testifying at the legislature and before the media as requested and appropriate and directing others within OTS to do so.

Expected Sub-recipients: There are no sub-contracts or grants under this project. The project is an operating budget within the Office of Traffic Safety, a division of the Department of Public Safety.

Use of Funds: All funding is split 50/50 between federal NHTSA funding and state Highway Trunk Fund funding. Funds are used for salaries, fringe benefits and indirect costs (under 8%) for the leadership team (one director and two managers), support staff (two), two project coordinators and one half time of an accounting officer. In addition, the project also funds rent, office supplies, in-state-travel, communications (phone, postage, voice mail and e-mail), office equipment, and miscellaneous costs for the Office of Traffic Safety's full complement of twenty positions.

| 2019 Funds | | | |
|------------|-----------|---------------|-----------|
| NHTSA Code | Amount | Local Benefit | Match |
| PA 19-01 | \$492,000 | \$0 | \$492,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 9.12.2018

PA 19-01 amount increased by \$80,000.00 total 572,000.00 local benefit \$572,000.00

Project Number: 19-02-01

Project Title: Occupant Protection Coordination

Performance Target: Unrestrained Passenger Vehicle Fatalities, Child Passenger Safety Measure

Problem Identification: The occupant protection program area, including the child passenger protection area, needs to have a person designated as the focal point to ensure projects exist and are moving ahead that will increase the appropriate and correct use of occupant restraints. In addition, the person will serve as an expert in the program area of occupant protection (including child passenger safety) for the office.

Strategies: An OTS full-time state program administrator principal will be assigned the coordination of the occupant protection area.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted, neither will other projects addressing occupant protection be conducted and appropriate and correct use of restraints will likely decrease.

Activities: The occupant protection coordinator will:

- Assist the Office of Communications with the technical occupant protection aspects of print and electronic materials and events as requested.
- Obtain and write up the required sections for the 405b Application related to child seats.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified occupant protection problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Respond to legislative and media enquiries on seat belts, airbags and child seats as directed by leadership.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities or payments and roles between OTS and the director,

- writing budgets that are reasonable, clear and cover all possible costs,
- and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Provide leadership to the Child Passenger Safety Advisory Committee.
- With input and volunteers from the advisory committee, designate members to be responsible for organizing and staffing each session of the CPS track at the TZD conference.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing seat belt and child seat issues.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs of one full time SPAP.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP 19-02 | \$115,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? *Yes* *No*

Is the project part of the evidenced-based enforcement program? *Yes* *No*

Does the project provide required information for a 405 grant? *Yes* *No*

If yes, which 405 application? 405B

Project Number: 19-02-02

Project Title: CPS Support

Performance Target: To increase booster seat use of children 4-7 years of age as measured by observation surveys.

Problem Identification: According to reports from inspection stations, three out of four car seats and boosters are improperly installed.

Strategies: Provide support for Child Passenger Safety Courses.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable Countermeasures That Work does not cover inspection stations.

NHTSA does require states to have sufficient child passenger safety strategies in order to qualify for 405B grants. Therefore, it is assumed that NHTSA supports inspection stations staffed by qualified personnel.

Activities: Provide Practitioner training, Technician training, caregiver classes, inspection stations, and LATCH manuals and other instruction related items. Attendance for limited numbers of advocates at the TZD conference based on need based requests, including registration and limited accommodation costs.

Expected Sub-recipients: Instructors to be determined, provider of LATCH manuals, and TZD conference provider.

Use of Funds: support instructors with time and expenses associated with providing technician and practitioner courses, purchase and distribute LATCH manuals and other CPS materials.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP1902 | \$35,000 | | |

Is the project match used for maintenance of effort? Yes No
Is the project part of the evidenced-based enforcement program? Yes No
Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405B

*Revision made 9.12.2018
OP1902 amount increased by \$20,000.00 total \$55,000.00*

Project Number: 19-02-03

Project Title: CPS to LifeSavers or Kim Conference

Performance Target: To increase booster seat use of children 4-7 years of age as measured by observation surveys.

Problem Identification: According to inspection stations, three out of four car seats and boosters are improperly installed.

Strategies: Send Child Passenger Safety Technicians to out of state conferences.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities: CPS Task Force members attend KIM or LifeSavers conference to bring back valuable information to share with CPS partners, stakeholders and care givers.

Expected Sub-recipients: Contracts with CPS Task Force members.

Use of Funds: Conference registration, travel and accommodations, travel expenses will be no more than allowed under the commissioner's plan.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP1902 | 4,000.00 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? If yes, which 405 application? Yes No

Revision made 9.12.2018

OP1902 amount increased by \$1,000.00 total \$5,000.00

Project Number: 19-02-04

Project Title: Belt Enforcement for Patrol

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities

Problem Identification:

According to 2012-2016 Minnesota Crash Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.

This project targets the problem of unrestrained passengers in motor vehicles, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- High-visibility enforcement of the primary seat belt law in May and September for the Minnesota State Patrol.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 2; Section 2.1 – Section 2 – Seat Belt Law Enforcement
2.1 Short term, high visibility seat belt law enforcement. (5 stars)

Activities:

The project will provide for overtime enforcement of the seat belt law and child restraint law during the May *Click it or Ticket* national campaign, and an additional enforcement campaign from Sept. 16-28, 2019.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Overtime salaries
- Fringe benefits
- Indirect costs

| 2019 Funds | | | |
|------------|-----------|---------------|----------|
| NHTSA Code | Amount | Local Benefit | Match |
| M1HVE1902 | \$200,000 | None | \$50,000 |
| OP 1902 | \$75,000 | None | \$18,750 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-02-05

Project Title: Belt Enforcement for Cities and Counties

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities

Problem Identification:

According to 2012-2016 Minnesota Crash Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.

This project targets the problem of unrestrained passengers in motor vehicles, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- High-visibility enforcement of the primary seat belt law in May and September for city and county agencies. Optionally, grantees can use up to 30 percent of the funding for sustained seat belt enforcement during peak times with higher than average fatal and serious injury crash rates as determined by county-specific crash data.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 2; Section 2.1 – Section 2 – Seat Belt Law Enforcement
2.1 Short term, high visibility seat belt law enforcement. (5 stars)

Activities:

The project will provide for increased enforcement of the seat belt law and child restraint law during the May *Click it or Ticket* national campaign, and an additional enforcement campaign from Sept. 16-28, 2019. Grantees can elect to use up to 30 percent of the seat belt funding for seat belt enforcement outside the dedicated May and September campaigns. However, follow the same high-visibility requirements and coordinated with the Minnesota State Patrol to create general deterrence and ultimately change driver behavior. Because paid media and statewide media relations activity for occupant protection will only occur during the May and September *Click it or Ticket* campaign, grantees must implement an education plan (i.e., social media, news release, local electronic message boards, etc.) to compliment the enforcement during up to 30% of those hours.

Expected Sub-recipients:

City and County law enforcement agencies. (Grantees will be determined by September, 2018)

Use of Funds:

- Overtime salaries

- Fringe benefits (PERA, Medicare and Workers Comp)

| 2019 Funds | | | |
|-----------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| M1HVE1902 (405) | \$750,000.00 | \$750,000.00 | \$185,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-02-06
Project Title: Seat Belt Use Survey

Performance Target: In Minnesota’s Strategic Highway Safety Plan, this project would fall under the focus area “Data Management”. The project tells OTS how successful we have been in increasing seat belt and is a requirement of receiving NHTSA funds.

Problem Identification: Conducting an observational, certified seat belt use survey is a requirement of receiving NHTSA funds.

Strategies: Conduct a statistically sound observational survey of seat belt use.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address evaluation measures. This survey is required by NHTSA.

Activities: The OTS staff person assigned to this project will:

- Work with the OTS Contracts person (Kristen Oster) to ensure a contract for the 2019 survey with Greenway Consulting is completed in a timely manner.
- Meet with Greenway Consulting and discuss the project and any possible problems.
- Go to the training of the observers conducted by Greenway.
- Review and comment on draft of Greenway report
- Write the letter of results and certification to NHTSA and ensure it is sent.
- Ensure the report is saved on the shared drive and distributed as appropriate.

Expected Sub-recipients: Greenway Consulting (As a result of a Request for Proposals written last year, OTS will take advantage of one of the options to renew the contract for an additional year). Greenway will design and assign the schedules for observation sites, hire and reimburse the time and expenses of the observers for the survey, analyze the data and write the report on the results.

Use of Funds: Costs include observer time and expenses necessary to attend training and conduct the survey, and Greenway time to use alternate sites and schedule observers as needed, analyze results, and write report to OTS.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP 19-02 | \$60,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes
If yes, which 405 application? 405B

No

Project Number: 19-02-07

Project Title: State Match and MOE for 405B

Performance Target: Unrestrained Passenger-Vehicle Fatalities, Seat Belt Use Rate, Child Passenger Safety Measur2

Problem Identification: Not applicable

Strategies: Provide child seats for Needy Families, Write seat belt and child seat citations.

Justification for Strategy:

Not Applicable State funding used

Activities:

- OTS OP coordinator will track the money received into the Child Seat dedicated fund from paid child safety seat citations
- OTS OP coordinator will let a grant application once each year for organizations to apply for car seats to provide to needy families.
- Organizations will distribute car seats received to needy families
- Minnesota State Patrol troopers will enforce the seat belt and child seat laws as part of their regular work
- OTS OP coordinator will get MSP statistics from them. The match will be figured by taking the total number of seat belt and child seat citations written and subtracting those written on NHTSA reimbursed time. The remaining citations will be multiplied by \$10.00 to arrive at the match (assuming it will take 15 minutes to identify, stop and take appropriate action for each violation and conservatively estimating \$40.00 per hour for salary and fringe benefits).
- OTS OP coordinator will discover and report the expenditures (on the basis of the state fiscal year) to the manager to use for match of the 405B programs at the end of the federal year and the car seat purchase costs will be used for 405B maintenance of effort on March 31 annually, allowing the Governor's Representative for Highway Safety to certify to NHTSA we have met the target of \$85,000.

Expected Sub-recipients: There are no federal funds involved. As a point of interest, approximately 100 organizations will receive car seats to distribute.

Use of Funds: Used as match (child seats and MSP estimated costs) and maintenance of effort (child seats only) for 405B funds.

| 2019 Funds | | | |
|------------|--------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| | \$0 | \$0 | \$140,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405B

Project Number: 19-02-08

Project Title: Southern CPS Liaison

Performance Target: To increase booster seat use of children 4-7 years of age as measured by observation surveys.

Problem Identification: According to inspection stations, three out of four car seats and boosters are improperly installed.

Strategies: Support Communication and Outreach, and Inspection Stations

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities: Provide support to ensure those in more rural areas of the state receive comparable CPS services to what is available in the metro area. This will be done by focusing on teaching, recruiting, mentoring, inspection station support and arranging for classes to reach a wide variety people throughout the southern portion of the state.

Expected Sub-recipients: Organization to be determined with a CPS technician on staff.

Use of Funds: Support with salary and fringe, administration support, purchases to support CPS clinics, classes and other CPS related events, travel expenses, and contract services.

| 2019 Funds | | | |
|------------|--------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP1902 | 70,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 9.12.2018

OP1902 amount increased by \$10,000.00 total \$80,000.00

Project Number: 19-02-09

Project Title: Northern CPS Liaison

Performance Target: To increase booster seat use of children 4-7 years of age as measured by observation surveys.

Problem Identification: According to inspections stations, three out of four car seats and boosters are improperly installed.

Strategies: Support for Communication and Outreach, and Inspections Stations

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities: Provide support to ensure those in more rural areas of the state receive comparable CPS services to what is available in the metro area. This will be done by focusing on teaching, recruiting, mentoring, inspection station support and arranging for classes to reach a wide variety people throughout the northern portion of the state.

Expected Sub-recipients: CPS technician

Use of Funds: Support with salary and fringe, administration support, purchases to support CPS clinics, classes and other CPS related events, travel expenses, and contract services.

| 2019 Funds | | | |
|------------|---------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP1902 | 70,0000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? If yes, which 405 application? Yes No

Revision made 9.12.2018

OP1902 amount increased by \$10,000.00 total \$80,000.00

Project Number: 19-02-10

Project Title: MSP Sustained Belt Enforcement

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Problem Identification:

According to 2012-2016 Minnesota Seat Belt Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.

This project will target the communities in the Northwest, West Central and Southwest TZD regions. These regions have historically low compliance rates in comparison to other areasⁱ and that trend has continued into the past two years, as depicted in the chart below.

| Region | 2016 | 2017 | Two year average |
|---------------|-------------------------------|-------------|-------------------------|
| Southeast | 88.9 | 90.3 | 89.6 |
| Northeast | 91.1 | 84.87 | 87.985 |
| South Central | 87.6 | 86.9 | 87.25 |
| East Central | 84.1 | 86.01 | 85.055 |
| Southwest | 82.8 | 83.6 | 83.2 |
| Northwest | 78.3 | 79.14 | 78.72 |
| West Central | 78.4 | 78.14 | 78.27 |
| Metro | Does not report ⁱⁱ | | |

Strategies:

Sustained, high-visibility enforcement of the primary seat belt laws in regions within Minnesota where the seat belt use rate is lowest. The three TZD regions (and counties) include:

- Northwest Region (Beltrami, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Norman, Pennington, Polk, Red Lake, and Roseau)
- West Central Region (Becker, Clay, Douglas, Grant, Mahnommen, Otter Tail, Pope, Stevens, Traverse, and Wilkin)
- Southwest Region (Big Stone, Chippewa, Kandiyohi, Lac qui Parle, Lincoln, Lyon, McLeod, Meeker, Murray, Pipestone, Redwood, Renville, Swift, and Yellow Medicine)

Justification for Strategy:

Countermeasures That Work Reference is Chapter 2; Section 2.1 – Section 2 – Seat Belt Law Enforcement

2.1 Short term, high visibility seat belt law enforcement. (5 stars)

Activities:

- High-visibility and seat belt enforcement, on a twice per week basis to occur in the Northwest, West Central and Southwest TZD regions

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Overtime salaries
- Fringe benefits
- Indirect costs

| 2019 Funds | | | |
|------------|-----------|---------------|----------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP 1902 | \$100,000 | None | \$25,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

ⁱ Minnesota Crash facts 2015, p 62

ⁱⁱ Methodologies differ between the statewide and regional seatbelt studies

Project Number: 19-02-11

Project Title: North East CPS Liaison

Performance Target: To increase booster seat use of children 4-7 years of age as measured by observation surveys.

Problem Identification: According to inspections stations, three out of four car seats and boosters are improperly installed.

Strategies: Support for Communication and Outreach, and Inspections Stations

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities: Provide support to ensure those in more rural areas of the state receive comparable CPS services to what is available in the metro area. This will be done by focusing on teaching, recruiting, mentoring, inspection station support and arranging for classes to reach a wide variety people throughout the northern portion of the state.

Expected Sub-recipients: CPS technician

Use of Funds: Support with salary and fringe, administration support, purchases to support CPS clinics, classes and other CPS related events, travel expenses, and contract services.

| 2019 Funds | | | |
|------------|---------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP1902 | 80,0000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? If yes, which 405 application? Yes No

NEW as of Amendment 9.12.2018

Project Number: 19-03-01

Project Title: Impaired Driving Coordination

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification: The impaired driving program area must have a person designated as the focal point for impaired driving projects to ensure projects collaborate and enhance each other rather than compete with or duplicate each other. In addition the position will develop assigned projects and ensure they are implemented and moving ahead towards decreasing the use of impairing substances by drivers. In addition, the person will serve as an expert in the program area of impaired driving (including impaired driving laws) for the OTS.

Strategies: An OTS full-time state program administrator coordinator will be assigned the coordination of the impaired driving area.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted, neither will other projects addressing impaired driving be conducted and impaired driving will likely increase.

Activities: The lead impaired driving coordinator will:

- Assist the Office of Communications with the technical aspects of print and electronic materials and events related to impaired driving as requested.
- Design and/or develop/improve assigned projects to address the specific problems identified. Estimate overall budgets and outline duties of assigned projects based on facts and/or experience.
- Seek out new well-researched projects addressing identified problems related to impaired driving and present to the OTS staff at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Respond to legislative and media enquiries on impaired driving as directed by leadership.
- Serve as the OTS expert on all Minnesota laws related to impaired driving and make recommendations on proposed laws to OTS and DPS leadership.
- Track and attend legislative hearings as appropriate and requested by OTS or DPS leadership.
- Testify at and/or prepare testimony for legislative hearings as to the evidence and research related to impaired driving laws and issues as requested by DPS leadership and legislative liaison and OTS leadership.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.

- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities or payments and roles between OTS and the director,
 - writing budgets that are reasonable, clear and cover all possible costs,
 - and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Seek and suggest sessions on impaired driving to be presented at the annual Towards Zero Deaths conference.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing impaired driving issues including the DWI Task Force.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs of one full time SPAC.

| 2019 Funds | | | |
|-------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 19-03 | \$200,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application?

Project Number: 19-03-02

Project Title: Additional Impaired Driving Coordination

Performance Target: Alcohol-Impaired Driving Fatalities

Problem Identification: The impaired driving area needs OTS staff to ensure projects are implemented and are moving ahead that will decrease the incidence of impaired driving. In addition, the person will serve as an expert in the program area of impaired driving (including impaired driving law) when the lead coordinator is not available.

Strategies: One full time state program administrator principal and two quarter time SPAPs will be assigned the coordination of specific impaired driving projects.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted neither will other projects addressing impaired driving be conducted and incidences of it will likely increase.

Activities: This coordinator will:

- Assist the Office of Communications with the technical aspects of print and electronic materials and events related to impaired driving as requested.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified impaired driving problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities, payments and roles between OTS and the director,
 - writing budgets that are reasonable, clear and cover all possible costs,
 - and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Suggest sessions and presenters related to impaired driving for the annual Minnesota TZD conference.

- Provide expertise to, support of, and participate in coalitions and partnerships addressing impaired driving issues.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs for a total of one and one-half full time state program administrators.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 19-03 | \$300,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-03-03

Project Title: Drug Recognition Evaluator & Traffic Law Enforcement Training

Performance Target: Drugged-Driving Enforcement

Problem Identification:

The State of Minnesota is experiencing a steady increase in drugged-driving. In 2015, a total of 3,047 toxicology tests were completed for drivers believed to be impaired by a substance other than alcohol. Of those, there were 1,673 Driving While Impaired by a Controlled Substance (DWI-CS). The number of drugged drivers has steadily increased over the past seven years; the number of DWI-CS more than doubled between 2009 and 2015. From 2013 to 2017, the number of DRE evaluations requested doubled statewide. From 2016 to 2017 alone, the number of DRE evaluations increased 21%.

| Year | DWI-CS | % Increase |
|------|--------|------------|
| 2015 | 1,673 | 23% |
| 2014 | 1,363 | 17% |
| 2013 | 1,169 | 11% |
| 2012 | 1,053 | 12% |
| 2011 | 941 | 5% |
| 2010 | 896 | 14% |
| 2009 | 785 | 28% |

Strategies:

The project provides funding for one State Patrol trooper to coordinate, provide instructors, and supply materials for the traffic safety training courses provided by the project. These courses include Drug Evaluation and Classification (DECP) (aka: DRE School), DRE recertification training for current DREs, Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), DWI-SFST Update, and Law Enforcement Phlebotomy training and requalification (in conjunction with Dakota County Technical College).

Justification for Strategy:

- Countermeasures That Work Reference is
 - Chapter 1. Section 7.1 Enforcement of Drug-Impaired Driving

Activities:

Provide a coordinator for the DRE program and traffic safety law enforcement training. The duties of the coordinator will include the following:

Market and coordinate the delivery of the following National Highway Traffic Safety Administration (NHTSA) training courses on the DRE Program:

- Classroom recertification course to be held at the TZD Conference, funding may include lodging and registration for participants for the conference and a national speaker.
- Classroom training for new DREs (two schools).
- Practical training and certification for new DREs to be held out-state. Expenses include: airfare, hotel, and other expenses required by contract.
- Practical recertification course.

This coordination will include finding locations, presenting curriculum, scheduling the trainers, overseeing the course and evaluating the program for strengths and areas for improvement. The coordinator will conduct the program following NHTSA and IACP approved curriculum.

Market and coordinate the delivery of trained instructors and NHTSA and IACP approved course material for the following traffic law enforcement training courses:

- Approximately 25 Standardized Field Sobriety Test (SFST) courses.
- Approximately 25 classroom ARIDE courses
- ARIDE online course
- Approximately 50 SFST-DWI Update courses (including one training course in conjunction with the TZD conference).
- Occupant Protection Usage Enforcement (OPUE) online course.
- Law Enforcement Phlebotomy training (two schools) and annual requalification.
- SFST and DRE Instructor Development course

The training will be provided to members of the law enforcement community throughout Minnesota. More specifically, training will also be provided to all enforcement agencies that are required to receive the training as a requirement of the Office of Traffic Safety's Toward Zero Deaths Enforcement Program. Audit annually ten percent of each course in SFST, ARIDE, Phlebotomy, and DWI-SFST Update to assure proper training is being provided.

Educate law enforcement agencies, courts and communities throughout Minnesota on the DRE program and promote the use of DREs to combat drug impaired driving.

Provide new instructor update/refresher training courses as needed to maintain the availability of trained instructors for SFST, ARIDE, and SFST-DWI Update courses. Instructors must be trained on NHTSA approved course material.

Update the State Patrol website with the DRE, SFST, and ARIDE course schedule no later than one week from the date of the grantee's notification of the course.

Maintain record of all Drug Influence Evaluations completed by trained DRE officers throughout the state.

Produce and distribute a quarterly newsletter, updating law enforcement and interested stakeholders on drug impaired driving and the DRE program in Minnesota. This DRE newsletter will be posted on the DRE website within one week from the date of publication.

Attend and maintain a booth at the Chief's/Sheriff's Conference and other in-state conferences that may be required for promotion of the DRE program.

Assist in deployment, continuing development, and marketing of the DWI e-charging system and administrative forms.

Update and distribute a resource for municipal, county, and State Patrol law enforcement dispatchers to locate DREs in their area.

Maintain updated national initiatives by attending conferences and communicating with other states.

Assist in continuing development and maintain a web based online tracking program for Minnesota Peace Officers that attend training in: Drug Evaluation and Classification Program (DECP), recertification training for current DREs, SFST, ARIDE, OPUE, and SFST-DRE instructor.

Provide two courses for law enforcement officers to be trained as a phlebotomist to draw blood for DWI arrests.

Provide an annual requalification course for law enforcement officers previously trained as a phlebotomist for DWI arrests.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$500,000 | None | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes 405D

Project Number: 19-03-04

Project Title: Patrol Impaired Driving Enforcement

Performance Target: Alcohol-Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

The following counties with the highest number of alcohol-related fatalities and severe injuries are eligible for additional funding for sustained, year-round impaired driving enforcement: Anoka, Cass, Crow Wing, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Scott, Stearns, St. Louis, Washington and Wright.

| Worst Alcohol-Related Counties, 2012-2016 | | | | | | | | |
|---|------------|------------|------------------------------|--------------------------------|--|---|---|---------------|
| Rank | County | All Deaths | Drunk Driving-Related Deaths | All Suspected Serious Injuries | Alcohol-Related Suspected Serious Injuries | All Deaths & Suspected Serious Injuries | All Drunk Driving-Related Deaths & Alcohol-Related Suspected Serious Injuries | DWI Incidents |
| 1 | Hennepin | 187 | 43 | 1,253 | 234 | 1,440 | 277 | 30,717 |
| 2 | Ramsey | 76 | 13 | 483 | 93 | 559 | 106 | 12,171 |
| 3 | Anoka | 84 | 19 | 393 | 70 | 477 | 89 | 6,046 |
| 4 | Dakota | 87 | 16 | 394 | 60 | 481 | 76 | 8,043 |
| 5 | St. Louis | 73 | 14 | 238 | 53 | 311 | 67 | 5,506 |
| 6 | Washington | 51 | 13 | 175 | 41 | 226 | 54 | 4,984 |
| 7 | Stearns | 39 | 7 | 188 | 47 | 227 | 54 | 4,322 |
| 8 | Wright | 59 | 15 | 145 | 27 | 204 | 42 | 2,321 |
| 9 | Otter Tail | 32 | 8 | 102 | 33 | 134 | 41 | 1,370 |
| 10 | Olmsted | 48 | 5 | 167 | 34 | 215 | 39 | 3,535 |
| 11 | Cass | 31 | 13 | 71 | 25 | 102 | 38 | 946 |
| 12 | Scott | 35 | 8 | 141 | 27 | 176 | 35 | 3,234 |
| 13 | Crow Wing | 42 | 9 | 111 | 24 | 153 | 33 | 1,798 |
| 5-year, 13-County Totals | | 844 | 183 | 3,861 | 768 | 4,705 | 951 | 84,993 |
| % of 5-year MN Totals | | 43% | 42% | 58% | 56% | 55% | 52% | 66% |

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- High-visibility overtime enforcement of impaired driving laws for the Minnesota State Patrol.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 2.2 – Section 2 – Deterrence: Enforcement
2.2 High Visibility saturation patrols enforcement. (4 stars)

Activities:

Enhanced impaired driving enforcement will be conducted on weekends beginning Nov. 21 – Dec. 29, 2019; and Aug. 16 – Sept. 2, 2019.

In addition, the districts with the “Top 13” counties with the highest number of alcohol-related fatalities and severe injuries are given additional funding for sustained, year-round impaired driving enforcement in those counties.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Overtime Salaries
- Fringe Benefits
- Indirect Costs

| 2019 Funds | | | |
|------------|-----------|---------------|-----------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$625,000 | None | \$156,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-03-05

Project Title: Cities and Counties DWI Enforcement

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

The following counties with the highest number of alcohol-related fatalities and severe injuries are eligible for additional funding for sustained, year-round impaired driving enforcement: Anoka, Cass, Crow Wing, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Scott, Stearns, St. Louis, Washington and Wright.

| Worst Alcohol-Related Counties, 2012-2016 | | | | | | | | |
|---|------------|------------|------------------------------|--------------------------------|--|---|---|---------------|
| Rank | County | All Deaths | Drunk Driving-Related Deaths | All Suspected Serious Injuries | Alcohol-Related Suspected Serious Injuries | All Deaths & Suspected Serious Injuries | All Drunk Driving-Related Deaths & Alcohol-Related Suspected Serious Injuries | DWI Incidents |
| 1 | Hennepin | 187 | 43 | 1,253 | 234 | 1,440 | 277 | 30,717 |
| 2 | Ramsey | 76 | 13 | 483 | 93 | 559 | 106 | 12,171 |
| 3 | Anoka | 84 | 19 | 393 | 70 | 477 | 89 | 6,046 |
| 4 | Dakota | 87 | 16 | 394 | 60 | 481 | 76 | 8,043 |
| 5 | St. Louis | 73 | 14 | 238 | 53 | 311 | 67 | 5,506 |
| 6 | Washington | 51 | 13 | 175 | 41 | 226 | 54 | 4,984 |
| 7 | Stearns | 39 | 7 | 188 | 47 | 227 | 54 | 4,322 |
| 8 | Wright | 59 | 15 | 145 | 27 | 204 | 42 | 2,321 |
| 9 | Otter Tail | 32 | 8 | 102 | 33 | 134 | 41 | 1,370 |
| 10 | Olmsted | 48 | 5 | 167 | 34 | 215 | 39 | 3,535 |
| 11 | Cass | 31 | 13 | 71 | 25 | 102 | 38 | 946 |
| 12 | Scott | 35 | 8 | 141 | 27 | 176 | 35 | 3,234 |
| 13 | Crow Wing | 42 | 9 | 111 | 24 | 153 | 33 | 1,798 |
| 5-year, 13-County Totals | | 844 | 183 | 3,861 | 768 | 4,705 | 951 | 84,993 |
| % of 5-year MN Totals | | 43% | 42% | 58% | 56% | 55% | 52% | 66% |

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- High-visibility enforcement of impaired driving laws for city and county agencies.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 2.2 –
 Section 2 – Deterrence: Enforcement
 2.2 High Visibility saturation patrols enforcement. (4 stars)

Activities:

The project has dedicated impaired driving campaigns consisting of enhanced enforcement combined with public information and outreach conducted by the Office of Communication. Enhanced impaired driving enforcement will be conducted on weekends beginning Nov. 21 – Dec. 29, 2019; and Aug. 16 – Sept. 2, 2019.

In addition, the “Top 13” counties with the highest number of alcohol-related fatalities and severe injuries are eligible for additional funding for sustained, year-round impaired driving enforcement.

Agencies not listed in the “Top 13” counties can use up to 10 percent of their impaired driving enforcement budget to schedule events during celebrations that have a history of increased alcohol consumption. These events can be specific to a community, or specific days such as the Wednesday before Thanksgiving, St. Patrick’s Day, Super Bowl, fishing or hunting openers, etc. For example, if a city has a festival that has a history of increased impaired drivers, other city or county agencies in the grant can work that event for enhanced enforcement.

Expected Sub-recipients:

City and County law enforcement agencies. (Grantees will be determined by September, 2018)

Use of Funds:

- Overtime salaries
- Fringe benefits (PERA, Medicare and Workers Comp)

| 2019 Funds | | | |
|------------|----------------|----------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$2,150,000.00 | \$2,150,000.00 | \$525,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

*Revision made 9.12.2018
 164AL 1903 amount increased by \$350,000.00 total \$2,500,000.00*

Project Number: 19-03-06

Project Title: Judicial Ignition Interlock

Performance Target: Alcohol-Impaired Driving Fatalities, Impaired Roadway Users

Problem Identification: Since the law was passed in 2011, participation in the Ignition Interlock program remains extremely low. Minnesota’s rate of participation in the Ignition Interlock program is only 19.8%.

Strategies: Increase use of ignition interlock and offender compliance with ignition interlock. Court ordered ignition interlocks for DWI offenders would increase enrollment in the Department of Vehicle Service program, which would put more valid drivers on the road. They would also be monitored to ensure they are not driving under the influence of alcohol.

Justification for Strategy:

- Countermeasures That Work Reference is:
 - Chapter 1: Section 4.2 Alcohol Interlocks
 - Chapter 1: Section 3.3 Court Monitoring
- Innovative
- Not Applicable

Activities:

This program is providing funding for judicial districts and/or probation service agencies to implement an ignition interlock program. They will work in cooperation with their judges, who order the devices for offenders or make it part of the probation requirement. Enrollment in the ignition interlock program is coordinated with the current administrative ignition interlock program conducted at Driver and Vehicle Services.

Coordinators will assist participants with enrollment process for the ignition interlock program. This includes meeting the requirements for enrollment, installation of the device and monitoring the participant. Costs include assistance with paying a portion of the monthly fee for the device.

Expected Sub-recipients:

- 2nd Judicial District
- 3rd Judicial District
- 4th Judicial District
- 5th Judicial District
- 9th Judicial District
- 10th Judicial District
- Arrowhead Regional Corrections
- Dakota County Community Corrections

Use of Funds:

Part-time Program Coordinator Salary & Fringe
Professional Services/Installation Fees/Interlock service for clients
Communications/Phone
Transportation/Travel

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$550,000 | \$550,000 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 11.2.2018

M6OT amount increased by 100,000.00 total 650,000.00

Project Number: 19-03-07

Project Title: DWI Courts

Performance Target: Impaired Roadway Users

Problem Identification: 41% of 2015 impaired driving offenders were recidivists. This data was obtained from the MN Department of Public Safety, Office of Traffic Safety publication “Impaired Driving Facts 2015” (not published in 2016).

Strategies: Enhance public safety through reduction of DWI recidivism by providing effective chemical dependency evaluation and treatment, intensive supervision and offender accountability. DWI Court teams consist of judges, court administrative staff, probation officers, and chemical dependency experts.

Justification for Strategy:

Countermeasures That Work Reference:
Chapter 1; Section 3.1 DWI Courts

- Innovative
- Not Applicable

Activities:

- Participants will complete treatment programs and participate in group therapies.
- Probation Officers will conduct intensive supervision of participants and make multiple random visits weekly to conduct random alcohol testing.
- Participants will make frequent appearances in DWI Court.
- DWI Court team will assist participants with setting goals.
- DWI Court team will maintain contact with graduated participants to continue promoting law-abiding behavior and recovery support.
- DWI Court team will assist and support participants in achieving legal driving status.
- MN DWI Courts in FY17
 - Started with 282 participants
 - Admitted 201 additional participants
 - Graduated 145 participants
 - Terminated 38 participants
 - 9 graduates recidivated
 - 112 participants obtained restricted licenses with ignition interlock
 - 36 participants obtained full unrestricted driver’s licenses

Expected Sub-recipients:

9th Judicial District Beltrami County
9th Judicial District Cass County
9th Judicial District Crow Wing County

4th Judicial District Hennepin County
 7th Judicial District Otter Tail County
 9th Judicial District Pennington and Marshall Counties
 2nd Judicial District Ramsey County
 9th Judicial District Kittson and Roseau Counties
 6th Judicial District St. Louis County
 9th Judicial District Tri-County of Polk, Norman and Red Lake Counties
 White Earth tribal Court in Becker County and Mahnommen County

Use of Funds:

Program Coordinator Salary & Fringe
 Probation Services
 Law Enforcement (Overtime participant monitoring/alcohol testing)
 Attorney Services (Best practices recommends Defense Attorneys participant on DWI Court teams)
 Alcohol Testing Supplies
 Program Supplies
 In-State Travel (DWI Only)
 DWI Court Team Member Training expenses
 TZD Conference
 State Treatment Court Conference

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$800,000 | \$800,000 | 20% |
| 405D | \$750,000 | \$750,000 | 20% |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 405D

Revision made 11.2.2018

164AL amount increased by 125,000.00 total 925,000.00

Project Number: 19-03-08

Project Title: DWI Media Relations

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Develop a public information and education plan for the national *Drive Sober or Get Pulled Over* impaired driving crackdowns on weekends in December and Aug. 16- Sept. 2, 2019. In addition, impaired driving messaging will be developed for the Top 13 Counties receiving funding for a year-long sustained impaired driving enforcement program. The 13 targeted counties are determined by the counties with the most combined number of drunk driving deaths and alcohol-related serious injuries during a three-year period. This will be done through news releases, personal impact stories for news conferences to announce enforcement campaigns, social media, public service announcements, radio interviews and local message boards.
- Develop print and electronic collateral materials for traffic safety stakeholders to distribute to local businesses, schools and at events during impaired driving enforcement campaigns.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

December DWI Mobilization

- Issue news to promote enforcement message and pursue personal impact story.
- Develop content for Facebook, Twitter and DPS blog supporting the enforcement message.

- For sustaining awareness during the campaign, explore news hooks and visibility based on opportunities such as new data, personal impact stories, current and past news conferences, local and national advertising, coverage of regional TZD events, and engagement with target audiences.

St. Patrick’s DWI Enforcement

- Provide online template media materials - key messages/background talking points, sample social media (Twitter and Facebook) for agencies/partners to customize.

DWI Enforcer All-Stars

- Coordinate event with Twins to announce the DWI enforcer all-stars.
- Issue release announcing team and make images/info available to interested statewide media.

Labor Day DWI Mobilization

- Issue news to promote enforcement message and pursue personal impact story.
- Develop content for Facebook, Twitter and DPS blog supporting the enforcement message.
- Post online partner materials such as pre- and post-enforcement template news releases, key messages/background talking points, sample social media (Twitter and Facebook) to participating law enforcement agencies statewide for customization and distribution.

Editorial — Extra Enforcement and/or Awareness Campaigns - Determine news releases, advisories, email alerts and/or social media for the following events:

- New Year's Eve
- Super Bowl
- July 4th
- Fishing opener
- Holiday DWI arrests

Sub-recipients:

Minnesota Department of Public Safety, Office of Communications

Use of Funds:

A grant is written with the Office of Communications to perform earned media relations. This grant funds a percentage of the following positions:

- Public Information Officer – 90%
- Additional PIO Support – 53%
- Purchasing and Payroll – 20%
- Graphic Design – 10%

| 2019 Funds | | | |
|------------|--------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$160,000.00 | \$160,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405d

Project Number: 19-03-09

Project Title: DWI Paid Media

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years — 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

1. Working with a contracted media agency, the OTS will develop and place advertising on a variety of media platforms for the national *Drive Sober or Get Pulled Over* impaired driving crackdowns on weekends in December and Aug. 16- Sept. 2, 2019. In addition, impaired driving messaging will be delivered to the Top 13 Counties receiving funding for a year-long sustained impaired driving enforcement program. The 13 targeted counties are determined by the counties with the most combined number of drunk driving deaths and alcohol-related serious injuries during a three-year period.
2. Media buys will be directed to both statewide and select markets targeting primarily the young, adult male demographic, as well other demographics identified by OTS.
3. The contracted media agency will purchase media related to impaired driving issues as determined and pre-approved by OTS.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

The project focuses on paid advertising for impaired driving campaigns.

Impaired Driving Campaigns — TV/cable, radio, print, online, cinema, out-of-home.

- DWI Enforcement: Weekends in December 2018

- “13 Target Counties” Summer months and targeted dates indicated on Enforcement Calendar
- Motorcycle Impaired Driving: June through September 2019
- Labor Day DWI Enforcement: Aug. 18 - Sept. 3, 2019

The media buyer will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved by OTS.

Sub-recipients:

Linnihan Foy Advertising

Use of Funds:

A contract is written with Linnihan Foy Advertising

| 2019 Funds | | | |
|------------|--------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$625,000.00 | \$625,000.00 | \$0.00 |
| 164PM 1903 | \$775,000.00 | \$775,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application? 405D

Revision made 10.15.2018 164PM 1903 / 164 Transfer funds amount increased by 250,000.00 total 1,025,000.00

Project Number: 19-03-10

Project Title: DWI Dashboard

Performance Target: Data Management

Problem Identification: The need was present to interface E-Charging with MN Crash Records to map locations of impaired driving arrests and locations of fatal and serious injury crashes.

Strategies: Public safety agencies will utilize data to coordinate enforcement and education opportunities.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

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

Activities: This project for DWI analytics is ongoing . The new crash reporting system has been integrated into the dashboard. Mapping of old crashes continue.

Expected Sub-recipients: Bureau of Criminal Apprehension (BCA)

Use of Funds:

Salary and Fringe of GIS Analyst (ITS)
Software Licensing

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$75,000 | \$75,000 | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 9.12.2018

164AL 1903 amount increased by \$200,000.00 total \$275,000.00 Local benefit 275,000.00

Project Number: 19-03-11

Project Title: BCA Lab Technicians

Performance Target: Impaired Roadway Users

Problem Identification: Increased use of blood and urine samples to determine impairment in drivers created a backlog of samples waiting to be tested.

Strategies: Fund two full time toxicologists in DPS' Bureau of Criminal Apprehension, Forensic Science Services unit to test urine samples of impaired drivers for alcohol Schedule I & II Controlled Substances or metabolites.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Test blood and urine samples for impairment evidence. The study of impaired drivers' drug use by categories regarding the confirmatory tests will continue.

Activities: Perform drug screening and confirmatory tests of samples beyond the triage point. Continue the study of drug use by category.

Expected Sub-recipients: Bureau of Criminal Apprehension (BCA)

Use of Funds:

Salary and Fringe of Toxicologists
Indirect Costs for Scientist Salary
Training for Scientists
Supplies – Confirmatory Tests

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$250,000 | \$250,000 | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405D

Project Number: 19-03-12

Project Title: DWI E-Charging

Performance Target: Impaired Roadway Users

Problem Identification: E-Charging was created to move away from paper processing of impaired driving arrests. E-charging interfaces with several entities throughout the state to streamline the impaired driving arrest process.

Strategies: Public Safety agencies utilize the E-Charging system to process 99.9% of MN DWI Arrests.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

The DWI E-Charging system interfaces with every law enforcement agency in MN. The current breath testing devices, the BCA laboratory that processes blood and urine tests samples, Driver and Vehicle Services that process driver license and license plate sanctions, prosecutors throughout the state, and judicial districts via the search warrant module.

Activities: This project for DWI E-Charging is ongoing, with system updates required pending DWI law changes resulting from the 2018 legislative session.

Expected Sub-recipients: Bureau of Criminal Apprehension (BCA)

Use of Funds:

- In-State Travel
- Indirect Costs
- Salary
- Supplies
- TZD Conference

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$229,000 | \$229,000 | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-03-13

Project Title: Ignition Interlock and Vendor Oversight

Performance Target: Alcohol-Impaired Driving Fatalities, Impaired Roadway Users

Problem Identification: Impaired driving remains a serious threat on Minnesota roads, accounting for one-third of all traffic deaths annually. One in seven Minnesota drivers has a DWI on record and 40 percent of those will re-offend. Further, each year, 40,000 Minnesotans are convicted driving with an invalid license. Ignition Interlock is a proven tool to prevent impaired driving and is a pathway to legal driving.

Strategies: An alcohol ignition interlock prevents a vehicle from starting unless the driver provides a breath sample with a BAC lower than .02. Repeat offenders and those with high BAC must enroll in the Ignition Interlock program to regain valid driving privileges.

Minnesota has five certified Ignition Interlock vendors to provide participants with ignition interlocks. There are over 200 service centers that install, calibrate and uninstall devices. The II vendor oversight liaisons ensure the vendors and service centers are in compliance with Minnesota program guidelines.

Justification for Strategy:

- Countermeasures That Work Reference is:
 - Chapter 1; Section 4.2 Alcohol Interlocks
- Innovative
- Not Applicable

Activities:

This project is funding salaries, fringe benefits, out-of-state travel and indirect costs for six full-time employees in DPS's Driver and Vehicle Services division who oversee the ignition interlock program.

Four of the staff are responsible for enrolling all participants into the Ignition Interlock program. They also provide continuing monitoring of participants for compliance while in the program.

In addition to vendor oversight, the project will fund training and education to inform people of the program. They also provide outreach at correctional facilities to inform inmates due for release on the process of enrolling in the ignition interlock program and obtaining a valid license. Funds also provide training for the employees in the division.

Two positions will monitor the ignition interlock vendors certified by the state of Minnesota. Formerly performed with contractors, this year the positions will be with DPS/DVS Ignition Interlock unit as Ignition Interlock Vendor Oversight liaisons. Their work will continue to include service center monitoring and site visits across the state. Currently there are over 200 service centers across Minnesota. The liaisons will handle customer complaints with device and service center issues. The liaisons attend in and out state conferences, presenting on vendor oversight. The liaisons are also responsible for making recommendations to a DPS committee which will determine appropriate actions and implementation.

Expected Sub-recipients:

Driver and Vehicle Services, Minnesota Department of Public Safety

Use of Funds:

Salary and Fringe for six staff

Indirect Costs

In-state and Out-state Travel

- Service center site visits
- Conferences

Postage and printing

- Participant letters/notices
- Vendor/Service Center correspondence

Supplies-Training Costs

Manuals, program Materials

Communication

- Cell phones for two liaisons

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$525,000 | | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application?

Revision made 9.12.2018

164AL 1903 amount increased by \$15,000.00 total 540,000.00
Revision made 11.2.2018
 decreased by 15,000.00 total 525,000.00

Project Number: 19-03-14

Project Title: Patrol DWI Conference Travel

Performance Target: Alcohol-Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

Strategies:

The project supports Minnesota State Patrol staff attendance at traffic safety conferences which offer resources and idea sharing from within Minnesota, as well as out of state to bring back and implement across Minnesota.

Justification for Strategy:

- Not Applicable

Attendees are expected to bring back new ideas and concepts to apply to their work in traffic safety efforts in Minnesota.

Activities:

The Minnesota State Patrol will send appropriate troopers to traffic safety conferences, such as Lifesavers, and CARE that are held outside of Minnesota. In addition, the MSP will send troopers to the Toward Zero Deaths Conference which is the annual traffic safety conference held within Minnesota.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Registration
- In-state travel expenses
- Out-state travel expenses

| 2019 Funds | | | |
|------------|---------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$9,000 | None | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes 405D

Project Number: 19-03-15

Project Title: DWI Officer

Performance Target: Alcohol- Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities from the 2011-2015 calendar year average of 108 to 99 by December 31, 2018.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater

Problem Identification: In 2016 the National Safety Council estimated the cost of alcohol-related crashes in Minnesota was \$286 million. In the same year, 21 percent of serious injuries sustained in crashes and 31 percent of traffic crash fatalities were alcohol-related. The highest concentration of alcohol-related crashes occur between the hours of 5:00 p.m. and 5:00 a.m. according to the Minnesota Motor Vehicle Crash Facts. Below is a table showing 2012-2016 totals of Minnesota’s top 25 counties with the highest alcohol related deaths and serious injuries.

| Top 25 Counties with the Highest Alcohol Related Deaths and Serious Injuries | | | | | | | |
|--|------------|------------------------------|--------------------------------|--|---|---|---------------|
| 2012-2016 | All Deaths | Drunk Driving-Related Deaths | All Suspected Serious Injuries | Alcohol-Related Suspected Serious Injuries | All Deaths & Suspected Serious Injuries | All Drunk Driving-Related Deaths & Alcohol-Related Suspected Serious Injuries | DWI Incidents |
| Hennepin | 187 | 43 | 1,253 | 234 | 1,440 | 277 | 30,717 |
| Ramsey | 76 | 13 | 483 | 93 | 559 | 106 | 12,171 |
| Anoka | 84 | 19 | 393 | 70 | 477 | 89 | 6,046 |
| Dakota | 87 | 16 | 394 | 60 | 481 | 76 | 8,043 |
| St. Louis | 73 | 14 | 238 | 53 | 311 | 67 | 5,506 |
| Washington | 51 | 13 | 175 | 41 | 226 | 54 | 4,984 |
| Stearns | 39 | 7 | 188 | 47 | 227 | 54 | 4,322 |
| Wright | 59 | 15 | 145 | 27 | 204 | 42 | 2,321 |
| Otter Tail | 32 | 8 | 102 | 33 | 134 | 41 | 1,370 |

| | | | | | | | |
|---------------|--------------|------------|--------------|--------------|--------------|--------------|----------------|
| Olmsted | 48 | 5 | 167 | 34 | 215 | 39 | 3,535 |
| Cass | 31 | 13 | 71 | 25 | 102 | 38 | 946 |
| Scott | 35 | 8 | 141 | 27 | 176 | 35 | 3,234 |
| Crow Wing | 42 | 9 | 111 | 24 | 153 | 33 | 1,798 |
| Itasca | 25 | 12 | 87 | 20 | 112 | 32 | 1,561 |
| Sherburne | 30 | 5 | 120 | 26 | 150 | 31 | 2,033 |
| Becker | 20 | 6 | 83 | 22 | 103 | 28 | 1,176 |
| Blue Earth | 30 | 2 | 79 | 25 | 109 | 27 | 1,872 |
| Rice | 26 | 5 | 83 | 21 | 109 | 26 | 1,161 |
| Beltrami | 28 | 6 | 61 | 19 | 89 | 25 | 1,446 |
| Kandiyohi | 37 | 8 | 64 | 17 | 101 | 25 | 1,003 |
| Todd | 15 | 6 | 51 | 17 | 66 | 23 | 465 |
| Winona | 19 | 7 | 87 | 16 | 106 | 23 | 1,541 |
| Carver | 25 | 7 | 84 | 15 | 109 | 22 | 1,422 |
| Goodhue | 36 | 5 | 108 | 17 | 144 | 22 | 1,376 |
| Morrison | 33 | 5 | 56 | 17 | 89 | 22 | 621 |
| Totals | 1,168 | 257 | 4,824 | 1,000 | 5,992 | 1,257 | 100,670 |

Strategies: Sustained Enforcement. While sustained enforcement is not listed in the CTW under alcohol, it is under seatbelt law enforcement. The OTS is making the logical assumption that this would also work for alcohol enforcement.

Justification for Strategy:

- Countermeasures That Work Reference is Sustained Enforcement
- Innovative
- Not Applicable

Activities:

- To generate the greatest impact, full time DWI enforcement between the hours of 5:00 p.m. and 5:00 a.m.
- A minimum of two Friday's and two Saturday's a month are required as part of the DWI Officer's schedule.
- Court time as necessary
- Training as necessary
- Meetings, if required by State Authorized Representative
- TZD (Toward Zero Deaths) Statewide Conference

Expected Sub-recipients:

Fifteen law enforcement agencies (1 DWI Officer per agency) whose jurisdiction is in the top 25 counties with the highest alcohol related deaths and serious injuries (see chart above). To be eligible, the agency must have a minimum of 20 sworn officers.

Use of Funds:

1. DWI Officer full time salary, including fringe benefits
2. Administrator salary (when overtime is worked to manage grant)
3. TZD Conference (statewide Towards Zero Death safety conference) hotel as necessary for DWI officers only.

| 2019 Funds | | | |
|------------|----------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT1903 | \$565,500.00 | 100% | 75% |
| 164AL | \$1,131,000.00 | 100% | 0% |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-03-16

Project Title: TSRP/Law and Legal

Performance Target: Alcohol-Impaired Driving Fatalities

Problem Identification: DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. The training and education prosecutors and judges received prior to assuming their position can be inadequate for preparing them to prosecute and preside over DWI cases.

Strategies: Traffic Safety Resource Prosecutors (TSRPs) are current (or former) prosecutors who specialize in the prosecution of traffic crimes, and DWI cases in particular. The TSRP will provide training, education, and technical support to other prosecutors and law enforcement agencies within Minnesota.

Justification for Strategy:

- Countermeasures That Work Reference is:
 - Chapter 1; Section 3.1 Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons
- Innovative
- Not Applicable

Activities:

This project will provide for a traffic safety resource prosecutor to serve as a liaison between the NHTSA and OTS, and the county and city prosecutors through a contract with the Minnesota County Attorneys' Association. The focus of the work is on prosecutor training, case consultation, research assistance, brief bans, expert witness referrals, a quarterly newsletter, a website for resources, and community outreach with MADD, schools, and other groups.

In addition, the TSRP provides annual training on new DWI laws and court case rulings that is easily accessible to Minnesota officers and prosecutors. Training will be provided by webinar, as a cost saving method, as well as a way to make the training accessible to more law enforcement officers.

Expected Sub-recipients:

Minnesota County Attorneys' Association

Use of Funds:

Salary & Fringe
Indirect Costs
Overtime Administration Support
Travel Expenses/In-State Out-State
Training Costs

Fixed Costs
 Supplies/other
 Association Dues

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$240,000 | \$240,000 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application?

Revision made 9.12.2018

405D Low / M6OT amount increased by \$85,000.00 total 325,000.00 Local Benefit 325,000.00
Revision made 11.2.2018
 decreased by 85,000.00 total 240,000.00 Local Benefit 240,000.00

Project Number: 19-03-17

Project Title: DWI Enforcement Recognition

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: (Need crash grids)

Strategies:

Recognizing the superior performance of the enforcement of impaired driving laws, conducting media events, and facilitating public outreach efforts to change driver behaviors can motivate other officers and agencies to enhance their own impaired driving enforcement efforts.

Justification for Strategy:

- Countermeasures That Work Reference is
 - Ch. 2, Sect. 3.1 Communications and Outreach Supporting Enforcement
 - Ch. 3, Sect. 4.1 Communications and Outreach Public Information Supporting Enforcement

Activities:

The OTS will recognize law enforcement agencies for superior performance in impaired driving enforcement, media, and public outreach during the previous year’s enforcement grant activities, by presenting them with the Commissioner’s Enforcement Award. The OTS grant coordinator and LEL will present a plaque to each agency in the grant at an awards luncheon. The fiscal lead of the grant will have the opportunity to attend an out-of-state traffic safety conference; and each agency in the grant will have the option to send one extra person to the Minnesota TZD Conference.

Also, see project 19-04-07, which provides funding for occupant protection, speed and distracted driving enforcement recognition efforts.

Expected Sub-recipients:

A single group of local enforcement agencies that demonstrated outstanding impaired driving enforcement performance as a TZD Enforcement Grant Recipient.

Use of Funds:

- Award plaques
- Luncheon event
- Out-of-State Travel

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$10,000 | \$10,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-03-18

Project Title: Impaired Driving Facts

Performance Target: Impaired Roadway Users

Problem Identification: Compile demographic and geographic data on impaired drivers and publish the information as a book for simplistic reference.

Strategies: This project funds the annual printing of Impaired Driving Facts, a book which provides detailed information on impaired driving arrests and offenders.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Impaired Driving Facts is extremely popular and in very high demand.

Activities: The project is evaluated based on the number of requests for print copies or links to the online version, as well as feedback received from users.

Expected Sub-recipients: MN Department of Public Safety, Office of Traffic Safety

Use of Funds:

Printing

| 2019 Funds | | | |
|--------------|---------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$4,000 | \$4,000 | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
405D

Project Number: 19-03-19

Project Title: DWI Enforcement Liaisons

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification:

Strategies: Write contracts with four retired enforcement officers to serve as liaisons between the Office of Traffic Safety and the MN enforcement community.

Justification for Strategy:

Not Applicable

Anecdotal evidence suggests that enforcement officers trust, and are more responsive to suggestions from, fellow officers than from others. Since the OTS is not an enforcement organization, we hire retired officers to communicate directly with enforcement agencies in Minnesota.

A cornerstone of the success in reducing impaired driving related fatal and serious injury crashes is the data-driven targeted high visibility enforcement (HVE) campaigns. These accomplishments can be attributed to the work of the state LELs, who rally the law enforcement network to participate in national and state impaired driving HVE campaigns.

Much of the LELs' activities include proactive work with law enforcement contacts to engage them in traffic safety activities and provide technical assistance in support of NHTSA's priority impaired driving programs.

Activities:

The LEL's serve as liaisons between OTS and state, county, city and tribal law enforcement agencies within their designated counties to promote and encourage enhanced impaired driving enforcement and to encourage participation in traffic safety programs.

The LEL's provide the following information and technical assistance to law enforcement personnel:

- Importance of traffic safety and enforcement of impaired driving laws as an integral part of an agency's overall mission and a key component in determining quality of life within a community.
- Toward Zero Deaths (TZD) Enforcement Grants.
- National and state impaired driving mobilizations prior, during and after the mobilizations to encourage successful participation of each law enforcement agency.
- Impaired driving enforcement programs and strategies that are most effective in reducing traffic fatalities and severe injuries.
- County-specific and/or state impaired driving crash data obtained by the OTS.
- Impaired driving informational material and handouts developed by the OTS.
- Educate law enforcement on TZD efforts and encourage law enforcement to participate in Safe Road Coalitions within their county.

- Impaired driving enforcement training opportunities.
- Schedule and assist in organizing multi-agency impaired driving enforcement planning meetings to encourage development of strategic enforcement plans.
- Provide technical assistance in development of a strategic impaired driving enforcement plan including best practices, and determining specific needs to expedite the plan.
- Mentor new traffic safety project directors and educate them on impaired driving enforcement practices used by other successful TZD Law Enforcement Grantees.
- Provide technical assistance and advice on resolving community impaired driving problems and provide support such as educating city councils and county boards on the importance of impaired driving enforcement.
- Suggesting to OTS ways to recognize law enforcement officers and agencies that have demonstrated exceptional impaired driving enforcement.
- Provide materials and encourage agencies to conduct news events and use creative methods to achieve earned media that will educate citizens regarding enhanced impaired driving enforcement activities.
- Attend county board or city council meeting to provide county or regional specific impaired driving information and educate the community on the successes of impaired driving programs.
- Assist enforcement agencies and TZD Regional Coordinators to organize media events before impaired driving mobilizations.
- Attend multiple agency meetings such as regional/county chiefs meetings to discuss current impaired driving efforts.

Expected Sub-recipients:

- Becky Putzke, Northwest Region OTS Law Enforcement Liaison
- Bill Hammes, Metro Region OTS Law Enforcement Liaison
- Scott McConkey, Southern Region OTS Law Enforcement Liaison
- Frank Scherf, Northeast Region OTS Law Enforcement Liaison

Use of Funds:

- Time Compensation
- In-State-Travel Expenses
- Out-State-Travel Expenses
- Postage Expenses
- Other "Out of Pocket" Expenses

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164AL 1903 | \$140,000 | \$140,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-03-20

Project Title: Project Directors to Conferences

Performance Target: A performance target is not set for administrative projects

Problem Identification: This project is used to send committed law enforcement and safe roads coalition members to obtain new information by attending out of state conferences and communicate their newfound knowledge with other Minnesota stakeholders.

Strategies: Management System – This strategy is from the Minnesota State Highway Safety Plan rather than the Counter Measures That Work

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable Attending the conference provides an opportunity to motivate individuals and for them learn about best practices. It will also give attendees the ability to network with other participants throughout the country who share similar goals.

Activities: Up to eighteen individuals, selected by the OTS for their work in ridding the roads of impaired drivers and participating in the OTS’ mobilizations and crackdowns, will travel to and participate in a national traffic safety conference not held in Minnesota.

Expected Sub-recipients:

The majority of recipients will be law enforcement, up to 3 individuals will be safe roads coalition leaders.

Use of Funds:

This project is conducted together with 19-06-12 which reimburses costs associated with conferences and meetings on occupant protection, distracted driving, speeding, and other traffic safety areas. Costs include registration fees and travel expenses subject to the limitations in the Commissioners’ Plan.

| 2019 Funds | | | |
|------------|-------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT | \$18,000.00 | \$18,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-03-21

Project Title: DWI Creative Contract

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016. They have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

In addition to addressing drunk-driving, Minnesota is experiencing a steady increase in drugged-driving. In 2015, a total of 3,047 toxicology tests were completed for drivers believed to be impaired by a substance other than alcohol. Of those, there were 1,673 Driving While Impaired by a Controlled Substance (DWI-CS). The number of drugged drivers has steadily increased over the past seven years; the number of DWI-CS more than doubled between 2009 and 2015. From 2013 to 2017, the number of DRE evaluations requested doubled statewide. From 2016 to 2017 alone, the number of DRE evaluations increased 21%.

| Year | DWI-CS | % increase over previous year |
|------|--------|-------------------------------|
| 2015 | 1,673 | 23% |
| 2014 | 1,363 | 17% |
| 2013 | 1,169 | 11% |
| 2012 | 1,053 | 12% |
| 2011 | 941 | 5% |
| 2010 | 896 | 14% |
| 2009 | 785 | 28% |

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Through a contracted creative agency, the contractor will create and produce various creative needs for impaired driving.
- Provide creative media strategy and ideas for incorporating new communication channels to best deliver impaired driving messages.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

- The contracted creative agency will develop impaired driving creative concepts across mediums (TV, radio, print/out-of-home, Web, etc.) including public service announcements (PSAs), websites and other productions; brochure/collateral development; infographics; social media concepts/strategies/direction/input; photo/video shoots; video/audio/photo editing; public relations events/ideas and execution; and other miscellaneous creative projects.
- The contracted creative agency will lead full-scale pre- through post-production efforts on all projects that could include: focus groups; concept; scheduling; securing talent/release forms; securing general production needs and logistics (equipment, location, studio, etc.); videography, photography; post-production (video/audio editing); closed-captioning; stock photography and music/sound effects procurement; copy writing; graphic design; Web design needs and all associated work; courier services; as well as providing final products in desired format and native art files to DPS.

Sub-recipients:

Johnson Group

Use of Funds:

A contract is written with Johnson Group

| 2019 Funds | | | |
|------------|-------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$55,000.00 | \$55,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405D

Project Number: 19-03-22

Project Title: State Match and MOE for Impaired Driving

Performance Target: Alcohol Impaired Driving Fatalities, Drug Impaired Driving Fatalities

Problem Identification: Not applicable

Strategies: Uphold and implement laws relating to impaired driving

Justification for Strategy:

Not Applicable State funding used

Activities:

- DPS/Driver and Vehicle Services will manage driver’s licenses of drivers convicted of an implied consent violation
- Attorney General’s Office will hold hearings on administrative license revocations, prosecute drivers with an alcohol restriction on their driver’s license, defend the State and/or prepare *Amicus* briefs as appropriate for DWI cases appealed.
- DPS/Minnesota State Patrol will enforce DWI laws and testify at court on DWI cases
- DPS/Bureau of Criminal Apprehension will test BAC levels in the laboratory and preserve the chain of evidence on blood and urine samples received related to DWI cases
- OTS DWI coordinator will discover the above expenditures and report them to the manager to use for match of the 405D programs at the end of the federal year and the other costs except those of the Attorney General will be used for 405D maintenance of effort annually, allowing the Governor’s Representative for Highway Safety to certify to NHTSA we have met the target of \$4,500,000.

Expected Sub-recipients: no federal funds involved.

Use of Funds: Used as match and maintenance of effort for 405D funds.

| 2019 Funds | | | |
|------------|--------|---------------|----------------|
| NHTSA Code | Amount | Local Benefit | Match |
| | \$0 | \$0 | \$8,000,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-03-23

Project Title: DWI EZ Guide for Officers Application

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Provide law enforcement an electronic reference guide to access DWI laws and consequences.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach 5.2 Mass Media Campaigns (3 stars)

Activities:

- Working with MNIT for product development, a mobile friendly version of the DWI EZ-Guide brochure will be created. This will be a reference guide for enforcing Minnesota DWI laws.

Sub-recipients:

MN IT

Use of Funds:

| 2019 Funds | | | |
|------------|-------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$10,000.00 | \$10,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405D

Project Number: 19-03-24

Project Title: Synthetic Toxicology Testing

Performance Target: Alcohol-Impaired Driving Fatalities

Problem Identification: Synthetic drug use in Driving Under the Influence of Drugs (DUID) cases continues to rise. Due to the ever changing synthetic drug landscape, the BCA Laboratory is unable to keep up with current validated methods for this testing. The outcome is negative reports that do not offer any guidance for prosecutors to support the observed impaired behavior of the driver.

Strategies: Currently, the BCA's only suggestion has been that agencies send samples to another laboratory capable of testing for these synthetic drugs. This requires the samples be returned to the agency for a decision on an outside laboratory as well as what testing is appropriate. The agency may have limited knowledge in this area and not understand and make inappropriate choices for the specific case. Most often, the agency will consult with BCA scientists to make these decisions.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities: If a DUID sample has negative results by BCA methods, and is requested by the submitting agency, the BCA sends the sample directly to outside laboratory for additional testing.

Submitting agency will request that kit be sent to NMS Labs for additional testing
Group consultation between agency, OTS and BCA will occur.

Expected Sub-recipients:

Bureau of Criminal Apprehension, Department of Public Safety

Use of Funds:

- Drug testing fees charged by NMS Lab.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 1903 | \$15,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 9.12.2018

405d Low / M6OT 1903 amount decreased by \$15,000.00 total \$0.00

Project Number: 19-03-25

Project Title: DWI Micro Site Web pages

Performance Target: Alcohol Impaired Driving Fatalities

Problem Identification:

Drunk driving-related fatalities decreased from 2015 to 2016 and they have decreased by 23 percent in the last five years – 73 fatalities in 2016 compared with 95 in 2012.

In 2016:

- 121 (31 percent) of the 392 people who died on Minnesota roads were killed in alcohol-related crashes. (any evidence of alcohol detected in a driver, pedestrian or bicyclist.)
- 73 (19 percent) fatalities were drunk driving-related (driver alcohol concentration .08 percent or greater.)
- 2,281 people suffered injuries in alcohol-related crashes.

This project targets the problem of impaired drivers, which is one of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Develop new Web site pages to educate the public on Minnesota DWI laws and penalties and increase reach and frequency of impaired driving messaging.

Justification for Strategy:

☒ Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

A micro site will be developed similar to the ENDWI campaign in New Mexico.

(<http://www.endwi.com/>, with Minnesota-specific data, creative materials and messaging.

Content will include, but is not limited to:

- DWI Laws and Penalties
- DWI Public Service Announcements
- DWI Newsroom Releases
- DWI Ignition Interlock Information
- DWI Safe Ride Transportation Options

Sub-recipients:

Contractor TBD, may be through MNIT

Use of Funds: Contract to develop the micro-site

| 2019 Funds | | | |
|-------------------|---------------|----------------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| M6OT 19-03 | \$15,000.00 | \$15,000.00 | \$0.00 |

Is the project match used for maintenance of effort? *Yes* *No*

Is the project part of the evidenced-based enforcement program? *Yes* *No*

Does the project provide required information for a 405 grant? *Yes* *No*

If yes, which 405 application? 405D

Project Number: 19-04-01

Project Title: Police Traffic Services Coordination I

Performance Target: Speeding Related Fatalities, Distracted Driving Measure

Problem Identification: The police traffic services needs OTS staff to ensure projects are implemented and are moving ahead that will decrease the incidence of speeding and impaired driving.

Strategies: Three-quarters time of an OTS full-time state program administrator principal will be assigned the coordination of specific police traffic projects related to distracted driving and speeding. Projects with enforcement are divided into two general types, grants with the Minnesota State Patrol and grants with cities and counties. This project funds the oversight of work conducted by cities and counties.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted neither will other projects addressing speeding and distracted be conducted; speeding and distraction will likely not decrease.

Activities: This coordinator will:

- Provide oversight for the projects related to paid media, media relations, and creative development.
- Assist the Office of Communications with the technical aspects of print and electronic materials and events related to speeding and distracted driving as requested.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified speeding and distracted driving problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities, payments and roles between OTS and the director,
 - writing budgets that are reasonable, clear and cover all possible costs,

- and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Suggest sessions and presenters related to speeding and distraction for the annual Minnesota TZD conference.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing speeding and distracted issues.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs for three-fourths of a full time state program administrators.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 19-04 | \$110,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-04-02

Project Title: Police Traffic Services Coordination 2

Performance Target: Speed Related Fatalities, Distracted Driving Measure

Problem Identification: The police traffic services area needs OTS staff to ensure projects are implemented and are moving ahead that will decrease the incidence of speeding and distracted driving.

Strategies: Three-quarters time of an OTS full-time state program administrator principal will be assigned the coordination of specific police traffic projects. Projects with enforcement are divided into two general types, grants with the Minnesota State Patrol and grants with cities and counties. This project funds the oversight of work conducted by the Minnesota State Patrol.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted neither will other projects addressing speeding and distracted be conducted; speeding and distraction will likely not decrease.

Activities: This coordinator will:

- Assist the Office of Communications with the technical aspects of print and electronic materials and events related to speeding and distracted driving as requested.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified speeding and distracted driving problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities, payments and roles between OTS and the director,
 - writing budgets that are reasonable, clear and cover all possible costs,
 - and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.

- Suggest sessions and presenters related to speeding and distraction for the annual Minnesota TZD conference.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing speeding and distracted issues.

Expected Sub-recipients: None

Use of Funds: : Limited to salaries, fringe benefits and indirect costs for three-fourths of a full time state program administrators.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 19-04 | \$110,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? *Yes* *No*

Is the project part of the evidenced-based enforcement program? *Yes* *No*

Does the project provide required information for a 405 grant? *Yes* *No*

If yes, which 405 application?

Project Number: 19-04-03

Project Title: Patrol Towards Zero Deaths Enforcement

Performance Target: Distracted Driving Measure (1)

To decrease driver inattention/distraction as a percentage of total contributing factors in multiple vehicle crashes.

Problem Identification:

To be eligible to receive a *Toward Zero Death* Enforcement grant, over-involvement in distracted and other aggressive driving behaviors/or one of the highest numbers of deaths and severe injuries must be shown.

This project targets the problem of distracted and other aggressive driving behaviors.

Strategies:

- High-visibility enforcement of the wireless communications law in April for the Minnesota State Patrol and for selected districts with counties with high numbers of speed-related crashes in July and for the *Move Over* law on Aug. 31.
- Public information and outreach through news releases, social media, public service announcement, radio interviews, and local message boards.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 4; Section 1.3 –
Section 1 - Laws and Enforcement
1.3 High Visibility cell phone/text messaging enforcement. (4 stars)

Activities:

The project has dedicated distracted driving and speed campaigns consisting of enhanced enforcement combined with public information and outreach. Enhanced distracted driving enforcement will be conducted April 8-30, 2019, focusing on Minnesota's no texting law. Enhanced speed enforcement will be conducted June 18-July 21, 2019. Only the counties that are at or above the state average for speed-related fatalities and serious injuries are eligible for speed enforcement funding. The counties eligible include: Anoka, Becker, Blue Earth, Carver, Cass, Carleton, Crow Wing, Dakota, Goodhue, Hennepin, Itasca, Morrison, Olmsted, Otter Tail, Ramsey, St. Louis, Scott, Sherburne, Sibley, Stearns, Washington, Winona and Wright. This project also covers a one-day enforcement of the Move Over Law on Aug. 31, the anniversary of the death of Trooper Ted Foss. Public information and media relations are conducted before, during and after the campaigns.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Overtime salaries
- Fringe benefits
- Indirect costs

| 2019 Funds | | | |
|------------|-----------|---------------|----------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT1904 | \$275,000 | None | \$68,750 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-04-04

Project Title: Cities and Counties Toward Zero Death's Enforcement

Performance Target: Distracted Driving Measure (1)

To decrease driver inattention/distraction as a percentage of total contributing factors in multiple vehicle crashes.

Problem Identification:

- Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota.
- Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016).
- Texting citations climbed nearly 23 percent from 2016 to 2017.
- Preliminary numbers show 92 people were killed in speed-related crashes in 2016.
- During the 100 deadliest days in the past five years (2012-2016), preliminary numbers show that 109 people lost their lives in speed-related crashes.

This project targets the problems of distraction and speed, which are two of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- High-visibility enforcement of the wireless communications law in April for city and county agencies and for selected counties with high numbers of speed-related crashes in July and for the *Move Over* law on Aug. 31.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 4; Section 1.3 –
Section 1 - Laws and Enforcement
1.3 High Visibility cell phone/text messaging enforcement.

Activities:

The project has dedicated distracted driving and speed campaigns consisting of enhanced enforcement combined with public information and outreach. Enhanced distracted driving enforcement will be conducted April 8-30, 2019, focusing on Minnesota's no texting law. Enhanced speed enforcement will be conducted June 18-July 21, 2019. Only the counties that are at or above the state average for speed-related fatalities and serious injuries are eligible for speed enforcement funding. The counties eligible include: Anoka, Becker, Blue Earth, Carver, Cass, Carleton, Crow Wing, Dakota, Goodhue, Hennepin, Itasca, Morrison, Olmsted, Otter Tail, Ramsey, St. Louis, Scott, Sherburne, Sibley, Stearns, Washington, Winona and Wright. This project also covers a one-day enforcement of the Move Over Law on Aug. 31, the anniversary of the death of Trooper Ted Foss. Public information and media relations are conducted before, during and after the campaigns.

Expected Sub-recipients:

City and County law enforcement agencies. (Grantees will be determined by September, 2018)

Use of Funds:

- Overtime salaries
- Fringe benefits (PERA, Medicare and Workers Comp)

| 2019 Funds | | | |
|---------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 1904 (402) | \$785,000.00 | \$785,000.00 | \$195,000.00 |
| M8DDLE | \$20,000.00 | \$20,000.00 | \$5,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405E

Project Number: 19-04-05

Project Title: Patrol Project Support

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification:

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

Strategies:

The project provides funding for a portion of a position which supports the administrative duties related to NHTSA funded grants between the Office of Traffic Safety and Minnesota State Patrol.

Justification for Strategy:

Not Applicable

The position funded by this project ensures accurate coordination and timely reporting for the Minnesota State Patrol.

Activities:

The duties assigned to this position include purchasing, tracking, reporting, and invoicing related to NHTSA funded grants.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Salary
- Fringe Benefits
- Indirect Costs

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT1904 | \$62,000 | None | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-04-06

Project Title: Enforcement Liaisons

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: (Need crash grids)

Strategies: ???

Justification for Strategy:

Not Applicable

Anecdotal evidence suggests that enforcement officers trust, and are more responsive to suggestions from, fellow officers than from others. Since the OTS is not an enforcement organization, we contract with retired officers to communicate directly with enforcement agencies in Minnesota.

A cornerstone of the success in reducing fatal and serious injury crashes is the data-driven targeted high visibility enforcement (HVE) campaigns. These accomplishments can be attributed to the work of the state LELs, who rally the law enforcement network to participate in national and state HVE campaigns.

Much of the LELs' activities include proactive work with law enforcement contacts to engage them in traffic safety activities and provide technical assistance in support of NHTSA's priority programs. This project is teamed with 19-03-21 which focuses on the DWI related work of the liaisons.

Activities:

The LEL's serve as liaisons between OTS and state, county, city and tribal law enforcement agencies within their designated counties to promote and encourage enhanced traffic safety enforcement and to encourage participation in traffic safety programs. This project is teamed with 19-03-21 which focus on the DWI-related work with the liaisons.

The LEL's provide the following information and technical assistance to law enforcement personnel:

- Importance of traffic safety and enforcement of traffic laws as an integral part of an agency's overall mission and a key component in determining quality of life within a community.
- Toward Zero Deaths (TZD) Enforcement Grants.
- National and state mobilizations prior, during and after the mobilizations to encourage successful participation of each law enforcement agency.
- Enforcement programs and strategies that are most effective in reducing traffic fatalities and severe injuries such as high visibility focused enforcement.
- County-specific and/or state crash data obtained by the OTS.
- Informational material and handouts developed by the OTS.

- Educate law enforcement on the TZD effort and encourage law enforcement to participate in Safe Road Coalitions within their county.
- Traffic safety training opportunities for law enforcement.
- Provide assistance to OTS by checking equipment given to various departments in the past to verify it is still being used to enhance the agencies traffic safety enforcement.
- Schedule and assist in organizing multi-agency enforcement planning meetings to encourage development of strategic enforcement plans.
- Provide technical assistance in development of a strategic traffic safety enforcement plan including best practices such as high visibility enforcement, and determining specific needs to expedite the plan and inform OTS of any supplies or equipment that may help agencies be successful in implementation of their plan.
- Mentor new traffic safety project directors and educate them on practices used by other successful TZD Law Enforcement Grant projects.
- Provide technical assistance and advice on resolving community traffic safety problems and provide support such as educating city councils and county boards on the importance of traffic safety enforcement.
- Suggesting to OTS ways to recognize law enforcement officers and agencies that have demonstrated exceptional traffic safety enforcement.
- Provide materials and encourage agencies to conduct news events and use creative methods to achieve earned media that will educate citizens regarding enhanced enforcement activities.
- Attend county board or city council meeting to provide county or regional specific traffic safety information and educate the community on the successes of traffic safety programs.
- Assist enforcement agencies and TZD Regional Coordinators to organize media events before major mobilizations.
- Present at in-state and out-of-state conferences.
- Staff informational booths at state law enforcement conferences and meetings.
- Attend multiple agency meetings such as regional/county chiefs meetings to discuss current traffic safety efforts.

Expected Sub-recipients:

- Becky Putzke, Northwest Region OTS Law Enforcement Liaison
- Bill Hammes, Metro Region OTS Law Enforcement Liaison
- Scott McConkey, Southern Region OTS Law Enforcement Liaison
- Frank Scherf, Northeast Region OTS Law Enforcement Liaison

Use of Funds:

- Time Compensation
- In-State-Travel Expenses
- Out-State-Travel Expenses
- Postage Expenses
- Other “Out of Pocket” Expenses

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 1904 | \$200,000 | \$200,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-04-07

Project Title: Enforcement Recognition

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: (need crash grids)

Strategies:

Recognizing the superior performance of the enforcement of traffic laws, conducting media events, and facilitating public outreach efforts to change motorist behaviors can motivate other officers and agencies to enhance their own traffic enforcement efforts.

Justification for Strategy:

- Countermeasures That Work Reference is
 - Ch. 2, Sect. 3.1 Communications and Outreach Supporting Enforcement
 - Ch. 3, Sect. 4.1 Communications and Outreach Public Information Supporting Enforcement

Activities:

The OTS will recognize a law enforcement agency for superior performance in traffic enforcement, media, and public outreach during the previous year’s enforcement grant activities, by presenting them with the Commissioner’s Enforcement Award. The OTS grant coordinator and LEL will present a plaque to each agency in the grant at an awards luncheon. The fiscal lead of the grant will have the opportunity to attend an out-of-state traffic safety conference; and each agency in the grant will have the option to send one extra person to the Minnesota TZD Conference.

Also, see project 19-03-17, which provides funding for impaired driving enforcement recognition efforts.

Expected Sub-recipients:

A single group of local law enforcement agencies that demonstrated outstanding performance as a FFY18 TZD Enforcement Grant Recipient.

Use of Funds:

- Award plaques
- Luncheon event
- Out-of-State Travel

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT 1904 | \$15,000 | \$15,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-04-08

Project Title: Real-time Officer Activity Reporting System (ROAR)

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification:

The project is administration in nature. The system supports accurate, real-time documentation of enforcement grant activity and financial records.

Strategies:

The ROAR system is a web-based application that provides law enforcement a method to accurately and efficiently capture and report traffic stop information needed to document high visibility enforcement activity that occurs during federally funded overtime shifts.

Justification for Strategy:

Not Applicable

The system provides for more time spent enforcing traffic laws, in addition to accurate and timely reporting of and enforcement activity.

Activities: The ROAR system is consistently updated with enhancement so it may be more effectively used by law enforcement agencies statewide, as well as system updates necessary for optimal system performance. In addition, the OTS uses the system for payment verification, training verification, on-site monitoring and grant performance.

Expected Sub-recipients:

- Minnesota IT Services
- Contracted Tester to be determined

Use of Funds:

- Salaries
- Contracted testing services

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT1904 | \$40,000 | None | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-04-09

Project Title: Patrol Travel

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification:

The project supports Minnesota State Patrol’s staff attendance at traffic safety conferences.

Strategies:

The project supports Minnesota State Patrol staff attendance at traffic safety conferences which offer resources and idea sharing amongst traffic safety professionals from across Minnesota, as well as throughout the country.

Justification for Strategy:

Not Applicable

Attendees are expected to bring back new ideas and concepts to apply to their work in traffic safety efforts in Minnesota.

Activities:

The Minnesota State Patrol will send appropriate troopers to traffic safety conferences, such as Lifesavers, that are held outside of Minnesota. In addition, the MSP will send troopers to the Toward Zero Deaths Conference which is the annual traffic safety conference held within Minnesota.

Expected Sub-recipients: Minnesota State Patrol

Use of Funds:

- Registration
- In-state travel expenses
- Out-state travel expenses

| 2019 Funds | | | |
|------------|---------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| PT1904 | \$9,000 | None | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

19-05 Traffic Records

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

SAFETEA-LU provided funding for State Traffic Safety Information System Improvement Grants under section 408. MAP-21, and now FAST Act, continues to support the importance of data through the provisions in Section 405c – Traffic Safety Information Systems. The Traffic Records Coordinating Committee (TRCC) is moving forward with data improvements identified in the 2014 Traffic Records Assessment and additional ones identified by the committee since that time. Funds are used to: improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data; evaluate the effectiveness of efforts to make such improvements; and link State data systems.

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

Project Number: 19-05-01

Project Title: Traffic Records Coordination

Performance Target: In Minnesota's Strategic Highway Safety Plan, this project would fall under the focus area "Management Systems". The project does not relate to a specific target but to the OTS' overall success in improving the traffic records systems.

Problem Identification: The traffic records program area must have a person designated as the focal point for traffic records projects to ensure projects collaborate and enhance each other rather than compete with or duplicate each other. In addition, the position will develop assigned projects and ensure they are implemented and moving ahead towards increasing data quality and system improvements. In addition, the person will serve as an expert in the program area of traffic records for the OTS.

Strategies: An OTS full-time state program administrator coordinator will be assigned the coordination of the traffic records area and to chair the Traffic Records Coordinating Committee.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted, neither will other projects addressing traffic records be conducted and problem identification will not improve.

Activities: The traffic records coordinator will:

- Chair the Traffic Records Coordinating Committee and maintain responsibility for the upkeep of the traffic records strategic plan
- Design and/or develop/improve assigned projects to address the specific problems identified. Estimate overall budgets and outline duties of assigned projects based on facts and/or experience.
- Seek out new well-researched projects addressing identified problems related to data systems for discussion at the TRCC meetings and obtain recommendations from the TRCC for projects in the next federal fiscal year.
- Present the TRCC recommendations to the OTS staff at the HSP meetings.
- Work with Minnesota IT Services (MNIT) on contracts related to traffic records. Oversee MNIT charges to OTS.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Administer responsibility for the State crash records system (MNCrash) as the business owner and database administrator
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report including overall charge of the 405C application.

- With MNIT , negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to data gaps.
 - writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities or payments and roles between OTS and the director,
 - writing budgets that are reasonable, clear and cover all possible costs,
 - and writing evaluation plans that indicate the likelihood of the project activities positively affecting data available to OTS for problem identification and performance records.
- Seek and suggest sessions on data and systems to be presented at the annual Towards Zero Deaths conference.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing data and systems.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs of one full time SPAC.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$200,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application? 405C

Project Number: 19-05-02

Project Title: Data Analysis

Performance Target: In Minnesota's Strategic Highway Safety Plan, this project would fall under the focus area "Management Systems". The project does not relate to a specific target but to the OTS' overall success in identifying traffic safety problems in enough detail to be useful in developing programs.

Problem Identification: In order to improve traffic safety, the OTS must identify specific problems that our programs can address. Without research analysts to provide and interpret computer runs on the crash data; the Office would have been flying blind and would have no chance of success.

Strategies: Two and one-half full-time research analysts will be assigned to perform project evaluation, problem identification, and answer questions on traffic safety data from the public, the press, and other safety professionals.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative or support work. If this project is not conducted, the OTS will not know what programs need more resources or what projects are needed to improve traffic safety.

Activities: The research analysts will:

- Identify new traffic safety problems in Minnesota
- Identify changes in continuing traffic safety problems in Minnesota
- Provide information needed for HSP and the Annual Report.
- Manage statistical projects related to formal observational surveys of seat belt use and telephone surveys of knowledge and attitudes.
- Answer requests for data from staff, the media, the legislature, and the public.
- Recommend research and evaluation projects that should be conducted outside of OTS to research team and leadership
- Recommend research and evaluation projects that they should be conducted themselves to research team and leadership
- Conduct agreed upon research and evaluation projects

Expected Sub-recipients: None

Use of Funds: Salaries, fringe benefits and indirect costs of two full-time research analyst specialists and one-half of a full-time research analyst intermediate. In addition, the cost of computer run time, software, computer training, upgrades to existing software and other products that will enhance the research capabilities.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| TR 19-05 | \$225,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-05-03

Project Title: FARS Support

Performance Target: N/A

Problem Identification:

FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. Each state has FARS analysts to enter state data into the FARS system. Some of these costs are covered in separate Cooperative Agreements. As the amount of analysis required continued to grow, the Office of Traffic Safety (OTS) needed an additional .5 FTE to complete the work in a timely manner.

Strategies:

The OTS will employ an analyst to work half time on the FARS program and half time on other data analysis tasks.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities:

The OTS will employ an analyst to work half time on the FARS program and half time on other data analysis tasks.

Expected Sub-recipients:

The Office of Traffic Safety

Use of Funds:

Federal data improvement funds cover the salary, fringe benefits, and indirect costs associated with a half-time research analyst who performs problem identification and program evaluation as well as handles requests for data from stakeholders, media, the legislature, and public for the FARS program. This is in addition to the full-time FARS analyst funded under the FARS Cooperative Agreement. This project also covers the costs of computer run time, software and computer equipment and training, upgrades to existing software packages, and acquisition of products to enhance the Office of Traffic Safety's traffic research capabilities.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 405c, M3DA | \$80,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? I'm not sure if this is a yes or no. The project qualifies as a 405c project per NHTSA guidance.

Project Number: 19-05-04

Project Title: TRCC Support

Performance Target: N/A

Problem Identification:

The Minnesota Traffic Records Coordinating Committee (TRCC) fulfills one of the NHTSA requirements for 405c funding. The TRCC is an ongoing forum charged with making significant improvements in coordination and sharing of highway safety data and traffic records systems in Minnesota. This group includes policy-level and program-level representatives. The TRCC umbrella covers six systems areas which include: motor vehicle crashes; roadway inventory data; drivers' license information; motor vehicle registration; crash outcome/injury surveillance; and traffic citations and adjudication.

Strategies:

The TRCC will meet regularly to update and implement the traffic records strategic plan (TRSP). The TRSP helps drive data system improvements. In addition, the TRCC makes recommendations to Office of Traffic Safety on 405C projects to fund.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities:

The TRCC meets at least every other month and this project covers operating expenses for the group.

Expected Sub-recipients:

Purchase orders, grants and/or contracts as necessary

Use of Funds:

The budget for this project covers operating expenses for the group, specific educational efforts to enhance awareness of traffic records issues and travel/registration to the annual Traffic Records Forum.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 405c, M3DA | \$20,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405c The TRCC is a requirement for 405c funding.

Project Number: 19-05-05

Project Title: State Maintenance of Effort for 405C

Performance Target: Not applicable; state funds

Problem Identification: Not applicable

Strategies: Provide for the upkeep and maintenance of the MNCrash System

Justification for Strategy:

Not Applicable Only state funding used

Activities:

- OTS will be responsible for tracking and spending the state appropriation from the general fund for the upkeep and maintenance of the MNCrash System and providing training on it for officers and others as needed.
- OTS TRCC coordinator will be responsible for identifying those expenditures (on the basis of the state fiscal year) for use as 405C maintenance of effort on March 31 annually, allowing the Governor’s Representative for Highway Safety to certify to NHTSA we have met the target of \$396,000.

Expected Sub-recipients: There are no federal funds involved.

Use of Funds: Salaries and fringe benefits of those OTS and MnIT personnel staff responsible for upkeep and maintenance of the MNCrash system and those responsible for providing training and training materials to officers and others as needed.

| 2019 Funds | | | |
|------------|--------|---------------|------------|
| NHTSA Code | Amount | Local Benefit | Match |
| | \$0 | \$0 | \$475,0000 |

Is the project match used for maintenance of effort? *Yes* *No*

Is the project part of the evidenced-based enforcement program? *Yes* *No*

Does the project provide required information for a 405 grant? *Yes* *No*

If yes, which 405 application?

Project Number: 19-05-06

Project Title: E-Grants Support

Performance Target: A performance target is not set for administrative projects

Problem Identification: Prior to the creation of E-Grants, the agencies within the Department of Public Safety had very different grant processes. Some agencies used an outdated electronic grant system; and others used a paper grant process. This project supports a grant system that provides efficiency in awarding, processing and monitoring grants, while reducing administrative workload on grant applicants and state staff throughout the Minnesota Department of Public Safety (MNDPS).

Strategies: Management System – This strategy is from the Minnesota State Highway Safety Plan rather than the Counter Measures That Work

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable This project provides an electronic grant system utilized by five divisions within the MNDPS, which helps to standardize processes. This system also increases the ability for efficiency in awarding, processing and monitoring grants, while reducing administrative workload on grant applicants and state staff.

Activities: Maintain the grant system, provide updates and improvements as identified and needed.

- System maintenance
- Documentation updates
- Helpdesk
- System updates

Expected Sub-recipients:

DPS/OTS through contracts with Agate Software (Intellegants).

Use of Funds:

This project provides for a portion of the costs for Agate Software, Inc. to maintain the grant system and to provide updates and improvements as identified and needed. The Minnesota Department of Public Safety Divisions of Homeland Security and Emergency Management; The Office of Justice Programs, and The Office of Traffic Safety split costs that are incurred by a component/service that benefits all the divisions. An example of this would be the weekly “push” of information from the development site to the production site.

| |
|-------------------|
| 2019 Funds |
|-------------------|

| NHTSA Code | Amount | Local Benefit | Match |
|------------|-------------|---------------|--------|
| TR | \$40,000.00 | \$0.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-05-07

Project Title: Crash Records Analysis

Performance Target: N/A

Problem Identification:

Conducting an independent audit of crash data is an ideal from the “Traffic Records Program Assessment Advisory”. On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. This project funds a comparative audit of the crash data records collected by the legacy crash reporting system and the new MNCrash reporting system. Researchers will provide DPS and the TRCC valuable insight into the completeness, timeliness, accuracy, and user agreement of current MNCrash records by using the previous reporting standard as a benchmark.

Strategies:

Building on the work this group has completed, officers will be interviewed to determine what enhancements Minnesota can make to the MNCrash system to further improve data quality.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities:

Focus group and individual sessions will be conducted to identify why officers are entering data differently than the State intended. This information will be compiled in a report to guide further development of the system to ensure higher quality crash data. Researchers will consult with OTS on both system and training needs and conduct usability testing.

Expected Sub-recipients:

HumanFIRST lab at the University of Minnesota through a grant with MnDOT

Use of Funds:

The budget for this project covers staff salary and overhead.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$150,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405c

Project Number: 19-05-08

Project Title: OTS MNCrash Enhancements directly through contracts

Performance Target: N/A

Problem Identification:

Strategies:

The State will use State funding for the maintenance of MNCrash and 405c to make system-wide enhancements for increased crash data quality.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs.

Activities:

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. Any new system can expect to have some enhancements requested for future releases. This project funds changes and enhancements to MNCrash that do not run through MnIT.

Recommendations from the HumanFIRST Lab staff will highlight areas that law enforcement officer's struggle with and some suggested approaches to attain higher quality data based on their findings.

Expected Sub-recipients:

Purchase orders or contracts written by OTS (not through MnIT) as necessary.

Use of Funds:

Funds will cover the costs of contracted staff beyond the scope of the State funding.

| 2019 Funds | | | |
|------------|-----------|---------------|-----------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$300,000 | | \$125,000 |
| | | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405c

Project Number: 19-05-09

Project Title: MNIT MNCrash Enhancements

Performance Target: N/A

Problem Identification:

Strategies:

The State will use State funding for the maintenance of MNCrash and 405c to make system-wide enhancements for increased crash data quality.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs.

Activities:

Recommendations from the HumanFIRST Lab staff will highlight areas that law enforcement officer’s struggle with and some suggested approaches to attain higher quality data based on their findings.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State opted to maintain and enhance the software in-house and through the use of contractors. This project funds changes and enhancements to MNCrash that are run through MnIT.

Expected Sub-recipients:

MNIT through purchase orders or grants as necessary.

Use of Funds:

Funds will cover the costs of MNIT staff salary and expenses. This is not a set position but rather various staff members bill the hours worked on MNCrash.

| 2019 Funds | | | |
|------------|-----------|---------------|-----------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$300,000 | | \$100,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? If yes, which 405 application? 405c Yes No

Project Number: 19-05-10

Project Title: MnGeo Mapping for MNCrash

Performance Target: N/A

Problem Identification:

Strategies:

The State will use State funding for the enhancements and maintenance of the mapping component of MNCrash.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs.

Activities:

The State of Minnesota’s consolidated IT department (MNIT), decided to engage an outside contractor to build the MNCrash application but for the state to host and maintain the system. This includes the mapping component hosted at MnGeo.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State opted to maintain and enhance the software in-house and through the use of contractors. The application uses MnDOT data via the State GIS office.

Expected Sub-recipients:

MNIT through a Service Agreement with MnGeo.

Use of Funds:

Funds will cover the costs of MNIT staff salary and expenses. This is not a set position but rather various staff members bill the hours worked on MNCrash. The funds also pay for hosting services and enhancements.

| 2019 Funds | | | |
|------------|--------|---------------|----------|
| NHTSA Code | Amount | Local Benefit | Match |
| State | | | \$85,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405c

Project Number: 19-05-11

Project Title: MNCrash Support

Performance Target: N/A

Problem Identification:

Strategies:

The State will use State funding for 1.5 FTE positions to support users of MNCrash.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs.

Activities:

The Office of Traffic Safety took over the maintenance and customer service activities for the crash reporting system. Staff is needed to work help desk tickets, document common questions and issues, and suggest improvements.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State opted to maintain and enhance the software in-house and through the use of contractors. The Department of Public Safety moved the customer support for crash reporting to the Office of Traffic Safety from the division of Driver and Vehicle Services.

Expected Sub-recipients:

The Office of Traffic Safety

Use of Funds:

Funds will cover the costs of staff salary and fringe benefits for 1.5 FTE positions in the Office of Traffic Safety.

| 2019 Funds | | | |
|------------|--------|---------------|-----------|
| NHTSA Code | Amount | Local Benefit | Match |
| State | | | \$160,000 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405c

Project Number: 19-05-12

Project Title: SAS Contracted Services for Crash Data

Performance Target: N/A

Problem Identification:

Strategies:

The State will contract with SAS to obtain programming assistance and knowledge transfer.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs.

Activities:

The Office of Traffic Safety wrote a two year contract with SAS to provide programming expertise and knowledge transfer. This is the second year of that contract.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State moved closer to the MMUCC guidelines. As a result, the data structure and contents changed radically. In addition, the OTS had research staff turnover so outside assistance was obtained to help with SAS programming.

Expected Sub-recipients:

SAS Institute, Inc.

Use of Funds:

Funds will cover the costs of salary billed at a flat rate and includes analysts, project management, and administrative costs.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$50,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-05-13

Project Title: Crash Outcome Data Evaluation System (CODES)

Performance Target: N/A

Problem Identification:

Strategies:

MDH will dedicate hours to bringing the CODES dataset up to date as well as reconfiguring for the MNCrash data. This will be a multi-year grant to strategize the addition of the MMUCC linked person elements contained in the injury surveillance systems.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs. When these programs can be linked, the data becomes more robust.

Activities:

The Office of Traffic Safety wrote a multi-year grant with MDH to bring the CODES dataset current. This is the second year of that contract. The work entails first linking the data through 2015 (in the former format) as well as making the changes to the new data structure and elements. When that is completed, the TRCC will oversee the linking back to MNCrash of the MMUCC person variables from the injury surveillance systems.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State moved closer to the MMUCC guidelines. As a result, the data structure and contents changed radically. This affected partners who link crash data, such as the Minnesota Department of Health (MDH).

Expected Sub-recipients:

Minnesota Department of Health, Violence and Injury Prevention

Use of Funds:

Funds will cover the costs of salary and fringe for the CODES analyst, costs associated with IT changes, and travel costs to the International Forum on Traffic Records in each of the grant years.

| 2019 Funds | | | |
|------------|--------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |

| | | | |
|------------|-----------|--|--|
| M3DA 19-05 | \$100,000 | | |
|------------|-----------|--|--|

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405c

Project Number: 19-05-14

Project Title: Transit Near-Miss Database

Performance Target: N/A

Problem Identification:

Vulnerable road users, such as pedestrians and cyclists, are not seeing the same benefit in downward injury and fatality numbers as other roadway users. This is especially problematic near transit vehicles.

Strategies:

A near miss dataset will be generated using Metro Transit’s Pedestrian and Cyclist Awareness Notification System (PeCANS).

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the TRCC concentrates its programs. Better information on non-motorized near-misses will help develop programs to avoid these becoming crashes.

Activities:

Metro Transit will equip transit vehicles with the PeCANS technology to detect and record near miss data to generate hotspots that can be used for transit driver training as well as education for non-motorized roadway users.

Expected Sub-recipients:

Metro Transit through the Metropolitan Council

Use of Funds:

Funds will cover the costs of staff salary and fringe, an academic research partnership, software licensing, and Cloud hosting.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 405c, M3DA | \$80,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-05-15

Project Title: Web-based OTS Training

Performance Target: Traffic Fatalities (FARS), Serious Traffic Injuries (State Crash Data Files)

Problem Identification:

The project is administrative in nature. The web-based training provides a consistent platform for all OTS training and auditing needs.

Strategies:

The following OTS efforts are supported by the web- based training project:

- The TZD enforcement program - training requirements include Occupant Protection, Usage and Enforcement (OPUE) which is supported by the system
- MN Crash system - user training for system updates

Justification for Strategy:

Not Applicable

The web-based learning management system provides a consistent platform for all OTS training needs.

Activities:

- Provide an automated process for OTS educational programs and training needs,
- Provide completion certificates for education credits, and recertification reminders every five years.

Expected Sub-recipients: Thinking Cap, through a contract with MNIT-DPS

Use of Funds:

- License fees

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA1905 | \$10,000 | \$10,000 | None |
| TR 19-05 | \$10,000 | \$10,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes 405C

Project Number: 19-05-16

Project Title: Minnesota State Patrol (MSP) Research for RMS Data

Performance Target: N/A

Problem Identification:

The Minnesota State Patrol (MSP) often operates on Minnesota’s higher speed roadways where incident management is a major concern. The DOT’s ITS PCB Team recently hosted the “Leveraging the State Crash Report to Improve Responder Safety & TIM” webinar. The MSP approached the TRCC to request a research analyst position to study the data contained in their Record Management System to assess the needs for the state-wide crash records system.

Strategies:

The MSP will hire a research analyst to conduct a review of the available information in the RMS and assess what information can be used to examine traffic incident management.

Justification for Strategy:

Countermeasures That Work Reference is

Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. Traffic incident management is becoming a bigger concern as traffic density increases.

Activities:

The MSP will hire a research analyst continue to lead the RMS project and provide support.

Expected Sub-recipients:

Minnesota State Patrol

Use of Funds:

Funds will cover the salary and fringe benefits of a research analyst. Funds may also be used to pay for software costs.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$200,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-05-17

Project Title: NGA Data Linkage Learning Lab

Performance Target: N/A

Problem Identification:

Minnesota was chosen to participate the National Governors Association (NGA) Data Linkage Learning Lab. The program provides six months of support. The Minnesota team has additional longer range goals that may require funding.

Strategies:

The National Governor’s Association team will continue to meet with the larger stakeholder group to plan for future data linkage and accessibility opportunities.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative

Not Applicable: Although data improvement projects are not specified in the Countermeasures That Work document, high quality data is the backbone of a data driven traffic safety program. When these data can be linked, the information becomes more robust.

Activities:

The OTS will continue to lead the NGA Data Linkage project and offer support. This project is a placeholder for further projects to consider. All project funded by 405C will be presented to the TRCC and OTS for recommendation and approval respectively.

Expected Sub-recipients:

Minnesota State agencies

Use of Funds:

Funds will cover the costs of projects recommended by the TRCC and approved by OTS leadership.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M3DA 19-05 | \$250,000 | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? If yes, which 405 application? Yes No

Project Number: 19-06-01

Project Title: Community Programs Coordination

Performance Target: In Minnesota's Strategic Highway Safety Plan, this project would fall under the focus area "Management Systems". The project does not relate to a specific target but to the OTS' overall success in meeting targets.

Problem Identification: The community programs area, including the Safe Roads projects and media projects (related to everything except impaired driving), needs to have a person designated as the focal point to ensure projects exist and are moving ahead that will increase the appropriate and correct use of occupant restraints. In addition, the person will serve as an expert in the program area of community coalition projects (Safe Roads) and teen driving for the office.

Strategies: An OTS full-time state program administrator principal will be assigned the coordination of the community programs area.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted, neither will other projects be conducted and targets will not be met.

Activities: The community programs coordinator will:

- Assist the Office of Communications with the technical occupant protection aspects of print and electronic materials and events as requested.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified Safe Roads and teen problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Respond to legislative and media enquiries on teenagers and coalition projects as directed by leadership.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.

- writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities or payments and roles between OTS and the director,
- writing budgets that are reasonable, clear and cover all possible costs,
- and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Provide expertise to, support of, and participate in Safe Roads coalitions and teen-focused partnerships.

Expected Sub-recipients: None; on operating account within DPS

Use of Funds: Limited to salaries, fringe benefits and indirect costs of one full time SPAP.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 19-06 | \$120,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
 If yes, which 405 application?

Project Number: 19-06-02

Project Title: Media Relations

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities, Distracted Driving Measure and Speeding-Related Fatalities

Problem Identification:

- According to 2012-2016 Minnesota Seat Belt Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.
- Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota.
- Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016).
- Texting citations climbed nearly 23 percent from 2016 to 2017.
- Preliminary numbers show 92 people were killed in speed-related crashes in 2016.
- During the 100 deadliest days in the past five years (2012-2016), preliminary numbers show that 109 people lost their lives in speed-related crashes.

This project targets the problem of unbelted motorists, distraction and speed, which are three of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Develop a public information and education plan for *Click it or Ticket* seat belt campaigns in May and September, the distracted driving campaign in April, and the speed campaign in July. This will be done through news releases, personal impact stories for news conferences to announce enforcement campaigns, social media, public service announcements, radio interviews and local message boards.
- Develop print and electronic collateral materials for traffic safety stakeholders to distribute to local businesses, schools and at events during enforcement campaigns.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

Distracted Driving

- Issue news to promote enforcement message and pursue personal impact story.
- Develop content for Facebook, Twitter and DPS blog supporting the enforcement message.

- For sustaining awareness during the campaign, explore news hooks and visibility based on opportunities such as new data, personal impact stories, current and past news conferences, local and national advertising, coverage of regional TZD events, and engagement with target audiences.

Click It or Ticket Seat Belt Campaigns in May and September

- Develop and distribute template materials for partners to promote message, including news releases, key messages/talking points, sample social media (Twitter and Facebook).
- Coordinate public service announcement opportunities secured through media buy.
- Develop and provide key messages/talking points as issues and opportunities arise for OTS and partners.
- Distribute traffic safety updates to media and the public via email and social media platforms when statistics/incidents warrant.
- Develop partner materials in support of extra enforcement campaigns.
- Regular story mining development with OTS and Office of Communications to develop story ideas.
- Traffic fatality count updates at key milestones of 100, 200 and 300 deaths.
- Update and coordinate printing and distribution of collateral materials.
- Update OTS website including What's New section, daily fatal count and website banners.
- Write DPS blog posts in support of enforcement campaigns and other traffic safety topics.
- Monitoring of news for messaging opportunities over Twitter and Facebook as they arise.

July Speed Enforcement

- Issue news announcing statewide speed enforcement and pursue personal impact story or other story opportunity.
- For sustaining awareness during the campaign, explore news hooks and visibility based on opportunities such as new data, personal impact stories, current and past news conferences, local and national advertising, coverage of regional TZD events, and engagement with target audiences.
- Develop content for Facebook, Twitter and blog supporting the enforcement message.

Sub-recipients:

Minnesota Department of Public Safety, Office of Communications

Use of Funds:

A grant is written with the Office of Communications to perform earned media relations. This grant funds a percentage of the following positions:

- Public Information Officer – 90%
- Additional PIO Support – 53%
- Purchasing and Payroll – 20%
- Graphic Design – 10%
- Printed Materials

| 2019 Funds | | | |
|------------|--------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 1906 | \$195,000.00 | \$195,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-06-03

Project Title: Safe Roads

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: (Need crash grids)

Strategies: Changing driver behavior is the focus of traffic safety education efforts. It is not enough for drivers to understand the "rules of the road." Drivers must be motivated to change their driving habits.

Education, enforcement, engineering, and emergency medical services stakeholders working together is an effective strategy for improving roadway safety.

Many educational efforts are led by public health educators, who integrate traffic safety into their work within their communities.

Justification for Strategy:

Not Applicable

The Safe Roads grant program uses a data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating applications of: education, enforcement, engineering, and emergency medical and trauma services (the "4Es").

Activities:

Safe Roads Grantees must work on the identified problems with the greatest need in the area served.

Each Safe Roads Coalition must:

1. Meet a minimum of six times
2. Establish a Fatality and Serious Injury Review Committee that meets at least quarterly.
3. Implement public information and earned media campaigns for enhanced enforcement efforts.
4. Implement at least one activity to increase awareness of the dangers of driving distracted.

Grantees may coordinate additional optional activities, and one innovative activity to address driver behaviors, that focus on the leading problems of the area served.

Optional activities include:

1. Coordinate victim impact presentations that coincide with a high visibility enforcement campaign.
2. Assist medical and chiropractic clinics to facilitate teen driver safety discussions with teens/parents through the use of hand-held probability wheels and provide materials to families.
3. Assist employers to conduct traffic safety training events that focus on workplace policies regarding cell phone use, seat belts, speeding and alcohol, with defined

sanctions for non-compliance using the Minnesota Safety Council's Network for Employers for Traffic Safety (NETS) resources.

4. Discuss responsible server practices with managers/owners of liquor establishments to increase their support and encourage participation in server training classes taught by accredited Regional Alcohol Awareness Trainers.
5. Conduct presentations to county boards and city councils on traffic safety issues, TZD efforts, and support for law enforcement traffic safety efforts.
6. Implement, maintain, or improve sober cab and/or alternative transportation options.
7. Promote participation in the Minnesota Motorcycle Safety Center's (MMSA) motorcycle training courses and enhance motorist awareness of motorcycles by using MMSA and DPS materials.

Expected Sub-recipients:

The number of FFY19 grant recipients is not known at this time. 22 grant applications have been submitted.

Use of Funds:

- Salary & Fringe; Coalition Coordinator
- Contracted Services; Coalition Coordinator, Fiscal
- Contracted Services; Victim Impact Speakers
- Coalition Coordinator In-State-Travel
- Phone & Internet; (Pro-rated)
- Supplies and Materials
- Print, Copy, Postage
- Other Direct Costs; Light refreshments for coalition meetings
- Indirect Costs; (10% of salary and fringe costs or as approved by federal cognizant agency)

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 1906 | \$400,000 | \$400,000 | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-06-04

Project Title: Network of Employers for Traffic Safety

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: The Office of Traffic Safety (OTS) needs viable partners to promote the traffic safety message statewide. Through this grant, we work with the Minnesota Safety Council to promote Traffic Safety initiatives through the Network of Employers for Traffic Safety (NETS).

Strategies:

Funds the NETS program at the Minnesota Safety Council

Justification for Strategy:

- Countermeasures That Work Reference is:
Outreach

Activities:

- Provide a project coordinator and appropriate support staff.
- Write and distribute a quarterly two-page NETS Newsletter to over 5,000 MN employees and Traffic Safety partners.
- Develop and distribute NETS focused press releases to various media outlets focusing on the Quarterly Drive Safely Work Week initiatives, and Seatbelt and Impaired Driving mobilization campaigns and crackdowns.
- Manage and develop NETS website.
- Work with Safe Roads grantees to promote and engage local employers to provide the Traffic Safety message to their employees.
- Conduct outreach by participating in local and nationwide employer/employee safety and health fairs providing Traffic Safety Resources as well as live presentations such as fatal vision goggles and distract-a-match demonstrations. Provide brown bag lunch sessions for Minnesota Employers.
- Work with employers in the state and with administrations in schools to promote traffic safety culture.
- Attend the Minnesota TZD Conference, and either the Annual NETS Conference, or the Lifesavers Conference.

Expected Sub-recipients:

MN Safety Council

Use of Funds:

- Salary & Fringe, Contracted Services, Supplies, Telephone, Print/Copy/Postage, Travel

| 2019 Funds | | | |
|------------|-------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 1906 | \$50,000.00 | \$ | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-06-05

Project Title: Paid Media

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities, Distracted Driving and Speeding-Related Fatalities

Problem Identification:

- According to 2012-2016 Minnesota Seat Belt Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.
- Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota.
- Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016).
- Texting citations climbed nearly 23 percent from 2016 to 2017.
- Preliminary numbers show 92 people were killed in speed-related crashes in 2016.
- During the 100 deadliest days in the past five years (2012-2016), preliminary numbers show that 109 people lost their lives in speed-related crashes.

This project targets the problem of unbelted motorists, distraction and speed, which are three of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

1. Working with a contracted media agency, the OTS will develop a place advertising on a variety of media platforms for the national *Click it or Ticket* seat belt campaigns, the distracted driving, speed and pedestrian campaigns.
2. Media buys will be directed to both statewide and select markets targeting primarily the young, adult male demographic, as well other demographics identified by OTS.
3. The contracted media agency will purchase media related to traffic safety issues as determined and pre-approved by OTS.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 –
Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

The project focuses on paid advertising for occupant protection, distracted driving, speed and pedestrian enforcement campaigns.

Seat Belt, Distracted, Speed and Pedestrian

- Distracted Driving: April 8-30, 2019
- *Click it or Ticket*: May 20 – June 2, 2019
- Speed: June 18-July 21, 2019
- Child Passenger Safety: Sept. 16-21, 2019
- *Click it or Ticket*: Sept. 16-28, 2019
- Pedestrian

Sub-recipients:

Linnihan Foy Advertising

Use of Funds:

A contract is written with Linnihan Foy Advertising

| 2019 Funds | | | |
|------------|----------------|----------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| PM 1906 | \$1,008,000.00 | \$1,008,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-06-06

Project Title: TZD Conference

Performance Target: A performance target is not set for administrative projects

Problem Identification: The purpose of this conference is to bring together Minnesota's traffic safety stakeholders to provide the latest information on traffic safety initiatives and strategies, and to provide training on traffic safety topics. This gives attendees the ability to network with other participants who share similar goals throughout the state.

Strategies: Hold an annual, Toward Zero Deaths Conference including all 4 E's and everyone else.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable Attending the conference provides an opportunity to motivate individuals and for them learn about best practices, while allowing attendees to network with others around the state who share similar goals.

Activities: The OTS presents a yearly conference for traffic safety stakeholders (including law enforcement, legislators, the courts, child passenger safety advocates, public health officials, the medical community, EMS/Fire personnel, city and county engineers, the interested public and others).

- The conference is scheduled for October 23 and 24 of 2018. This conference provides a venue to share progress that has been made in implementing Minnesota's Toward Zero Deaths program. Achieving the goal of zero deaths requires cooperation among all levels of government, as well as building connections between government agencies and organizations whose focus is traffic safety.
- The conference shares best practices in the areas of engineering, enforcement, education, emergency services and child passenger safety, and charts the course of a future where traffic fatalities and life-changing injuries are rare events.

Expected Sub-recipients:

DPS: OTS writes a grant with MnDOT which in turn writes a grant for conference planning services with the Center for Transportation Studies at the University of Minnesota.

Use of Funds:

DPS: OTS writes a grant with MnDOT which in turn writes a grant for conference planning services with the Center for Transportation Studies at the University of Minnesota. The costs include salaries, indirect costs, conference expenses, supplies and telecommunications.

| 2019 Funds | | | |
|------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP | \$182,000.00 | \$91,000.00 | \$163,800.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Revision made 9.12.2018

CP amount increased by \$20,000.00 total \$202,000.00 Local \$91,000.00 Match \$163,800.00

Project Number: 19-06-07

Project Title: TZD Regional Support

Performance Target: In Minnesota’s Strategic Highway Safety Plan, this project would fall under the focus area “Management Systems”. The project does not relate to a specific target.

Problem Identification: No organization can be successful or stay in business unless programs are efficiently and effectively managed. The TZD program is multi-agency (including the Minnesota Departments of Public Safety, Health, and Transportation) and so needs efficient management even more.

Strategies: Regional Support for TZD Effort

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted the TZD effort will lose momentum.

Activities: The TZD Regional Coordinators will:

- Develop TZD coalitions in unfunded counties
- Participate on Regional Steering Committees and provide support for them
- Plan the regional workshops in each district
- Coordinate public relations events (with emphasis on Memorial Day seat belt and Labor day DWI enforcement waves)
- Monitor and provide regional data to evaluate the TZD program including the regional belt use surveys in all regions except the metropolitan
- Provide monthly reports on activities and a final report on the year

Expected Sub-recipients: Minnesota Department of Transportation

Use of Funds: One-third of salaries and fringe benefits (up to \$204,00) for five regional TZD staff with MnDOT reimbursing the balance of costs for the five regional staff and the cost of one full-time TZD statewide coordinator. MnDOT will also cover the costs of the five regional workshops held each year.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 19-06 | \$204,000 | \$204,000 | \$0 |

No

Is the project match used for maintenance of effort? Yes

No

Is the project part of the evidenced-based enforcement program? Yes

Does the project provide required information for a 405 grant? Yes

No

If yes, which 405 application?

Project Number: 19-06-08

Project Title: Older Driver Working Group

Performance Target: Older Driver Measure

Problem Identification: Despite being a leader in many areas of traffic safety, Minnesota falls short in regards programs and resources for older drivers.

Strategies: Support an Older Driver Working Group

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work.

Activities:

- Implement a contract for time and minimal travel expenses of the group chairperson to develop agendas for meetings, lead meetings, and attend meetings relating to traffic safety
- Implement a contract for the time of the secretary for the group to schedule meetings, send invitations to meetings, write and distribute minutes of meetings, and upkeep of general MMAP one-pager and website
- Conduct other activities/projects as agreed to between the group and OTS

Expected Sub-recipients: A not-yet -determined organization will at a minimum write contracts for the chair and secretary of the working group

Use of Funds: Time and limited expenses of chair and secretary for the group.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 19-06 | \$25,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-06-09

Project Title: Creative Contract

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities, Distracted Driving and Speeding-Related Fatalities

Problem Identification:

- According to 2012-2016 Minnesota Seat Belt Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.
- Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota.
- Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016).
- Texting citations climbed nearly 23 percent from 2016 to 2017.
- Preliminary numbers show 92 people were killed in speed-related crashes in 2016.
- During the 100 deadliest days in the past five years (2012-2016), preliminary numbers show that 109 people lost their lives in speed-related crashes.

This project targets the problem of unbelted motorists, distraction and speed, which are three of the top four contributing factors of severe injuries and fatalities in crashes.

Strategies:

- Through a contracted creative agency, the contractor will create and produce various creative needs for occupant protection, distracted driving and speed-related messaging.
- Provide creative media strategy and ideas for incorporating new communication channels to best deliver traffic safety messages.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

- The contracted creative agency will develop traffic safety creative concepts focusing on occupant protection, distracted driving and speed across mediums (TV, radio, print/out-of-home, Web, etc.) including public service announcements (PSAs), websites and other productions; brochure/collateral development; infographics; social media concepts/strategies/direction/input; photo/video shoots; video/audio/photo editing; public relations events/ideas and execution; and other miscellaneous creative projects.

- The contracted creative agency will lead full-scale pre- through post-production efforts on all projects that could include: focus groups; concept; scheduling; securing talent/release forms; securing general production needs and logistics (equipment, location, studio, etc.); videography, photography; post-production (video/audio editing); closed-captioning; stock photography and music/sound effects procurement; copy writing; graphic design; Web design needs and all associated work; courier services; as well as providing final products in desired format and native art files to DPS.

Sub-recipients:

Johnson Group

Use of Funds:

A contract is written with Johnson Group

| 2019 Funds | | | |
|------------|-------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 1906 | \$60,000.00 | \$60,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-06-10

Project Title: Telephone Surveys and Evaluation

Performance Target: In Minnesota’s Strategic Highway Safety Plan, this project would fall under the focus area “Data Management”. The project does not relate to a specific target but to the OTS’ overall success in reaching Minnesotans with traffic safety messages.

Problem Identification: The project tells OTS how successful we have been in reaching Minnesotans with our traffic safety media efforts.

Strategies: Conduct a statistically sound, random telephone survey of Minnesotan’s attitudes and knowledge of traffic safety.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address evaluation measures.

Activities: The OTS staff person assigned to this project will:

- Work with the OTS Contracts person (Kristen Oster) to ensure a contract for the 2019 survey with Corona Research is completed in a timely manner.
- Call Corona to discuss the project and any possible problems.
- Review and comment on drafts of Corona report
- Approve Corona report and financial status reports as needed
- Distribute the results of the report as appropriate and save them on the shared computer drive.

Expected Sub-recipients: Corona Consulting (As a result of a Request for Proposals written in 2016, OTS presently has a contract with Corona). Corona will hire and reimburse the time and expenses of the telephone interviewers for the survey in addition to using staff to analyze the data and write the report..

- **Use of Funds:** Limited to costs of Greenway Consulting including hiring and training observers, observer time and expenses necessary to attend training and conduct the survey, and Greenway time to use alternate sites and schedule observers as needed, and analyze results and write report to OTS.

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 19-02 | \$60,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application? 405B

Project Number: 19-06-11

Project Title: Program Travel

Performance Target: In Minnesota’s Strategic Highway Safety Plan, this project would fall under the focus area “Management Systems”. The project does not relate to a specific target but enables OTS staff to obtain the training they need and share experiences at conferences.

Problem Identification: OTS staff needs to keep up-to-date on best practices and to attend necessary training to do be successful in their positions.

Strategies: Send OTS staff to conferences and training

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative projects.

Activities: The OTS staff person assigned to this project will:

- Work with OTS leadership to plan for out-of-travel trips by deciding who is going to which conferences and training opportunities.
- Review and improve drafts of travel authorization requests from OTS staff
- Write travel authorization requests for OTS leadership
- Send requests and along with agendas to accounting officer via e-mail after one of the managers or the director has signed off on them
- Track approvals received back and make sure people on the request are aware of status
- Use purchasing card for airfares, registration fees, and hotels after approval received
- Ensure copies of Expense reports are received after submittal by travelers and approval by supervisors
- Check over and approve claims for reimbursement

Expected Sub-recipients: This is an OTS operating account; there are no sub-recipients.

- **Use of Funds:** Travel expenses of OTS staff attending out-of-state conferences and trainings including airfare, meals, lodging, registration fees, ground transportation and gratuities as appropriate under the limitations of the Commissioners’ Plan and the OTS Manual

| 2019 Funds | | | |
|------------|----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP 19-06 | \$30,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? *Yes* *No*

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Revision made 11.26.2018

CP402 increase amount by 20,000.00 total 50,000.00

Project Number: 19-06-12

Project Title: Project Directors to Conferences

Performance Target: A performance target is not set for administrative projects

Problem Identification: This project is used to send committed law enforcement and safe roads coalition members to obtain new information by attending the conference and communicate their newfound knowledge with other Minnesota stakeholders.

Strategies: Send committed law enforcement and Safe Roads project people to out of state Traffic Safety conferences including; but not limited to Lifesavers conference.

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable Attending the conference provides an opportunity to motivate individuals and for them learn about best practices. It will also give attendees the ability to network with other participants throughout the country who share similar goals.

Activities: Up to eighteen individuals selected by the OTS for their work in ridding the roads of impaired drivers and participating in the OTS' mobilizations and crackdowns will travel to and participate in a national traffic safety conference not held in Minnesota.

Expected Sub-recipients:

The majority of recipients will be law enforcement, up to 3 individuals will be safe roads coalition leaders.

Use of Funds:

This project is conducted together with 19-03-23 which reimburses costs associated with conferences and meetings on impaired driving. Costs include registration fees and travel expenses subject to the limitations in the Commissioners' Plan.

| 2019 Funds | | | |
|------------|-------------|---------------|--------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP | \$18,000.00 | \$18,000.00 | \$0.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-06-13

Project Title: Enforcing Pedestrian Laws

Performance Target: Pedestrian Fatalities (FARS)

Problem Identification:

According to Minnesota Crash Facts Summary 2016, 60 pedestrians were killed in 2016 compared to 41 in 2015. From 2012-2016, 193 pedestrians were kills in Minnesota making up 10 percent of all traffic deaths.

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Record High | |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-------------------|
| Fatalities: | | | | | | | | |
| Total Fatalities | 368 | 395 | 387 | 361 | 411 | 392 | 1,060 | 1968 |
| Motor Vehicle Occupant | 271 | 276 | 269 | 278 | 285 | 261 | 544 | 2002 ¹ |
| Motorcycle | 42 | 55 | 60 | 46 | 61 | 54 | 121 | 1980 |
| Pedestrian | 40 | 40 | 35 | 17 | 41 | 60 | 157 | 1971 |
| Bicycle | 5 | 7 | 6 | 5 | 10 | 7 | 24 | 1977 |
| All-Terrain Vehicle | 8 | 9 | 7 | 7 | 10 | 7 | 10 | 2008 |
| Commercial Bus | 0 | 1 | 2 | 4 | 1 | 0 | 9 | 1984 |
| Farm Equipment | 2 | 2 | 5 | 1 | 2 | 1 | N/A | N/A |
| Other Vehicle Type | 0 | 5 | 3 | 3 | 1 | 2 | N/A | N/A |

Motorists and pedestrians play key roles in traffic safety. Motorist behaviors contribute to about half of all pedestrian-vehicle crashes and pedestrian behaviors contribute to the other half. This project targets the problem of the increasing trend in pedestrian fatalities.

Strategies:

- Conduct High-visibility enforcement of pedestrian laws.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 8; Section 4.4

Section 4 – All Pedestrians

4.4 Targeted enforcement.

Activities:

This project will provide for increased enforcement of Pedestrian laws in the two largest Minnesota cities. Pedestrians and motorists are equally responsible for pedestrian safety. Pedestrian behaviors that primarily contribute to pedestrian-vehicle crashes include impairment, inattention, crossing mid-block, walking along the roadway and ignoring sign or signals. Because there is a high-percentage of pedestrians on college campuses, colleges and university police departments, as well as populous cities, OTS will add funds to existing enforcement grants in Minneapolis and St. Paul for enhanced enforcement of pedestrians and drivers not obeying pedestrian laws.

Expected Sub-recipients:

Ramsey County Sheriff's Office and Minneapolis Police Department

Use of Funds:

- Overtime salaries
- Fringe benefits (PERA, Medicare and Workers Comp)

| 2019 Funds | | | |
|------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP1906 | \$91,000.00 | \$91,000.00 | \$20,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-06-14

Project Title: Identify Drowsy Driving

Performance Target: Determine CFF is measurable and create a roadside device for law enforcement.

Problem Identification: Fatigue not only impairs reaction time, attention, and risk assessment, but leads to increased micro-sleeping, falling asleep at the wheel, and lane drifting, all of which negatively affect safe driving. NHTSA estimates 40,000 injuries and 1,550 deaths caused by drowsy driving each year in the U.S., making it a leading preventable cause of road deaths. In 2012, 443 crashes were attributed to drowsy driving in Minnesota; however, these rates may be underestimated given that law enforcement lack an objective tool to determine fatigue-involved crashes. These findings highlight the need for an objective roadside tool to detect driver fatigue. Law enforcement officers (e.g., State Patrol) currently lack an objective tool to assess fatigue.

Currently, if an officer has determined that drowsy driving is a factor in a crash, there is not a standardized test that would pass the same scrutiny as other impairment factors, like consumption of alcohol

The State of Minnesota Department of Public Safety's (DPS) Office of Traffic Safety (OTS) began this project in 2018 through the Department of Transportation to the University of Minnesota HumanFIRST laboratory to identify a test that will consistently measure the level of drowsiness, determine the effect of different drowsy levels on driving abilities, and determine the point at which drivers' drowsiness causes impairment on those abilities if the test and sleep impairment level can be established.

Strategies: Data-driven research

Justification for Strategy:

Countermeasures That Work Reference is: There is not a countermeasures that work strategy as this is a research project.

Activities:

The first phase of the study requires development of the Critical Flicker Fusion apparatus, across 6 to 8 months. The fatigue measurement tools' hardware must be designed and tested.

The second phase is the testing phase to validate the measure, taking 4 to 6 months to complete. The testing measures include the CFF measurement with the apparatus, three classic cognitive tests to measure basic mental function and fatigue, a short subjective questionnaire for participant self-perception of fatigue and mood, and a driving simulation scenario designed to capture elements of driving particularly susceptible to fatigue. The driving scenario in the

HumanFIRST lab simulator would require both sustained attention and prompt responses, both qualities shown to be affected by fatigue. In the driving scenario, participant will drive down a three-lane highway for approximately 30 minutes, their driving managed by lane use control signals above the roadway. They will need to respond to changes in allowed lanes as indicated by a green arrow (or a red x), and their response times and error rate will be measured.

Expected Sub-recipients: The University of Minnesota’s Human First Lab through a grant with the MnDOT.

Use of Funds:

- Salary and fringe benefits, Lab Supplies, Simulator Fees, Participant fees and meals, Participant Medical Expenses

| 2019 Funds | | | |
|------------|---------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| CP 19-06 | \$175,000.00* | \$ | None |

- Funding limited to those monies remaining from the 2018 original grant of \$215,000

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-06-15

Project Title: New Micro Site Web pages

Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities, Distracted Driving Measure

Problem Identification:

- According to 2012-2016 Minnesota Seat Belt Facts, of the 1,108 vehicle occupants killed, only 579 (52 percent) were known to be belted; and during this period, 195 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 69 (35 percent) of these victims were known to be belted.
- Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota.
- Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016).
- Texting citations climbed nearly 23 percent from 2016 to 2017.

Strategies:

- Develop new Web site pages to educate the public on Minnesota occupant protection, speeding and texting laws, and increase reach and frequency of traffic safety messaging.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 1; Section 5.2 – Section 5 – Prevention, Intervention, Communications and Outreach
5.2 Mass Media Campaigns

Activities:

A micro site will be developed similar to the BKLUP and DNTXT Web site pages (<https://www.bklup.com/>, <https://www.dntxt.com/>), with Minnesota-specific data, creative materials and messaging.

Content will include, but is not limited to:

- Occupant Protection, Speed and Texting Laws
- Research and Data
- Public Service Announcements
- Newsroom releases

Sub-recipients:

Contractor TBD; may go through MnIT. Additional funding for DWI content, the first area to be done, is in project 19-03-25.

Project Number: 19-07-01

Project Title: Motorcycle Coordination

Performance Target: Motorcyclist Fatalities

Problem Identification: The motorcycle area, needs to have a person designated as the focal point to ensure projects exist and are moving ahead that will increase the appropriate and correct use of occupant restraints. In addition, the person will serve as an expert in the program area of motorcycle safety for the office.

Strategies: An OTS full-time state program administrator principal will be assigned the coordination of the motorcycle area.

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted, neither will other projects addressing motorcycle safety be conducted and deaths and serious injuries of motorcyclists will likely increase.

Activities: The motorcycle coordinator will:

- Assist the Office of Communications with the technical occupant protection aspects of print and electronic materials and events as requested.
- Manage the state dedicated funding for motorcycle training projects including rider and instructor training, public information and media relations, motorcycle testing and licensing, training equipment and supplies, motorcycle transport services, motorcycle mechanical services and curriculum transition for the basic rider course.
- Obtain and write up the required sections for the 405f Application related to motorcycle safety.
- Design and/or develop projects to address the problems identified. Estimate overall budgets needed and outline duties based on facts and/or experience.
- Seek out and present new well-researched projects addressing identified motorcycle problems and present to the OTS at the HSP meetings.
- Monitor assigned projects and advise project directors on administrative processes and program requirements.
- Respond to legislative and media enquiries on motorcycle safety as directed by leadership.
- Prepare and submit write-ups on assigned projects and program areas for the HSP and Annual Report.
- Negotiate and ultimately approve contracts and grants with directors/authorized representative of assigned projects including providing comments: and recommendation on:
 - writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS.

- writing work plans that fully explain the activities to be conducted and can be used as a tool to measure progress and to resolve possible disputes on responsibilities or payments and roles between OTS and the director,
- writing budgets that are reasonable, clear and cover all possible costs,
- and writing evaluation plans that indicate the likelihood of the project activities positively affecting OTS goals/targets.
- Provide leadership to the Motorcycle Safety Advisory Committee and present their recommendations to OTS and the Commissioner’s Office.
- Provide expertise to, support of, and participate in coalitions and partnerships addressing motorcycle safety issues.

Expected Sub-recipients: None

Use of Funds: Limited to salaries, fringe benefits and indirect costs of one full time SPAP.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| OP 19-02 | \$115,000 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405B

Project Number: 19-07-02

Project Title: Motorcycle Safety Support

Performance Target: Motorcyclist Fatalities

Problem Identification: Other drivers failing to yield to motorcyclists is the number one cited crash factor in multi-vehicle crashes involving a motorcycle and another vehicle type.

Strategies: Our Motorcyclist Awareness Program will utilize a mix of paid and earned communication and outreach mechanisms to educate and target the general adult driving public.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Section 4.2: Communications and Outreach to increase other driver awareness of motorcyclists.

- Innovative
- Not Applicable

Activities: Outdoor advertising utilizing billboards, digital billboards, and truck side infinity wraps will target the counties where the majority of our state’s multi-vehicle crashes involving a motorcycle occur and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle. The paid media effort will be supported by an earned media effort which the MMSP has grown over the years. There will be editorial efforts to generate news coverage of the campaign and its objective. All ads, both video and static images, will be posted on the MMSP’s website, motorcyclesafety.org, and be available for download by partners to help share the safety messages.

Expected Sub-recipients: Linnehan Foy Advertising

Use of Funds:

| 2019 Funds | | | |
|------------|-------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M8MA 1907 | \$90,000.00 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405f

Minnesota qualifies for a Section 405f grant by meeting the Motorcycle Rider Training Course and Motorcyclist Awareness Program criteria. The Minnesota Motorcycle Safety Program (MMSP) is administered by the Minnesota Department of Public Safety (DPS). Minnesota State Statute 171.335 established a motorcycle safety program and designates the Commissioner of Public Safety administer the program. This statute further appropriates designated motorcycle

safety funds to the Commissioner of Public Safety to carry out a motorcycle safety program; which includes training and motorcycle safety promotion and public information.

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

In 2017, the MMSP trained 5,728 motorcyclists; 4,499 of whom took an entry-level riding course. The Motorcycle Safety Foundation's (MSF) Basic Rider Course (BRC) is used by the MMSP for entry-level rider training and is approved by the DPS Division of Driver and Vehicle Services (DVS); which regulates all driver training in the state. The MSF's BRC utilizes a formal program of instruction in crash avoidance and other safety oriented operational skills for both in class and on cycle training.

In Federal Fiscal Year 2019 (FFY 19), the BRC will be conducted at established training sites in Minnesota counties that contain 66 percent of the state's registered motorcycles. The following table is a complete list of Minnesota counties; including the number of motorcycles that were registered in each county in 2017. Registered motorcycles have been split into two columns; one column for counties that will have at least one training course in FFY 19 and one column listing the number of registered motorcycles in counties where training will not be held in FFY 19.

| Complete List of Minnesota Counties | 2017 Motorcycle Registration Data by Minnesota County | |
|-------------------------------------|---|--|
| | Training Will Be Conducted in FFY 19 | Training Will Not Be Conducted in FFY 19 |
| Aitken | | 803 |
| Anoka | 15,474 | |
| Becker | 1,683 | |
| Beltrami | 1,487 | |
| Benton | | 1,772 |
| Big Stone | | 290 |
| Blue Earth | 3,065 | |
| Brown | | 1,823 |
| Carlton | | 1,496 |
| Carver | | 3,691 |
| Cass | | 1,261 |
| Chippewa | | 760 |
| Chisago | | 3,408 |
| Clay | 2,391 | |
| Clearwater | | 388 |

| | | |
|-------------------|--------|-------|
| Cook | | 400 |
| Cottonwood | 673 | |
| Crow Wing | 3,323 | |
| Dakota | 15,119 | |
| Dodge | | 1,200 |
| Douglas | 2,139 | |
| Faribault | | 863 |
| Fillmore | | 1,166 |
| Freeborn | 2,077 | |
| Goodhue | 2,601 | |
| Grant | | 331 |
| Hennepin | 33,903 | |
| Houston | | 984 |
| Hubbard | | 863 |
| Isanti | | 2,181 |
| Itasca | | 2,064 |
| Jackson | | 571 |
| Kanabec | | 818 |
| Kandiyohi | 2,114 | |
| Kittson | | 208 |
| Koochiching | | 523 |
| Lac Qui Parle | | 369 |
| Lake | | 579 |
| Lake of the Woods | | 183 |
| LeSueur | | 1,786 |
| Lincoln | | 388 |
| Lyon | 1,213 | |
| McLeod | 2,266 | |
| Mahnomen | | 143 |
| Marshall | | 479 |
| Martin | | 1,196 |
| Meeker | | 1,483 |
| Mille Lacs | | 1,429 |
| Morrison | | 1,649 |
| Mower | | 2,114 |
| Murray | | 562 |
| Nicollet | | 1,645 |
| Nobles | | 1,106 |
| Norman | | 290 |
| Olmsted | 5,091 | |
| Ottertail | | 2,930 |
| Pennington | 665 | |
| Pine | 1,378 | |
| Pipestone | | 563 |
| Polk | | 1,470 |
| Pope | | 692 |
| Ramsey | 13,886 | |
| Red Lake | | 269 |

| | | |
|--------------------|--------|-----------------------|
| Redwood | | 895 |
| Renville | | 928 |
| Rice | 2,996 | |
| Rock | | 517 |
| Roseau | 684 | |
| Saint Louis | 8,635 | |
| Scott | | 6,298 |
| Sherburne | 4,828 | |
| Sibley | | 861 |
| Stearns | 7,157 | |
| Steele | | 2,070 |
| Stevens | | 391 |
| Swift | | 545 |
| Todd | | 1,248 |
| Traverse | | 191 |
| Wabasha | | 1,313 |
| Wadena | | 687 |
| Waseca | | 929 |
| Washington | 10,099 | |
| Watonwan | | 637 |
| Wilkin | | 439 |
| Winona | 2,352 | |
| Wright | | 6,517 |
| Yellow Medicine | | 667 |
| 147,299 | | 74,322 |
| Training in FFY 19 | | No Training in FFY 19 |

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

The MMSP’s Motorcyclist Awareness Program will utilize a mix of paid and earned communication and outreach mechanisms to educate and target the general adult driving public. The paid media effort will include outdoor advertising and digital media and take a two-pronged approach.

Outdoor advertising utilizing billboards, digital billboards, and truck side infinity wraps will target the counties where the majority of our state’s multi-vehicle crashes involving a motorcycle occur (see first table below) and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle (see second table below). Counties targeted by this paid effort are highlighted in grey on both tables and account for a majority of the multi-vehicle crashes involving a motorcycle and a majority of

those where fatal and serious injuries were sustained. Outdoor ad buys of \$65,775 in Section 405f funding will be made in the following metropolitan areas that include these counties:

- Twin Cities area counties: Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, and Wright
- Duluth area counties: Carlton and Saint Louis
- Saint Cloud area counties: Benton and Stearns
- Rochester area counties: Dodge, Fillmore, Olmsted, and Wabasha
- Mankato area counties: Blue Earth and Nicollet
- Moorhead area county: Clay

The digital media paid effort of \$20,000 will run in all Minnesota counties and include online ads and banners that will be posted on websites targeting the adult driving public with “Start Seeing Motorcyclists” messaging. Venues included in the digital media buy are:

- Desktop and mobile
- Digital video airs online (15/30 second spots)
- YouTube pre-roll
- Facebook
- Paid posts/ads on Facebook featuring a custom “Start Seeing Motorcyclists” message along with image of digital ad or video spot

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

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

- DPS social media platforms including Facebook, Twitter, and YouTube.
- Minnesota Department of Transportation changeable message signs will display motorcyclist awareness messaging on select Mondays throughout the riding season.
- Video and radio spot files will be provided for further distribution to the Motorcycle Safety Advisory Task Force, RiderCoaches, Minnesota State Colleges and Universities, and other motorcyclist groups and organizations.
- Video files will be provided to DVS for in-station use.
- Support for Minnesota motorcycle groups and organizations participating in the annual May Washout Event with “Start Seeing Motorcyclists” banners and collateral. (Motorcycle organization members wash windshields and promote motorcycle awareness during weekends in May.)
- Provide “Start Seeing Motorcyclists” bumper stickers for order on the MMSC website at no cost to customers. These are promoted in an annual mailing to all Minnesota motorcycle dealers and shops as well as on the MMSC website and social media platforms.

- Provide a revamped “Sharing the Road” for order on the MMSC website at no cost to customers. These include safety messaging geared for both motorcyclists and drivers to help both parties safely share the road.
- All media talking points will include “look twice for motorcyclists,” “start seeing motorcyclists,” and “share the road” messaging.

| Multi-Vehicle Motorcycle Crashes by County, 2016 Ranked by All Crashes (Fatal and Serious Injury Crashes Used as Tie Breaker) | | | | | | | |
|--|-------------|-------------|--------------------------------|--------------------|-----------|----------------------------------|-------------|
| Rank | County | Fatal Crash | Suspected Serious Injury Crash | Other Injury Crash | PDO Crash | Fatal and Serious Injury Crashes | All Crashes |
| 1 | Hennepin | 2 | 26 | 81 | 30 | 28 | 139 |
| 2 | Ramsey | 2 | 21 | 42 | 24 | 23 | 89 |
| 3 | Dakota | 1 | 8 | 28 | 12 | 9 | 49 |
| 4 | Anoka | 4 | 11 | 20 | 3 | 15 | 38 |
| 5 | Washington | 1 | 9 | 19 | 5 | 10 | 34 |
| 6 | Stearns | 1 | 5 | 13 | 4 | 6 | 23 |
| 7 | Olmsted | 1 | 6 | 7 | 4 | 7 | 18 |
| 8 | Saint Louis | 1 | 1 | 10 | 1 | 2 | 13 |
| 9 | Blue Earth | 0 | 5 | 8 | 0 | 5 | 13 |
| 10 | Sherburne | 0 | 4 | 6 | 2 | 4 | 12 |
| 11 | Crow Wing | 2 | 4 | 5 | 0 | 6 | 11 |
| 12 | Scott | 2 | 5 | 2 | 0 | 7 | 9 |
| 13 | Winona | 0 | 0 | 5 | 3 | 0 | 8 |
| 14 | Clay | 0 | 1 | 3 | 4 | 1 | 8 |
| 15 | Wright | 0 | 3 | 3 | 2 | 3 | 8 |
| 16 | Carver | 0 | 1 | 2 | 4 | 1 | 7 |
| 17 | Rice | 0 | 1 | 6 | 0 | 1 | 7 |
| 18 | Freeborn | 1 | 0 | 4 | 1 | 1 | 6 |
| 19 | Pine | 1 | 1 | 3 | 1 | 2 | 6 |
| 20 | McLeod | 0 | 3 | 2 | 1 | 3 | 6 |
| 21 | Steele | 1 | 2 | 2 | 1 | 3 | 6 |
| 22 | Mower | 1 | 0 | 4 | 0 | 1 | 5 |
| 23 | Chisago | 1 | 1 | 2 | 1 | 2 | 5 |
| 24 | Goodhue | 0 | 2 | 1 | 2 | 2 | 5 |
| 25 | Wabasha | 2 | 2 | 1 | 0 | 4 | 5 |
| 26 | Benton | 0 | 0 | 3 | 1 | 0 | 4 |
| 27 | Nobles | 0 | 0 | 3 | 1 | 0 | 4 |

| | | | | | | | |
|----|----------------------|---|---|---|---|---|---|
| 28 | Carlton | 0 | 1 | 3 | 0 | 1 | 4 |
| 29 | Meeker | 2 | 0 | 1 | 1 | 2 | 4 |
| 30 | Mille Lacs | 2 | 1 | 0 | 1 | 3 | 4 |
| 31 | Otter Tail | 0 | 3 | 1 | 0 | 3 | 4 |
| 32 | Douglas | 0 | 1 | 1 | 1 | 1 | 3 |
| 33 | Nicollet | 0 | 1 | 1 | 1 | 1 | 3 |
| 34 | Brown | 0 | 2 | 1 | 0 | 2 | 3 |
| 35 | Kanabec | 0 | 2 | 0 | 1 | 2 | 3 |
| 36 | Todd | 0 | 2 | 1 | 0 | 2 | 3 |
| 37 | Dodge | 0 | 0 | 2 | 0 | 0 | 2 |
| 38 | Martin | 0 | 0 | 2 | 0 | 0 | 2 |
| 39 | Aitkin | 1 | 0 | 0 | 1 | 1 | 2 |
| 40 | Becker | 0 | 1 | 1 | 0 | 1 | 2 |
| 41 | Isanti | 1 | 0 | 1 | 0 | 1 | 2 |
| 42 | Itasca | 0 | 1 | 1 | 0 | 1 | 2 |
| 43 | Morrison | 0 | 1 | 1 | 0 | 1 | 2 |
| 44 | Waseca | 0 | 1 | 1 | 0 | 1 | 2 |
| 45 | Beltrami | 1 | 1 | 0 | 0 | 2 | 2 |
| 46 | Le Sueur | 1 | 1 | 0 | 0 | 2 | 2 |
| 47 | Murray | 1 | 1 | 0 | 0 | 2 | 2 |
| 48 | Faribault | 0 | 0 | 0 | 1 | 0 | 1 |
| 49 | Houston | 0 | 0 | 1 | 0 | 0 | 1 |
| 50 | Jackson | 0 | 0 | 1 | 0 | 0 | 1 |
| 51 | Kandiyohi | 0 | 0 | 1 | 0 | 0 | 1 |
| 52 | Lake | 0 | 0 | 0 | 1 | 0 | 1 |
| 53 | Lyon | 0 | 0 | 1 | 0 | 0 | 1 |
| 54 | Polk | 0 | 0 | 1 | 0 | 0 | 1 |
| 55 | Yellow Medicine | 0 | 0 | 1 | 0 | 0 | 1 |
| 56 | Cass | 1 | 0 | 0 | 0 | 1 | 1 |
| 57 | Hubbard | 0 | 1 | 0 | 0 | 1 | 1 |
| 58 | Big Stone | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | Chippewa | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | Clearwater | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | Cook | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | Cottonwood | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | Fillmore | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | Grant | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | Kittson | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | Koochiching | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Lac Qui Parle | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Lake of the Woods | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | |
|--------------|------------|-----------|------------|------------|------------|------------|------------|
| 69 | Lincoln | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | Mahnomen | 0 | 0 | 0 | 0 | 0 | 0 |
| 71 | Marshall | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | Norman | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | Pennington | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | Pipestone | 0 | 0 | 0 | 0 | 0 | 0 |
| 75 | Pope | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | Red lake | 0 | 0 | 0 | 0 | 0 | 0 |
| 77 | Redwood | 0 | 0 | 0 | 0 | 0 | 0 |
| 78 | Renville | 0 | 0 | 0 | 0 | 0 | 0 |
| 79 | Rock | 0 | 0 | 0 | 0 | 0 | 0 |
| 80 | Roseau | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | Sibley | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | Stevens | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | Swift | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | Traverse | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | Wadena | 0 | 0 | 0 | 0 | 0 | 0 |
| 86 | Watsonwan | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | Wilkin | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 34 | 143 | 309 | 115 | 177 | 601 |

The 22 counties in the media buy targeting Minnesota’s metropolitan areas are shaded above and accounted for 485 of the 601 multi-vehicle crashes involving a motorcycle in 2016.

| Resulting Fatalities and Serious Injuries from Multi-Vehicle Crashes Involving at Least One Motorcycle, 2016 Ranked by All Fatalities and Serious Injuries | | | | |
|---|------------|----------|-------------------|-------------------------------------|
| Rank | County | Fatality | Suspected Serious | All Fatalities and Serious Injuries |
| 1 | Hennepin | 2 | 28 | 30 |
| 2 | Ramsey | 2 | 21 | 23 |
| 3 | Anoka | 5 | 12 | 17 |
| 4 | Washington | 1 | 10 | 11 |
| 5 | Crow Wing | 2 | 7 | 9 |
| 6 | Dakota | 1 | 8 | 9 |
| 7 | Olmsted | 2 | 7 | 9 |
| 8 | Scott | 2 | 6 | 8 |

| | | | | |
|----|-------------|---|---|---|
| 9 | Mille Lacs | 3 | 3 | 6 |
| 10 | Stearns | 1 | 5 | 6 |
| 11 | Blue Earth | 0 | 5 | 5 |
| 12 | Otter Tail | 0 | 5 | 5 |
| 13 | Wabasha | 2 | 3 | 5 |
| 14 | Chisago | 2 | 2 | 4 |
| 15 | McLeod | 0 | 4 | 4 |
| 16 | Pine | 3 | 1 | 4 |
| 17 | Sherburne | 0 | 4 | 4 |
| 18 | Goodhue | 0 | 3 | 3 |
| 19 | Meeker | 2 | 1 | 3 |
| 20 | Steele | 1 | 2 | 3 |
| 21 | Wright | 0 | 3 | 3 |
| 22 | Beltrami | 1 | 1 | 2 |
| 23 | Brown | 0 | 2 | 2 |
| 24 | Hubbard | 0 | 2 | 2 |
| 25 | Kanabec | 0 | 2 | 2 |
| 26 | Le Sueur | 1 | 1 | 2 |
| 27 | Mower | 1 | 1 | 2 |
| 28 | Murray | 1 | 1 | 2 |
| 29 | Nicollet | 0 | 2 | 2 |
| 30 | Saint Louis | 1 | 1 | 2 |
| 31 | Todd | 0 | 2 | 2 |
| 32 | Aitkin | 1 | 0 | 1 |
| 33 | Becker | 0 | 1 | 1 |
| 34 | Carlton | 0 | 1 | 1 |
| 35 | Carver | 0 | 1 | 1 |
| 36 | Cass | 1 | 0 | 1 |
| 37 | Clay | 0 | 1 | 1 |
| 38 | Douglas | 0 | 1 | 1 |
| 39 | Freeborn | 1 | 0 | 1 |
| 40 | Isanti | 1 | 0 | 1 |
| 41 | Itasca | 0 | 1 | 1 |
| 42 | Morrison | 0 | 1 | 1 |
| 43 | Rice | 0 | 1 | 1 |
| 44 | Waseca | 0 | 1 | 1 |
| 45 | Benton | 0 | 0 | 0 |
| 46 | Big Stone | 0 | 0 | 0 |
| 47 | Chippewa | 0 | 0 | 0 |
| 48 | Clearwater | 0 | 0 | 0 |
| 49 | Cook | 0 | 0 | 0 |
| 50 | Cottonwood | 0 | 0 | 0 |

| | | | | |
|--------------|-------------------|-----------|------------|------------|
| 51 | Dodge | 0 | 0 | 0 |
| 52 | Faribault | 0 | 0 | 0 |
| 53 | Fillmore | 0 | 0 | 0 |
| 54 | Grant | 0 | 0 | 0 |
| 55 | Houston | 0 | 0 | 0 |
| 56 | Jackson | 0 | 0 | 0 |
| 57 | Kandiyohi | 0 | 0 | 0 |
| 58 | Kittson | 0 | 0 | 0 |
| 59 | Koochiching | 0 | 0 | 0 |
| 60 | Lac Qui Parle | 0 | 0 | 0 |
| 61 | Lake | 0 | 0 | 0 |
| 62 | Lake of the Woods | 0 | 0 | 0 |
| 63 | Lincoln | 0 | 0 | 0 |
| 64 | Lyon | 0 | 0 | 0 |
| 65 | Mahnomen | 0 | 0 | 0 |
| 66 | Marshall | 0 | 0 | 0 |
| 67 | Martin | 0 | 0 | 0 |
| 68 | Nobles | 0 | 0 | 0 |
| 69 | Norman | 0 | 0 | 0 |
| 70 | Pennington | 0 | 0 | 0 |
| 71 | Pipestone | 0 | 0 | 0 |
| 72 | Polk | 0 | 0 | 0 |
| 73 | Pope | 0 | 0 | 0 |
| 74 | Red Lake | 0 | 0 | 0 |
| 75 | Redwood | 0 | 0 | 0 |
| 76 | Renville | 0 | 0 | 0 |
| 77 | Rock | 0 | 0 | 0 |
| 78 | Roseau | 0 | 0 | 0 |
| 79 | Sibley | 0 | 0 | 0 |
| 80 | Stevens | 0 | 0 | 0 |
| 81 | Swift | 0 | 0 | 0 |
| 82 | Traverse | 0 | 0 | 0 |
| 83 | Wadena | 0 | 0 | 0 |
| 84 | Watonwan | 0 | 0 | 0 |
| 85 | Wilkin | 0 | 0 | 0 |
| 86 | Winona | 0 | 0 | 0 |
| 87 | Yellow Medicine | 0 | 0 | 0 |
| Total | | 40 | 164 | 204 |

The 22 counties in the media buy targeting Minnesota's metropolitan areas are shaded above and accounted for 141 of the 204 fatalities and serious injuries sustained in multi-vehicle crashes involving a motorcycle in 2016.

Project Number: 19-07-03

Project Title: Motorcycle Rider Training

Performance Target: Motorcyclist Fatalities

Problem Identification: Almost one third of Minnesota’s 2017 motorcycle crash fatalities died in single vehicle, lane departure crashes while negotiating a curve.

Strategies: We will provide high quality rider training opportunities for riders of all skill levels, and make this training available to the majority of our motorcyclists by having training available in counties that contain the majority of the state’s registered motorcycles.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.
- Innovative
- Not Applicable

Activities: Provide classroom and training range facilities and 140 RiderCoaches for basic, experienced, skills re-test, moped, advanced and expert courses at 25 locations in addition to private training providers.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$626,172.00 | \$0 | \$626,172.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-04

Project Title: Motorcycle Safety Public Information and Media Relations

Performance Target: Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities

Problem Identification: Of 46 motorcyclists killed in 2017 crashes where helmet use was known, only 26% were known to be wearing a motorcycle helmet. Alcohol impairment also continues to be a significant factor in Minnesota motorcycle crashes.

Strategies: Speak to riders through paid advertising and earned media opportunities about the importance of wearing DOT approved motorcycle helmets, brightly colored protective gear, riding sober, and regularly taking a rider training course.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Sections 1.2, 2.2 and 4.1: Helmet use promotion programs; alcohol impairment communications; and conspicuity and protective clothing.

Innovative

Not Applicable

Activities: Provide print materials to motorcyclists via our booth, our website, and other venues; conduct a paid advertising campaign; and include messaging in every news release and interview on the benefits of wearing a DOT helmet and conspicuous, full protective gear and also on the dangers of riding impaired.

Expected Sub-recipients: DPS Office of Communications

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$280,000.00 | \$0 | \$280,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application

Project Number: 19-07-05

Project Title: Motorcycle Rider Testing and Licensing

Performance Target: Motorcyclist Fatalities

Problem Identification: Of 48 motorcycle operators killed in 2017 crashes where their endorsement status was known, 6 of the operators were not properly endorsed or permitted.

Strategies: Provide for high quality motorcycle endorsement testing and reduce barriers to obtaining a motorcycle license endorsement.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.1: Motorcycle rider licensing.
- Innovative
- Not Applicable

Activities: Provide free evening motorcycle skills testing hours around the state at higher volume exam stations to make endorsement skills testing more convenient for permitted riders. Work with the DPS Driver and Vehicle Services to ensure uniform quality testing among the state training program and the state exam stations.

Expected Sub-recipients: DPS Driver and Vehicle Services

Use of Funds:

| 2019 Funds | | | |
|------------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$35,000.00 | \$0 | \$35,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-06

Project Title: Motorcycle Rider Training Equipment and Supplies

Performance Target: Motorcyclist Fatalities

Problem Identification: Motorcycle rider training requires a substantial amount of equipment to offer throughout a large state such as Minnesota.

Strategies: Enable and enhance training site success with supplies and equipment.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.
- Innovative
- Not Applicable

Activities: Provide motorcycle rider training supplies, equipment, curriculum materials, and necessary insurances for all of the training locations throughout the state.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$25,500.00 | \$0 | \$25,500.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-07

Project Title: Motorcycle Transport

Performance Target: Motorcyclist Fatalities

Problem Identification: Training motorcycles are needed for motorcycle rider training courses and are needed by students testing for their motorcycle license endorsement.

Strategies: Provide motorcycle rider training sites around the state with training motorcycles that students may use in the course.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Sections 3.1 and 3.2: Motorcycle rider licensing and motorcycle rider training.

- Innovative
- Not Applicable

Activities: Schedule and transport training motorcycles to, from and between motorcycle rider training sites during Minnesota’s rider training season through the use of a contracted private hauler.

Expected Sub-recipients: Starr Cycle

Use of Funds:

| 2019 Funds | | | |
|------------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$30,000.00 | \$0 | \$30,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-08

Project Title: Mechanical Services

Performance Target: Motorcyclist Fatalities

Problem Identification: Training motorcycles are needed for motorcycle rider training courses and are needed by students testing for their motorcycle license endorsement.

Strategies: Maintain and repair a fleet of 335 training motorcycles and 28 transport trailers so motorcycle rider training students have mechanically sound motorcycles for rider training courses and motorcycle skills testing toward their motorcycle endorsement.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Sections 3.1 and 3.2: Motorcycle rider licensing and motorcycle rider training.

Innovative

Not Applicable

Activities: Repair motorcycles throughout the state during the training season, winterize motorcycles after the training season; and service transport trailers and tune up all training motorcycles prior to the training season.

Expected Sub-recipients: Starr Cycle

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$135,000.00 | \$0 | \$135,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-09

Project Title: Basic Rider Course updated (BRCu) Curriculum Transition

Performance Target: Motorcyclist Fatalities

Problem Identification: The current Motorcycle Safety Foundation (“MSF”) Basic Rider Course entry level training and licensing curriculum has become dated.

Strategies: Transition all MSF certified RiderCoaches currently teaching the MSF’s Basic Rider Course curriculum to the MSF’s Updated Basic Rider Course curriculum.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.
- Innovative
- Not Applicable

Activities: Provide 13, 32 hour MSF Transitional RiderCoach Preps for Minnesota’s 140 RiderCoaches to become certified in the BRCu.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$328,649.00 | \$0 | \$328,649.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-09-01

Project Title: TZD Regional Support

Performance Target: In Minnesota’s Strategic Highway Safety Plan, this project would fall under the focus area “Management Systems”. The project does not relate to a specific target.

Problem Identification: No organization can be successful or stay in business unless programs are efficiently and effectively managed. The TZD program is multi-agency (including the Minnesota Departments of Public Safety, Health, and Transportation) and so needs efficient management even more.

Strategies: Regional Support for TZD Effort

Justification for Strategy:

Not Applicable Countermeasures That Work does not address administrative work. If this project is not conducted the TZD effort will lose momentum.

Activities: The TZD Regional Coordinators will:

- Develop TZD coalitions in unfunded counties
- Participate on Regional Steering Committees and provide support for them
- Plan the regional workshops in each district
- Coordinate public relations events (with emphasis on Memorial Day seat belt and Labor day DWI enforcement waves)
- Monitor and provide regional data to evaluate the TZD program including the regional belt use surveys in all regions except the metropolitan
- Provide monthly reports on activities and a final report on the year

Expected Sub-recipients: Minnesota Department of Transportation

Use of Funds: One-third of salaries and fringe benefits (up to \$204,00) for five regional TZD staff with MnDOT reimbursing the balance of costs for the five regional staff and the cost of one full-time TZD statewide coordinator. MnDOT will also cover the costs of the five regional workshops held each year.

| 2019 Funds | | | |
|------------|-----------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| RS 1909 | \$204,000 | \$204,000 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No
If yes, which 405 application?

Project Number: 19-09-02

Project Title: Intersection Safety Countermeasure Deployment

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: Hazards can appear on our roads in many ways, one way the way our roads meet, or an intersection. Reviewing roads for common hazards to find high-value, low-cost countermeasures.

Strategies: Employment of data-driven programming, research, and evaluation. In an effort to produce the most cost-effective way to engineer MN intersections to be created or upgraded, MnDOT has identified intersections with a high number of serious crashes that can be made safer through the deployment of intersection safety countermeasures.

This project will deploy intersection conflict warning systems, reduced conflict U-turn intersections, turn lanes, and roundabouts to improve safety at these intersections.

Justification for Strategy:

- Countermeasures That Work Reference is:
 - Proven Safety Countermeasures from the FHWA
<https://safety.fhwa.dot.gov/provencountermeasures/>

Activities:

MnDOT will be evaluating intersection safety countermeasures, plans and planning processes. This project will also fund any new planning processes undertaken as a result of these evaluations. An administrative evaluation will be conducted comparing planned and completed projects.

Expected Sub-recipients: Contractors

Use of Funds: Contracted Services

| 2019 Funds | | | |
|------------|------------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164HE 1909 | \$ Carry Forward | \$ | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

Project Number: 19-09-03

Project Title: Roadway Safety Evaluation and Planning

Performance Target: Traffic Fatalities, Serious Traffic Injuries

Problem Identification: Roadway safety is not limited to one type of improvement for all of the roadways in Minnesota. The Minnesota Department of Public Safety, Office of Traffic Safety will partner with the Minnesota Department of Transportation and their engineering team to evaluate and plan for the safest roads to be created and updated in Minnesota.

Strategies: Employment of data-driven programming, research, and evaluation. Minnesota department of Transportation (MnDOT) will evaluate roadway safety countermeasures, plans, and planning processes in an effort to produce the most cost-effective way to engineer the safest roads in Minnesota. This is the main strategy for the Roadway Safety Evaluation and Planning (RSEP) project.

Justification for Strategy:

- Countermeasures That Work Reference is:
 - Proven Safety Countermeasures from the FHWA
<https://safety.fhwa.dot.gov/provencountermeasures/>

Activities:

MnDOT will evaluate roadway safety countermeasures, plans and planning processes. This project will also fund any new planning processes undertaken as a result of these roadway safety evaluations. An administrative evaluation will be conducted comparing planned and completed projects.

Expected Sub-recipients: Contractors

Use of Funds: Contracted Services

| 2019 Funds | | | |
|------------|--------------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| 164HE 1909 | \$ Carried Forward | \$ | None |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No



405(B) Occupant Protection Grant

Occupant protection information

405(b) qualification status: (Read-Only)

High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

| Program Area |
|--------------|
| |

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Add New

Agencies planning to participate in CIOT

| Agency |
|--------|
| |

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Enter text



Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Countermeasure Strategy Name |
|------------------------------|
| |

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name |
|------------------------------------|-----------------------|
| | |

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events

Enter text.

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Population Served- urban

Enter text.

Population Served- rural

Enter text.



Population Served- at risk

Enter text.

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Countermeasure Strategy Name |
|------------------------------|
| |

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name |
|------------------------------------|-----------------------|
| | |

Enter an estimate of the total number of classes and the estimated 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.

Estimated total number of classes

Enter text.

Estimated number of technicians

Enter text.



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



Grants Management Solutions Suite (GMSS) Blank Word Form



Performance report

Open each performance measure listed below or click “Add New” to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Add New

| Performance Measure Name | Progress |
|---|-----------------|
| C-1) Number of traffic fatalities (FARS) | Met |
| C-2) Number of serious injuries in traffic crashes (State crash data files) | Met |
| C-3) Fatalities/VMT (FARS/FHWA) | Met |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | Met |
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | Met |
| C-6) Number of speeding-related fatalities (FARS) | Did Not Meet |
| C-7) Number of motorcyclist fatalities (FARS) | Met |
| C-8) Number of unhelmeted motorcyclist fatalities (FARS) | Met |
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | Making Progress |
| C-10) Number of pedestrian fatalities (FARS) | Did Not Meet |
| C-11) Number of bicyclist fatalities (FARS) | Met |
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | Making Progress |
| Distracted Driving: % of drivers in crashes that officers noted were “Not Distracted” | Making Progress |
| Older Driver: % of drivers in fatal crashes who were 85 or more years old | Met |
| Drugged Driving: % of DWI incidents that involved drugs | Making Progress |



| | |
|--|-----------------|
| CPS: Observed correct use of booster seat of children 4-7 years of age | Making Progress |
|--|-----------------|

*NOTE: GO TO [APPENDIX A](#) (page 9) TO VIEW PERFORMANCE REPORT - PERFORMANCE MEASURE FORM AND FIELDS.

Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

| Performance Measure Name | Target Period (e.g. annual, 3-year, 5-year, other) | Target Start | Target End Year | Target Value |
|---|--|--------------|-----------------|--------------|
| C-1) Number of traffic fatalities (FARS) | 5-year | 2015 | 2019 | 372 |
| C-2) Number of serious injuries in traffic crashes (State crash data files) | 5-year | 2015 | 2019 | 1,711 |
| C-3) Fatalities/VMT (FARS/FHWA) | 5-year | 2015 | 2019 | 0.62 |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 5-year | 2015 | 2019 | 68 |
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5-year | 2015 | 2019 | 97 |



| | | | | |
|--|--------|------|------|-----|
| C-6) Number of speeding-related fatalities (FARS) | 5-year | 2015 | 2019 | 90 |
| C-7) Number of motorcyclist fatalities (FARS) | 5-year | 2015 | 2019 | 55 |
| C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 5-year | 2015 | 2019 | 35 |
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 5-year | 2015 | 2019 | 51 |
| C-10) Number of pedestrian fatalities (FARS) | 5-year | 2015 | 2019 | 35 |
| C-11) Number of bicyclist fatalities (FARS) | 5-year | 2015 | 2019 | 9 |
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 5-year | 2015 | 2019 | 94 |
| Distracted Driving: % of drivers in crashes that officers noted were “Not Distracted” | 1-year | 2016 | 2019 | 65% |
| Older Driver: % of drivers in fatal crashes who were 85 or more years old | 5-year | 2015 | 2019 | 3% |
| Drugged Driving: % of drivers in crashes that officers noted were “Not Distracted” | 1-year | 2017 | 2019 | 3% |
| CPS: Observed correct use of booster seat of children 4-7 years of age | 1-year | 2011 | 2019 | 78% |



*NOTE: GO TO [APPENDIX B](#) (page 10) TO VIEW NEW PERFORMANCE PLAN – PERFORMANCE MEASURE FORM AND FIELDS.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

| | |
|---------------------|--------|
| Fiscal year | 2017 |
| Seat belt citations | 10,633 |

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

| | |
|--------------------------|-------|
| Fiscal year | 2017 |
| Impaired driving arrests | 1,936 |

A-3) Number of speeding citations issued during grant-funded enforcement activities*

| | |
|--------------------|--------|
| Fiscal year | 2017 |
| Speeding citations | 16,960 |

APPENDIX A: Performance Report - Performance Measure form

[Performance report measure](#)

Performance measure name

C-1) Number of traffic fatalities (FARS)



Progress

Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 400 and Minnesota had 392 fatalities.

Performance measure name

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress

Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 2,000 serious injuries and Minnesota had 1,992. Minnesota began using the MMUCC Suspected Serious Injury definition on January 1, 2016.

Performance measure name

C-3) Fatalities/VMT (FARS/FHWA)

Progress

Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 0.68 fatalities per 100 million VMT and Minnesota’s rate was 0.67.

Performance measure name

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress

Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.



Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 88 unrestrained passenger vehicle occupant fatalities Minnesota’s actual was 72.

| | |
|--------------------------|---|
| Performance measure name | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) |
| Progress | Met |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 104 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Minnesota’s actual was 93.

| | |
|--------------------------|---|
| Performance measure name | C-6) Number of speeding-related fatalities (FARS) |
| Progress | Not met |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 89 speeding related fatalities; Minnesota’s actual was 92. This will be addressed in the speed component of the traffic safety enforcement program.

| | |
|--------------------------|---|
| Performance measure name | C-7) Number of motorcyclist fatalities (FARS) |
| Progress | Met |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 60 motorcyclist fatalities; Minnesota’s actual was 56.



Performance measure name C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 40 unhelmeted motorcyclist fatalities; Minnesota’s actual was 36.

Performance measure name C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress In progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 49 drivers age 20 or younger involved in fatal crashes; Minnesota’s actual was 52. This was a decrease from 60 in 2015.

Performance measure name C-10) Number of pedestrian fatalities (FARS)

Progress Not met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 35 pedestrian fatalities; Minnesota’s actual was 58. This is being addressed with some targeted pedestrian enforcement in 2019.

Performance measure name C-11) Number of bicyclist fatalities (FARS)

Progress Met



Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 8 cyclist fatalities; Minnesota’s actual was 7.

| | |
|--------------------------|--|
| Performance measure name | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) |
| Progress | In progress |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was 95% seat belt usage rate; Minnesota’s actual was 93. As can be expected, once Minnesota reached a 90%+ rate the increases in belt use will be harder to obtain. Seat belt enforcement continues to be part of the traffic safety enforcement program.

| | |
|--------------------------|---|
| Performance measure name | Distracted Driving: % of drivers in crashes that officers noted were “Not Distracted” |
| Progress | In progress |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The MNCrash system was implemented in 2016 and revised crash reporting to be more in line with MMUCC. As a result, the distracted driving element was pulled out of contributing factors and reported separately thus making a comparison to prior years unsound. The new measure will be defined as the percentage of drivers in crashes that officers noted were “Not Distracted”. That percentage is currently dropping so the target is set to not fall below 65%.

| | |
|--------------------------|---|
| Performance measure name | Older Driver: % of drivers in fatal crashes who were 85 or more years old |
| Progress | Met |



Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Last year’s HSP targets were set for a single calendar year, going forward the targets will be a five year average. The target was no more than 3% of drivers in fatal crashes who were 85 or more years old; Minnesota’s actual was 2.5%.

| | |
|--------------------------|---|
| Performance measure name | Drugged Driving: % of DWI incidents that involved drugs |
| Progress | Met |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The number of drivers being tested for drugs in addition to alcohol will continue to rise as states struggle to assess the drugged driving problem. The target is set at no more than 10% of DWI incidents including drugs in 2019 as Minnesota increases awareness and enforcement efforts.

| | |
|--------------------------|--|
| Performance measure name | CPS: Observed correct use of booster seat of children 4-7 years of age |
| Progress | In progress |

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Minnesota Passenger Safety Statute 169.685 (as amended in 2009) requires all children age 7 and under to ride in a federally approved car seat or booster seat, unless the child is 4'9" or taller. Minnesota has focused on making correct booster seat use a priority. This measure looks at observed booster seat use of passengers aged 4 to 7. Observations were made by trained CPS practitioners.

19-07 Motorcycle Safety

The number of motorcycle rider and passenger fatalities decreased from 54 in 2016 to 52 in 2017. Crash fatalities per 10,000 registered motorcycles remained the same from 2016 to 2017 at 2.3 per 10,000 registered motorcycles. The number of registered motorcycles decreased from 227,746 in 2016 to 223,443 in 2017, and the number of licensed operators fell slightly from 416,987 to 416,693.

Minnesota has an active motorcycling community that provides dedicated funds for motorcycle training, public information campaigns, and endorsement testing. The program has been in operation for over thirty years and is continually improving. Projects 19-07-03 through 19-07-09 are funded with state funds obtained through an additional license fee charged to each person with a motorcycle endorsement.

Project Number: 19-07-01

Project Title: Motorcycle Coordination

Performance Target:

Problem Identification:

Strategies:

Justification for Strategy:

- Countermeasures That Work Reference is
- Innovative
- Not Applicable

Activities:

Expected Sub-recipients:

Use of Funds:

| 2019 Funds | | | |
|------------|--------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| | | | |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-02

Project Title: Motorcycle Safety Support

Performance Target: Motorcyclist Fatalities

Problem Identification: Other drivers failing to yield to motorcyclists is the number one cited crash factor in multi-vehicle crashes involving a motorcycle and another vehicle type.

Strategies: Our Motorcyclist Awareness Program will utilize a mix of paid and earned communication and outreach mechanisms to educate and target the general adult driving public.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Section 4.2: Communications and Outreach to increase other driver awareness of motorcyclists.

- Innovative
- Not Applicable

Activities: Outdoor advertising utilizing billboards, digital billboards, and truck side infinity wraps will target the counties where the majority of our state’s multi-vehicle crashes involving a motorcycle occur and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle. The paid media effort will be supported by an earned media effort which the MMSP has grown over the years. There will be editorial efforts to generate news coverage of the campaign and its objective. All ads, both video and static images, will be posted on the MMSP’s website, motorcyclesafety.org, and be available for download by partners to help share the safety messages.

Expected Sub-recipients: Linnehan Foy Advertising

Use of Funds:

| 2019 Funds | | | |
|------------|-------------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |
| M8MA 1907 | \$90,000.00 | \$0 | \$0 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application? 405f

Minnesota qualifies for a Section 405f grant by meeting the Motorcycle Rider Training Course and Motorcyclist Awareness Program criteria. The Minnesota Motorcycle Safety Program (MMSP) is administered by the Minnesota Department of Public Safety (DPS). Minnesota State Statute 171.335 established a motorcycle safety program and designates the Commissioner of Public Safety administer the program. This statute further appropriates designated motorcycle

safety funds to the Commissioner of Public Safety to carry out a motorcycle safety program; which includes training and motorcycle safety promotion and public information.

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

In 2017, the MMSP trained 5,728 motorcyclists; 4,499 of whom took an entry-level riding course. The Motorcycle Safety Foundation's (MSF) Basic Rider Course (BRC) is used by the MMSP for entry-level rider training and is approved by the DPS Division of Driver and Vehicle Services (DVS); which regulates all driver training in the state. The MSF's BRC utilizes a formal program of instruction in crash avoidance and other safety oriented operational skills for both in class and on cycle training.

In Federal Fiscal Year 2019 (FFY 19), the BRC will be conducted at established training sites in Minnesota counties that contain 66 percent of the state's registered motorcycles. The following table is a complete list of Minnesota counties; including the number of motorcycles that were registered in each county in 2017. Registered motorcycles have been split into two columns; one column for counties that will have at least one training course in FFY 19 and one column listing the number of registered motorcycles in counties where training will not be held in FFY 19.

| Complete List of Minnesota Counties | 2017 Motorcycle Registration Data by Minnesota County | |
|-------------------------------------|---|--|
| | Training Will Be Conducted in FFY 19 | Training Will Not Be Conducted in FFY 19 |
| Aitken | | 803 |
| Anoka | 15,474 | |
| Becker | 1,683 | |
| Beltrami | 1,487 | |
| Benton | | 1,772 |
| Big Stone | | 290 |
| Blue Earth | 3,065 | |
| Brown | | 1,823 |
| Carlton | | 1,496 |
| Carver | | 3,691 |
| Cass | | 1,261 |
| Chippewa | | 760 |
| Chisago | | 3,408 |
| Clay | 2,391 | |
| Clearwater | | 388 |

| | | |
|-------------------|--------|-------|
| Cook | | 400 |
| Cottonwood | 673 | |
| Crow Wing | 3,323 | |
| Dakota | 15,119 | |
| Dodge | | 1,200 |
| Douglas | 2,139 | |
| Faribault | | 863 |
| Fillmore | | 1,166 |
| Freeborn | 2,077 | |
| Goodhue | 2,601 | |
| Grant | | 331 |
| Hennepin | 33,903 | |
| Houston | | 984 |
| Hubbard | | 863 |
| Isanti | | 2,181 |
| Itasca | | 2,064 |
| Jackson | | 571 |
| Kanabec | | 818 |
| Kandiyohi | 2,114 | |
| Kittson | | 208 |
| Koochiching | | 523 |
| Lac Qui Parle | | 369 |
| Lake | | 579 |
| Lake of the Woods | | 183 |
| LeSueur | | 1,786 |
| Lincoln | | 388 |
| Lyon | 1,213 | |
| McLeod | 2,266 | |
| Mahnomen | | 143 |
| Marshall | | 479 |
| Martin | | 1,196 |
| Meeker | | 1,483 |
| Mille Lacs | | 1,429 |
| Morrison | | 1,649 |
| Mower | | 2,114 |
| Murray | | 562 |
| Nicollet | | 1,645 |
| Nobles | | 1,106 |
| Norman | | 290 |
| Olmsted | 5,091 | |
| Ottertail | | 2,930 |
| Pennington | 665 | |
| Pine | 1,378 | |
| Pipestone | | 563 |
| Polk | | 1,470 |
| Pope | | 692 |
| Ramsey | 13,886 | |
| Red Lake | | 269 |

| | | |
|--------------------|--------|-----------------------|
| Redwood | | 895 |
| Renville | | 928 |
| Rice | 2,996 | |
| Rock | | 517 |
| Roseau | 684 | |
| Saint Louis | 8,635 | |
| Scott | | 6,298 |
| Sherburne | 4,828 | |
| Sibley | | 861 |
| Stearns | 7,157 | |
| Steele | | 2,070 |
| Stevens | | 391 |
| Swift | | 545 |
| Todd | | 1,248 |
| Traverse | | 191 |
| Wabasha | | 1,313 |
| Wadena | | 687 |
| Waseca | | 929 |
| Washington | 10,099 | |
| Watonwan | | 637 |
| Wilkin | | 439 |
| Winona | 2,352 | |
| Wright | | 6,517 |
| Yellow Medicine | | 667 |
| 147,299 | | 74,322 |
| Training in FFY 19 | | No Training in FFY 19 |

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

The MMSP’s Motorcyclist Awareness Program will utilize a mix of paid and earned communication and outreach mechanisms to educate and target the general adult driving public. The paid media effort will include outdoor advertising and digital media and take a two-pronged approach.

Outdoor advertising utilizing billboards, digital billboards, and truck side infinity wraps will target the counties where the majority of our state’s multi-vehicle crashes involving a motorcycle occur (see first table below) and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle (see second table below). Counties targeted by this paid effort are highlighted in grey on both tables and account for a majority of the multi-vehicle crashes involving a motorcycle and a majority of

those where fatal and serious injuries were sustained. Outdoor ad buys of \$65,775 in Section 405f funding will be made in the following metropolitan areas that include these counties:

- Twin Cities area counties: Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, and Wright
- Duluth area counties: Carlton and Saint Louis
- Saint Cloud area counties: Benton and Stearns
- Rochester area counties: Dodge, Fillmore, Olmsted, and Wabasha
- Mankato area counties: Blue Earth and Nicollet
- Moorhead area county: Clay

The digital media paid effort of \$20,000 will run in all Minnesota counties and include online ads and banners that will be posted on websites targeting the adult driving public with “Start Seeing Motorcyclists” messaging. Venues included in the digital media buy are:

- Desktop and mobile
- Digital video airs online (15/30 second spots)
- YouTube pre-roll
- Facebook
- Paid posts/ads on Facebook featuring a custom “Start Seeing Motorcyclists” message along with image of digital ad or video spot

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

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

- DPS social media platforms including Facebook, Twitter, and YouTube.
- Minnesota Department of Transportation changeable message signs will display motorcyclist awareness messaging on select Mondays throughout the riding season.
- Video and radio spot files will be provided for further distribution to the Motorcycle Safety Advisory Task Force, RiderCoaches, Minnesota State Colleges and Universities, and other motorcyclist groups and organizations.
- Video files will be provided to DVS for in-station use.
- Support for Minnesota motorcycle groups and organizations participating in the annual May Washout Event with “Start Seeing Motorcyclists” banners and collateral. (Motorcycle organization members wash windshields and promote motorcycle awareness during weekends in May.)
- Provide “Start Seeing Motorcyclists” bumper stickers for order on the MMSC website at no cost to customers. These are promoted in an annual mailing to all Minnesota motorcycle dealers and shops as well as on the MMSC website and social media platforms.

- Provide a revamped “Sharing the Road” for order on the MMSC website at no cost to customers. These include safety messaging geared for both motorcyclists and drivers to help both parties safely share the road.
- All media talking points will include “look twice for motorcyclists,” “start seeing motorcyclists,” and “share the road” messaging.

| Multi-Vehicle Motorcycle Crashes by County, 2016 Ranked by All Crashes (Fatal and Serious Injury Crashes Used as Tie Breaker) | | | | | | | |
|--|-------------|-------------|--------------------------------|--------------------|-----------|----------------------------------|-------------|
| Rank | County | Fatal Crash | Suspected Serious Injury Crash | Other Injury Crash | PDO Crash | Fatal and Serious Injury Crashes | All Crashes |
| 1 | Hennepin | 2 | 26 | 81 | 30 | 28 | 139 |
| 2 | Ramsey | 2 | 21 | 42 | 24 | 23 | 89 |
| 3 | Dakota | 1 | 8 | 28 | 12 | 9 | 49 |
| 4 | Anoka | 4 | 11 | 20 | 3 | 15 | 38 |
| 5 | Washington | 1 | 9 | 19 | 5 | 10 | 34 |
| 6 | Stearns | 1 | 5 | 13 | 4 | 6 | 23 |
| 7 | Olmsted | 1 | 6 | 7 | 4 | 7 | 18 |
| 8 | Saint Louis | 1 | 1 | 10 | 1 | 2 | 13 |
| 9 | Blue Earth | 0 | 5 | 8 | 0 | 5 | 13 |
| 10 | Sherburne | 0 | 4 | 6 | 2 | 4 | 12 |
| 11 | Crow Wing | 2 | 4 | 5 | 0 | 6 | 11 |
| 12 | Scott | 2 | 5 | 2 | 0 | 7 | 9 |
| 13 | Winona | 0 | 0 | 5 | 3 | 0 | 8 |
| 14 | Clay | 0 | 1 | 3 | 4 | 1 | 8 |
| 15 | Wright | 0 | 3 | 3 | 2 | 3 | 8 |
| 16 | Carver | 0 | 1 | 2 | 4 | 1 | 7 |
| 17 | Rice | 0 | 1 | 6 | 0 | 1 | 7 |
| 18 | Freeborn | 1 | 0 | 4 | 1 | 1 | 6 |
| 19 | Pine | 1 | 1 | 3 | 1 | 2 | 6 |
| 20 | McLeod | 0 | 3 | 2 | 1 | 3 | 6 |
| 21 | Steele | 1 | 2 | 2 | 1 | 3 | 6 |
| 22 | Mower | 1 | 0 | 4 | 0 | 1 | 5 |
| 23 | Chisago | 1 | 1 | 2 | 1 | 2 | 5 |
| 24 | Goodhue | 0 | 2 | 1 | 2 | 2 | 5 |
| 25 | Wabasha | 2 | 2 | 1 | 0 | 4 | 5 |
| 26 | Benton | 0 | 0 | 3 | 1 | 0 | 4 |
| 27 | Nobles | 0 | 0 | 3 | 1 | 0 | 4 |

| | | | | | | | |
|----|----------------------|---|---|---|---|---|---|
| 28 | Carlton | 0 | 1 | 3 | 0 | 1 | 4 |
| 29 | Meeker | 2 | 0 | 1 | 1 | 2 | 4 |
| 30 | Mille Lacs | 2 | 1 | 0 | 1 | 3 | 4 |
| 31 | Otter Tail | 0 | 3 | 1 | 0 | 3 | 4 |
| 32 | Douglas | 0 | 1 | 1 | 1 | 1 | 3 |
| 33 | Nicollet | 0 | 1 | 1 | 1 | 1 | 3 |
| 34 | Brown | 0 | 2 | 1 | 0 | 2 | 3 |
| 35 | Kanabec | 0 | 2 | 0 | 1 | 2 | 3 |
| 36 | Todd | 0 | 2 | 1 | 0 | 2 | 3 |
| 37 | Dodge | 0 | 0 | 2 | 0 | 0 | 2 |
| 38 | Martin | 0 | 0 | 2 | 0 | 0 | 2 |
| 39 | Aitkin | 1 | 0 | 0 | 1 | 1 | 2 |
| 40 | Becker | 0 | 1 | 1 | 0 | 1 | 2 |
| 41 | Isanti | 1 | 0 | 1 | 0 | 1 | 2 |
| 42 | Itasca | 0 | 1 | 1 | 0 | 1 | 2 |
| 43 | Morrison | 0 | 1 | 1 | 0 | 1 | 2 |
| 44 | Waseca | 0 | 1 | 1 | 0 | 1 | 2 |
| 45 | Beltrami | 1 | 1 | 0 | 0 | 2 | 2 |
| 46 | Le Sueur | 1 | 1 | 0 | 0 | 2 | 2 |
| 47 | Murray | 1 | 1 | 0 | 0 | 2 | 2 |
| 48 | Faribault | 0 | 0 | 0 | 1 | 0 | 1 |
| 49 | Houston | 0 | 0 | 1 | 0 | 0 | 1 |
| 50 | Jackson | 0 | 0 | 1 | 0 | 0 | 1 |
| 51 | Kandiyohi | 0 | 0 | 1 | 0 | 0 | 1 |
| 52 | Lake | 0 | 0 | 0 | 1 | 0 | 1 |
| 53 | Lyon | 0 | 0 | 1 | 0 | 0 | 1 |
| 54 | Polk | 0 | 0 | 1 | 0 | 0 | 1 |
| 55 | Yellow Medicine | 0 | 0 | 1 | 0 | 0 | 1 |
| 56 | Cass | 1 | 0 | 0 | 0 | 1 | 1 |
| 57 | Hubbard | 0 | 1 | 0 | 0 | 1 | 1 |
| 58 | Big Stone | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | Chippewa | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | Clearwater | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | Cook | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | Cottonwood | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | Fillmore | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | Grant | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | Kittson | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | Koochiching | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | Lac Qui Parle | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | Lake of the Woods | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | |
|--------------|------------|-----------|------------|------------|------------|------------|------------|
| 69 | Lincoln | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | Mahnomen | 0 | 0 | 0 | 0 | 0 | 0 |
| 71 | Marshall | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | Norman | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | Pennington | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | Pipestone | 0 | 0 | 0 | 0 | 0 | 0 |
| 75 | Pope | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | Red lake | 0 | 0 | 0 | 0 | 0 | 0 |
| 77 | Redwood | 0 | 0 | 0 | 0 | 0 | 0 |
| 78 | Renville | 0 | 0 | 0 | 0 | 0 | 0 |
| 79 | Rock | 0 | 0 | 0 | 0 | 0 | 0 |
| 80 | Roseau | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | Sibley | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | Stevens | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | Swift | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | Traverse | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | Wadena | 0 | 0 | 0 | 0 | 0 | 0 |
| 86 | Watsonwan | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | Wilkin | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 34 | 143 | 309 | 115 | 177 | 601 |

The 22 counties in the media buy targeting Minnesota’s metropolitan areas are shaded above and accounted for 485 of the 601 multi-vehicle crashes involving a motorcycle in 2016.

| Resulting Fatalities and Serious Injuries from Multi-Vehicle Crashes Involving at Least One Motorcycle, 2016 Ranked by All Fatalities and Serious Injuries | | | | |
|---|------------|----------|-------------------|-------------------------------------|
| Rank | County | Fatality | Suspected Serious | All Fatalities and Serious Injuries |
| 1 | Hennepin | 2 | 28 | 30 |
| 2 | Ramsey | 2 | 21 | 23 |
| 3 | Anoka | 5 | 12 | 17 |
| 4 | Washington | 1 | 10 | 11 |
| 5 | Crow Wing | 2 | 7 | 9 |
| 6 | Dakota | 1 | 8 | 9 |
| 7 | Olmsted | 2 | 7 | 9 |
| 8 | Scott | 2 | 6 | 8 |

| | | | | |
|----|-------------|---|---|---|
| 9 | Mille Lacs | 3 | 3 | 6 |
| 10 | Stearns | 1 | 5 | 6 |
| 11 | Blue Earth | 0 | 5 | 5 |
| 12 | Otter Tail | 0 | 5 | 5 |
| 13 | Wabasha | 2 | 3 | 5 |
| 14 | Chisago | 2 | 2 | 4 |
| 15 | McLeod | 0 | 4 | 4 |
| 16 | Pine | 3 | 1 | 4 |
| 17 | Sherburne | 0 | 4 | 4 |
| 18 | Goodhue | 0 | 3 | 3 |
| 19 | Meeker | 2 | 1 | 3 |
| 20 | Steele | 1 | 2 | 3 |
| 21 | Wright | 0 | 3 | 3 |
| 22 | Beltrami | 1 | 1 | 2 |
| 23 | Brown | 0 | 2 | 2 |
| 24 | Hubbard | 0 | 2 | 2 |
| 25 | Kanabec | 0 | 2 | 2 |
| 26 | Le Sueur | 1 | 1 | 2 |
| 27 | Mower | 1 | 1 | 2 |
| 28 | Murray | 1 | 1 | 2 |
| 29 | Nicollet | 0 | 2 | 2 |
| 30 | Saint Louis | 1 | 1 | 2 |
| 31 | Todd | 0 | 2 | 2 |
| 32 | Aitkin | 1 | 0 | 1 |
| 33 | Becker | 0 | 1 | 1 |
| 34 | Carlton | 0 | 1 | 1 |
| 35 | Carver | 0 | 1 | 1 |
| 36 | Cass | 1 | 0 | 1 |
| 37 | Clay | 0 | 1 | 1 |
| 38 | Douglas | 0 | 1 | 1 |
| 39 | Freeborn | 1 | 0 | 1 |
| 40 | Isanti | 1 | 0 | 1 |
| 41 | Itasca | 0 | 1 | 1 |
| 42 | Morrison | 0 | 1 | 1 |
| 43 | Rice | 0 | 1 | 1 |
| 44 | Waseca | 0 | 1 | 1 |
| 45 | Benton | 0 | 0 | 0 |
| 46 | Big Stone | 0 | 0 | 0 |
| 47 | Chippewa | 0 | 0 | 0 |
| 48 | Clearwater | 0 | 0 | 0 |
| 49 | Cook | 0 | 0 | 0 |
| 50 | Cottonwood | 0 | 0 | 0 |

| | | | | |
|--------------|-------------------|-----------|------------|------------|
| 51 | Dodge | 0 | 0 | 0 |
| 52 | Faribault | 0 | 0 | 0 |
| 53 | Fillmore | 0 | 0 | 0 |
| 54 | Grant | 0 | 0 | 0 |
| 55 | Houston | 0 | 0 | 0 |
| 56 | Jackson | 0 | 0 | 0 |
| 57 | Kandiyohi | 0 | 0 | 0 |
| 58 | Kittson | 0 | 0 | 0 |
| 59 | Koochiching | 0 | 0 | 0 |
| 60 | Lac Qui Parle | 0 | 0 | 0 |
| 61 | Lake | 0 | 0 | 0 |
| 62 | Lake of the Woods | 0 | 0 | 0 |
| 63 | Lincoln | 0 | 0 | 0 |
| 64 | Lyon | 0 | 0 | 0 |
| 65 | Mahnomen | 0 | 0 | 0 |
| 66 | Marshall | 0 | 0 | 0 |
| 67 | Martin | 0 | 0 | 0 |
| 68 | Nobles | 0 | 0 | 0 |
| 69 | Norman | 0 | 0 | 0 |
| 70 | Pennington | 0 | 0 | 0 |
| 71 | Pipestone | 0 | 0 | 0 |
| 72 | Polk | 0 | 0 | 0 |
| 73 | Pope | 0 | 0 | 0 |
| 74 | Red Lake | 0 | 0 | 0 |
| 75 | Redwood | 0 | 0 | 0 |
| 76 | Renville | 0 | 0 | 0 |
| 77 | Rock | 0 | 0 | 0 |
| 78 | Roseau | 0 | 0 | 0 |
| 79 | Sibley | 0 | 0 | 0 |
| 80 | Stevens | 0 | 0 | 0 |
| 81 | Swift | 0 | 0 | 0 |
| 82 | Traverse | 0 | 0 | 0 |
| 83 | Wadena | 0 | 0 | 0 |
| 84 | Watonwan | 0 | 0 | 0 |
| 85 | Wilkin | 0 | 0 | 0 |
| 86 | Winona | 0 | 0 | 0 |
| 87 | Yellow Medicine | 0 | 0 | 0 |
| Total | | 40 | 164 | 204 |

The 22 counties in the media buy targeting Minnesota’s metropolitan areas are shaded above and accounted for 141 of the 204 fatalities and serious injuries sustained in multi-vehicle crashes involving a motorcycle in 2016.

Project Number: 19-07-03

Project Title: Motorcycle Rider Training

Performance Target: Motorcyclist Fatalities

Problem Identification: Almost one third of Minnesota’s 2017 motorcycle crash fatalities died in single vehicle, lane departure crashes while negotiating a curve.

Strategies: We will provide high quality rider training opportunities for riders of all skill levels, and make this training available to the majority of our motorcyclists by having training available in counties that contain the majority of the state’s registered motorcycles.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.
- Innovative
- Not Applicable

Activities: Provide classroom and training range facilities and 140 RiderCoaches for basic, experienced, skills re-test, moped, advanced and expert courses at 25 locations in addition to private training providers.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$626,172.00 | \$0 | \$626,172.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-04

Project Title: Motorcycle Safety Public Information and Media Relations

Performance Target: Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities

Problem Identification: Of 46 motorcyclists killed in 2017 crashes where helmet use was known, only 26% were known to be wearing a motorcycle helmet. Alcohol impairment also continues to be a significant factor in Minnesota motorcycle crashes.

Strategies: Speak to riders through paid advertising and earned media opportunities about the importance of wearing DOT approved motorcycle helmets, brightly colored protective gear, riding sober, and regularly taking a rider training course.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Sections 1.2, 2.2 and 4.1: Helmet use promotion programs; alcohol impairment communications; and conspicuity and protective clothing.

- Innovative
- Not Applicable

Activities: Provide print materials to motorcyclists via our booth, our website, and other venues; conduct a paid advertising campaign; and include messaging in every news release and interview on the benefits of wearing a DOT helmet and conspicuous, full protective gear and also on the dangers of riding impaired.

Expected Sub-recipients: DPS Office of Communications

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$280,000.00 | \$0 | \$280,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-05

Project Title: Motorcycle Rider Testing and Licensing

Performance Target: Motorcyclist Fatalities

Problem Identification: Of 48 motorcycle operators killed in 2017 crashes where their endorsement status was known, 6 of the operators were not properly endorsed or permitted.

Strategies: Provide for high quality motorcycle endorsement testing and reduce barriers to obtaining a motorcycle license endorsement.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Section 3.1: Motorcycle rider licensing.

- Innovative
- Not Applicable

Activities: Provide free evening motorcycle skills testing hours around the state at higher volume exam stations to make endorsement skills testing more convenient for permitted riders. Work with the DPS Driver and Vehicle Services to ensure uniform quality testing among the state training program and the state exam stations.

Expected Sub-recipients: DPS Driver and Vehicle Services

Use of Funds:

| 2019 Funds | | | |
|------------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$35,000.00 | \$0 | \$35,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-06

Project Title: Motorcycle Rider Training Equipment and Supplies

Performance Target: Motorcyclist Fatalities

Problem Identification: Motorcycle rider training requires a substantial amount of equipment to offer throughout a large state such as Minnesota.

Strategies: Enable and enhance training site success with supplies and equipment.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.
- Innovative
- Not Applicable

Activities: Provide motorcycle rider training supplies, equipment, curriculum materials, and necessary insurances for all of the training locations throughout the state.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------|--------|---------------|-------|
| NHTSA Code | Amount | Local Benefit | Match |

| | | | |
|------------------|-------------|-----|-------------|
| N/A State Funded | \$25,500.00 | \$0 | \$25,500.00 |
|------------------|-------------|-----|-------------|

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-07

Project Title: Motorcycle Transport

Performance Target: Motorcyclist Fatalities

Problem Identification: Training motorcycles are needed for motorcycle rider training courses and are needed by students testing for their motorcycle license endorsement.

Strategies: Provide motorcycle rider training sites around the state with training motorcycles that students may use in the course.

Justification for Strategy:

Countermeasures That Work Reference is Chapter 5, Sections 3.1 and 3.2: Motorcycle rider licensing and motorcycle rider training.

Innovative

Not Applicable

Activities: Schedule and transport training motorcycles to, from and between motorcycle rider training sites during Minnesota's rider training season through the use of a contracted private hauler.

Expected Sub-recipients: Starr Cycle

Use of Funds:

| 2019 Funds | | | |
|------------------|-------------|---------------|-------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$30,000.00 | \$0 | \$30,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-08

Project Title: Mechanical Services

Performance Target: Motorcyclist Fatalities

Problem Identification: Training motorcycles are needed for motorcycle rider training courses and are needed by students testing for their motorcycle license endorsement.

Strategies: Maintain and repair a fleet of 335 training motorcycles and 28 transport trailers so motorcycle rider training students have mechanically sound motorcycles for rider training courses and motorcycle skills testing toward their motorcycle endorsement.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Sections 3.1 and 3.2: Motorcycle rider licensing and motorcycle rider training.
- Innovative
- Not Applicable

Activities: Repair motorcycles throughout the state during the training season, winterize motorcycles after the training season; and service transport trailers and tune up all training motorcycles prior to the training season.

Expected Sub-recipients: Starr Cycle

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$135,000.00 | \$0 | \$135,000.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Project Number: 19-07-09

Project Title: Basic Rider Course updated (BRCu) Curriculum Transition

Performance Target: Motorcyclist Fatalities

Problem Identification: The current Motorcycle Safety Foundation (“MSF”) Basic Rider Course entry level training and licensing curriculum has become dated.

Strategies: Transition all MSF certified RiderCoaches currently teaching the MSF’s Basic Rider Course curriculum to the MSF’s Updated Basic Rider Course curriculum.

Justification for Strategy:

- Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.

- Innovative
- Not Applicable

Activities: Provide 13, 32 hour MSF Transitional RiderCoach Preps for Minnesota’s 140 RiderCoaches to become certified in the BRCu.

Expected Sub-recipients: Minnesota State Colleges

Use of Funds:

| 2019 Funds | | | |
|------------------|--------------|---------------|--------------|
| NHTSA Code | Amount | Local Benefit | Match |
| N/A State Funded | \$328,649.00 | \$0 | \$328,649.00 |

Is the project match used for maintenance of effort? Yes No

Is the project part of the evidenced-based enforcement program? Yes No

Does the project provide required information for a 405 grant? Yes No

If yes, which 405 application?

Minnesota Traffic Records Strategic Plan

Plan Year 2019

May 8, 2018



Submitted by:
Minnesota Traffic Records Coordinating Committee

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State Plan Information

Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:

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

Name: **Kathleen Haney**
Title: Traffic Records Coordinator
Agency: Minnesota Department of Public Safety
Office: Office of Traffic Safety
Address: 445 Minnesota Street, Suite 150
City, Zip: St. Paul, 55101-5150
Phone: (651) 201-7064
Email: kathleen.haney@state.mn.us

Traffic Records Assessment:

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

The date of the last Traffic Records Assessment is July 8, 2014.

Assessment Last Updated: May 8, 2018

Introduction

Background

The Minnesota Department of Public Safety Office of Traffic Safety supports the State Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system. The Code of Federal Regulations (CFR) 23.1300.22 requires the State to have a multi-year strategic plan that performs the following:

- Describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases;
- For any identified performance measure, refers to the formats set forth in the Model Performance Measures for State Traffic Records Systems collaboratively developed by National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA);
- Includes a list of all recommendations from the State's most recent highway safety data and traffic records system assessment;
- Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and
- For recommendations that the State does not intend to implement, provides an explanation.

This plan guides the State's traffic records improvement efforts while addressing recommendations from the 2014 Traffic Records Assessment.

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

- Address the opportunities noted in the most recent Traffic Records Assessment
- Identify traffic records improvement projects aimed at addressing these

Minnesota TRCC Background

The Minnesota TRCC is responsible for guiding the overall design and development of the State's traffic safety information systems. This entity was established in 1998 in response to the Transportation Equity Act for the 21st century. The current Code of Federal Regulations (23 CFR 1200.22) maintains the requirement for a State to have a TRCC. Within the TRCC, there is at least one agency representing each of the core traffic records systems. Each is committed to the improvement of timeliness, accuracy, completeness, uniformity, accessibility, and data integration for the systems they represent.

TRCC Governance

The Minnesota TRCC duties and responsibilities are charged by the Minnesota TRCC Charter. Annually, the Policy Level TRCC reviews the TRSP update. The charter does not formally dictate a meeting schedule of the State TRCC for either the policy or program level. In practice, the policy level meets annually and the program level TRCC meets monthly.

TRCC Membership

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

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

Table 1
Minnesota TRCC Membership Roster, 2017

| TSIS System | Role | Division | Agency | First Name | Last Name |
|------------------------------|----------------|---|---------------|-------------------|------------------|
| Crash | User | U of M HumanFIRST Lab | U of MN | Nichole | Morris |
| Crash | Collector/User | Office of Traffic Safety,FARS | DPS | Bob | Hoemke |
| Crash | User | Office of TrafficSafety | DPS | Chelsea | Palmateer |
| Crash | User | Office of TrafficSafety | DPS | Karen | Aldridge |
| Crash | User | Office of TrafficSafety | DPS | Allison | Hawley |
| Drivers Licensing (DL) | Collector | Driver and Vehicle Services | DPS | Sasha | Reese |
| Federal government | Advisor | Federal Motor Carrier SafetyAdmin | FMCSA | Matthew | Marin |
| Federal government | Advisor | Federal HighwayAdministration | FHWA | William | Stein |
| Federal government | Advisor | National Highway Traffic Safety Administration | NHTSA | Curtis | Murff |
| Injury Surveillance/EMS | Collector/User | Injury and ViolencePrevention | MDH | Anna | Gaichas |
| Injury Surveillance/EMS | Collector/User | Injury and ViolencePrevention | MDH | Leslie | Seymour |
| Injury Surveillance/EMS | Collector/User | Office of Rural Health &PrimaryCare | MDH | Tim | Held |
| Injury Surveillance/EMS | Collector/User | EMS Regulatory Board | EMSRB | Bob | Norlen |
| Multiple: All TSIS | User/Database | Office of TrafficSafety | DPS | Kathleen | Haney |
| Multiple: C/A, Crash, DL, VR | Collector/User | MN State Patrol CentralOffice | DPS | Steve | Bluml |
| Multiple: C/A, Crash, DL, VR | Collector/User | MN State Patrol | DPS | Jeff | Huettl |
| Multiple: Crash, DL, VR | Manager | Driver and Vehicle Services | DPS | Andrea | Fasbender |
| Roadway | Collector/User | MnDOT Office of Traffic, Safety,& Technology (OTST) | MnDOT | Brad | Estochen |
| Roadway | Collector/User | MnDOT OTSM | MnDOT | Peter | Morey |
| Roadway | Collector/User | Washington County | WC | Joe | Gustafson |
| Roadway | Collector/User | MnDOT OTST | MnDOT | Katie | Fleming-Vogl |
| DVS Redesign | | Driver and Vehicle Services | DPS | | |
| Policy Level Members | | | | | |
| Citation/Adjudication | Colonel | Minnesota State Patrol | DPS | Matt | Langer |
| Injury Surveillance/EMS | Manager | Injury and ViolencePrevention | MDH | Mark | Kinde |
| State IT | Manager | MNIT Services | MNIT@DPS | Steve | Mueller |
| Crash | Manager | Office of TrafficSafety | DPS | Mike | Hanson |
| Multiple: Crash, DL, VR | Manager | Driver and Vehicle Services | DPS | Dawn | Olson |
| Roadway | Manager | MnDOT Office of Traffic Engineering | MnDOT | Peter | Buchen |

TRCC Operation:

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

Do you have an executive (policy level) TRCC? Yes

If so, how often does it meet? Annually

Do you have a technical (working level) TRCC? Yes

If so, how often does it meet? Monthly

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

- Yes The TRCC has the authority to approve the Strategic Plan.*

- Yes The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*

- Yes The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*

- Yes The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*

- Yes The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*

- Yes The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*

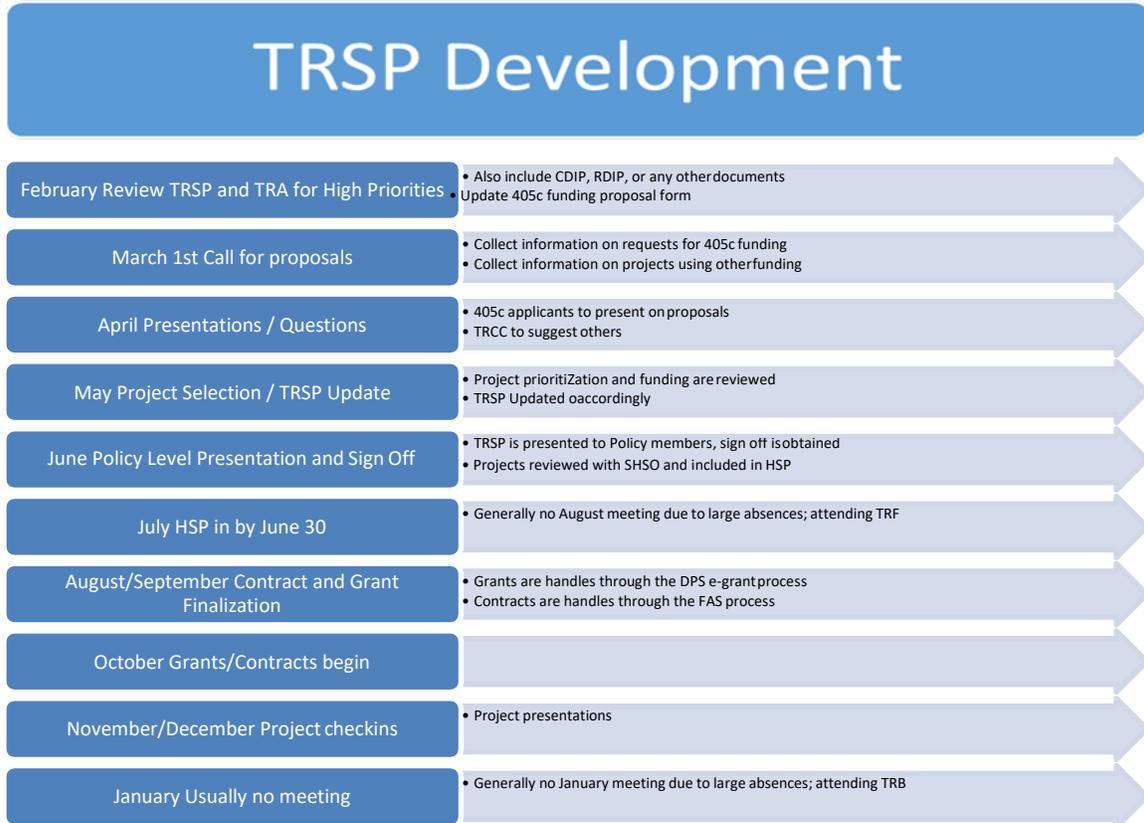
- Yes The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

Project Prioritization:

The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.

The TRCC received the Traffic Records Assessment report in July 2014. The first year the TRCC revisited Minnesota's strategic plan and priorities based on the assessment results. The work for the past two years was devoted to the Crash Records System replacement project and the continuation of the grants started last year. For the 2019 year, the TRCC will continue the emphasis on data quality as determined by the planning meetings.

Typically, grant proposals are solicited at the beginning of the calendar year. The TRCC working committee meets to prioritize based on the assessment report and the TRCC's goals. The TRCC Chair takes the recommendations back to the State Highway Safety Office for review. The TRCC Policy level committee members review and give approval for the plan update. The TRCC Chair takes the recommendations back to the State Highway Safety Office for inclusion in the Highway Safety Plan.



Traffic Records Strategic Initiatives

The Traffic Records Strategic Plan (TRSP) provides a strategic approach to system improvements to the State Traffic Records System. The Fixing America's Surface Transportation (FAST) Act requires the State to develop a strategic plan to qualify for Section 405(c) funding. This section of the plan provides the vision and mission as agreed upon by the members of the State TRCC. The vision and mission will guide the direction of the improvement opportunities of the traffic records system. The 2014 Traffic Records Assessment provided a comprehensive list of recommendations that can guide the State's improvements using the Traffic Records Advisory as a reference. This section also includes a list of opportunities organized by the six core traffic records system components.

TRCC Vision

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

TRCC Mission

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

TRCC Goals

The TRCC does this by:

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

Traffic Record Assessment Update for 2019

The TRCC reviews the Traffic Records Assessment recommendations at least annually. The results of the 2014 assessment centered on a need to improve or implement data quality controls for all six systems. The following pages address each of the recommendations and its current status.

Traffic Records Assessment Report Minnesota Assessment Date: July 8, 2014

Crash Recommendations (1)

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

Status: Addressed – Some Progress

State Comments: The Crash Records System replacement project resulted in the ability to more easily track data quality measures on a routine basis. The MNCrash system went live January 1, 2016. The next steps involve assessing data quality.

Linked Items

| Type | Label | Name |
|---------|----------|------------------------|
| Project | MN CR 07 | Crash Records Analysis |
| Project | MN CR 08 | Crash Data Quality |

2019 HSP Project: 18-05-07, Crash Records Analysis

2019 HSP Project: 18-05-08, Crash Records Enhancements

Vehicle Recommendations (1)

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

Status: Addressed – Pending Action

State Comments: The Minnesota Driver License and Registration System (MNLARS) project that replaces the Vehicle Registration System will result in the ability to more easily track data quality measures on a routine basis. This is a multi-year endeavor that is State funded.

Linked Items

| Type | Label | Name |
|---------|--------|---|
| Project | MNLARS | Minnesota License and Registration System |

2019 Update: Although MNLARS launched in 2017, there are numerous issues that still need to be addressed.

Driver Recommendations (2)

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

Status: Addressed – Pending Action

State Comments: The FAST DS project that replaces the Driver License System will result in a new datadictionary to be generated. This is a multi-year endeavor that is State funded.

Linked Items

| Type | Label | Name |
|---------|---------|--------------------------|
| Project | FAST DS | Minnesota License System |

2019 Update: FAST DS is scheduled to launch in October, 2018.

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

Status: Addressed – Pending Action

State Comments: The FAST DS project that replaces the Driver License System will result in the ability to more easily track data quality measures on a routine basis. This is a multi-year endeavor that is State funded.

Linked Items

| Type | Label | Name |
|---------|--------|--------------------------|
| Project | FASTDS | Minnesota License System |

2019 Update: FAST DS is scheduled to launch in October, 2018.

Roadway Recommendations (4)

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

Status: Addressed – Pending Action

State Comments: The Minnesota Department of Transportation is in the process of moving their data systems off the mainframe and implementing a new Linear Referencing System. Guidelines will be referenced as this moves forward. The LRS will be deployed later in 2017; this is a multi-year endeavor.

Linked Items

| Type | Label | Name |
|---------|--------------------|---|
| Project | LRS implementation | Not currently tracked in TRCC StrategicPlan |

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

Status: Addressed – Pending Action

State Comments: The Minnesota Department of Transportation is in the process of moving their data systems off the mainframe and implementing a new Linear Referencing System. New data dictionaries will be generated. This is a multi-year endeavor.

Linked Items

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | | |

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status: Addressed – Pending Action

State Comments: The Minnesota Department of Transportation is in the process of moving their data systems off the mainframe and implementing a new Linear Referencing System. New process flows will be generated. This is a multi-year endeavor.

Linked Items

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | | |

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

Status: Addressed – Pending Action

State Comments: The Minnesota Department of Transportation is in the process of moving their data systems off the mainframe and implementing a new Linear Referencing System. Quality control measures will be enhanced. This is a multi-year endeavor.

Linked Items

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | | |

Citation / Adjudication Recommendations (3)

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

Status: Not Addressed - Other

State Comments: The TRCC has chosen to address Crash and Roadway recommendations before resuming work on Citation / Adjudication.

Linked Items **N/A**

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| | | |

2019 HSP Project: 19-03-10, DWI Dashboard

2019 HSP Project: 19-03-12 DWI E Charging

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

Status: Addressed - Progress

State Comments: The Bureau of Criminal Apprehension has implemented e-DWI statewide and has begun implementing an e-warrant solution.

Linked Items **N/A**

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | | |

2019 Update: E-Warrant has been deployed statewide.

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

Status: Addressed – Progress

State Comments: The Bureau of Criminal Apprehension has implemented e-DWI statewide and has begun implementing an e-warrant solution.

Linked Items **N/A**

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | | |

2019 HSP Project: 19-03-10, DWI Dashboard

2019 HSP Project: 19-03-12 DWI E Charging

EMS / Injury Surveillance Recommendations (2)

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

Status: Addressed – Some progress

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

Linked Items **N/A**

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| Project | MN IS 01 | CODES |

2019 HSP Project: 19-05-13, Crash Outcome Data Evaluation System (CODES)

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

Status: Not Addressed - Other

State Comments: The TRCC has chosen to address the other areas before taking this on.

Linked Items **N/A**

| <i>Type</i> | <i>Label</i> | <i>Name</i> |
|-------------|--------------|-------------|
| | | |

Performance Measures and Goals

The State of Minnesota has continued to use the members of the TRCC to evaluate the improvements made to the traffic records system. One of the functional requirements of this plan is for the State to demonstrate annual progress in at least one of the following performance areas:

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

To highlight the improvement, the State has provided the following performance measure(s) to address the requirement of the Section 405(c) grant application.

Performance Measure 1: EMS Agencies Submitting Data Using NEMSIS 3.4

Core Traffic Records Systems Impacted:

Crash Roadway Driver Vehicle Citation/Adjudication Injury Surveillance

Performance Areas Impacted

Timeliness Accuracy Completeness Uniformity Data Integration Accessibility

Performance Measure Description

The State has demonstrated measurable progress by the increased number and percentage of ambulance services submitting data using NEMSIS 3.4 dataset. All agencies report run data to the State Minnesota State Ambulance Reporting System (MNSTAR). The EMS Regulatory Board has updated MNSTAR to receive NEMSIS 3.4 data with a goal of all agencies moved to 3.4 by December 31, 2017.

Measurement Technique

Calculating the number and percentage of ambulance services reporting NEMSIS 3.4 data set for 2016 and 2017.

| Date and Baseline Values for Measure | |
|--------------------------------------|---------------------------------|
| March 2017 (2016 data measured) | March 2018 (2017 data measured) |

| Agencies Reporting NEMSIS 3.4 Data to MNSTAR | | | | | | | |
|--|-----|--------|------|------|------------|--|--|
| | | Number | | | Percentage | | |
| | | 2016 | 2017 | 2016 | 2017 | | |
| Total Services | 268 | 13 | 76 | 5% | 28% | | |

Back up: (email from EMSRB)

RE: NEMSIS 3.0 performance measure

Norlen, Robert (HLB)

Tue 5/8/2018 1:42 PM

To: Haney, Kathleen (DPS) <kathleen.haney@state.mn.us>;

Hi Kathleen:

- 2018 – Total to Date – 76 services submitting MNSTAR/NEMSIS version 3 data.

Bob

Robert Norlen
Field Services Supervisor
State of Minnesota
Emergency Medical Services Regulatory Board
2829 University Avenue Southeast, Suite 310
Minneapolis, Minnesota 55414-3222
(651) 201-2807 – Office
(218) 830-0436 – Cell
(651) 201-2800 – Main
(800) 747-2011 – Toll Free
(651) 201-2812 – Facsimile
www.emsrb.state.mn.us



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From: Haney, Kathleen (DPS)
Sent: Tuesday, May 08, 2018 11:29 AM
To: Norlen, Robert (HLB) <robert.norlen@state.mn.us>
Subject: RE: NEMSIS 3.0 performance measure

Hi Bob,

Are you able to update these for 2018 for me?

Thanks!
Kathleen

Traffic Records Projects

The TRCC reviews the Traffic Records Assessment and Crash Data Improvement Program recommendations at least annually. The results of both pointed to the need to replace legacy systems. Most of the TRCC funded projects have focused on replacing the Crash Records System. The following pages address current and on-going projects.

CDIP - Crash Data Improvement Program

Project Description: Minnesota served as a pilot for the NHTSA Crash Data Improvement Program. The resulting considerations will be reviewed and prioritized as enhancements are made to the MNCrash system and processes.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | X | X | X | X |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MNLARS - Minnesota Vehicle Registration System

Project Description: MNLARS replaces Driver and Vehicle Services' (DVS) 30-year-old, mainframe information system. DVS and MN.IT Services - the state's information technology agency - is responsible for internal governance, oversight and development of the project. MNLARS changes the way DVS does business, enhancing vehicle title and registration.

- Data collection activities will be simplified and automated, increasing the accuracy of data capture and improving data integrity.
- Duplicate data-entry will be minimized as business processes are streamlined to allow faster production of titles and licenses.
- Access to the system is specific to the user's role, improving security and reducing opportunities for fraud.
- Most data exchanges will be accomplished in near-real time, eliminating system "downtime" while records update; DVS business partners, law enforcement and customers will have up-to-date information.

FAST DS - Minnesota Driver License System

Project Description: FAST DS replaces Driver and Vehicle Services' (DVS) 30-year-old, mainframe information system. DVS and MN.IT Services - the state's information technology agency - is responsible for internal governance, oversight and development of the project. MNLARS changes the way DVS does business, enhancing vehicle title and registration.

- Data collection activities will be simplified and automated, increasing the accuracy of data capture and improving data integrity.
- Duplicate data-entry will be minimized as business processes are streamlined to allow faster production of titles and licenses.
- Access to the system is specific to the user's role, improving security and reducing opportunities for fraud.
- Most data exchanges will be accomplished in near-real time, eliminating system "downtime" while records update; DVS business partners, law enforcement and customers will have up-to-date information.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | X | | | |
| Driver License / History | X | X | X | X | X | X |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | X | X | X | X | X | X |

MN_CIT_01 - BCA e-Charging

MN_CIT_02 - DWI e-Charging

Project Description: 2019 Update: e-Charging has been rolled out statewide and its use is now a requirement for law enforcement overtime grants.

The OTS contracted with the BCA to enhance and further deploy the DWI e-Charging program. The e-Charging system connects with the driver license database to provide immediate driver's license information (i.e., arrest data and prior DWI convictions) to law enforcement. The system automates, simplifies and expedites an otherwise complex and time consuming arrest process. The DWI and Implied Consent forms and other relevant information are transmitted electronically to the state's licensing agency to immediately record the DWI offense on the driving record and subsequently revoke driving privileges. The system is also used to electronically transmit DWI arrest information to the applicable prosecutor for the filing of criminal charges.

The acceptance of and reliance on the e-Charging system for DWI arrest processing continued to increase during this reporting period. Currently, 99% of the DWI charges submitted to the Department of Public Safety come through e-Charging.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | | | | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | X | X | X | X | X | X |
| Vehicle Registration | | | | | | |

MN_CIT_03 - DWI Data Dashboard

Project Description: 2019 Update: The framework has been completed and is being actively used.

The OTS contracted with the Bureau of Criminal Apprehension (BCA) to work on a project to allow DWI analysis to be performed using data from multiple sources. This project will allow traffic safety officials and those working within the criminal justice system to:

- Evaluate countermeasures
- Identify problematic components of the impaired driving system
- Provide business partners with timely information and reduce administrative costs for system stakeholders
- Increase system efficiencies

The DWI Dashboard was released to over 17,489 law enforcement officers for their use in late fall 2015. This allows stakeholders to query the database, retrieve reports, and receive thematic and analytic maps for the purpose of planning impaired driving enforcement.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | | | | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | X | X | | | X |
| Vehicle Registration | | | | | | |

MN_CR_01 - Crash Records Enhancements

Project Description: 2019 Update: The State has fully taken on the responsibility for the maintenance and enhancement of the MNCrash application.

2018 Update: This project has been relabeled as Crash Records Enhancements and works to further improve MNCrash based on stakeholder feedback.

2017 Update: The Crash Records System went live on January 1, 2016. The next steps will involve making enhancements and releasing a public portal.

2016 Update: The Crash Records System development is well underway and the planned deployment date remains January 1, 2016.

2015 Update: An RFP was released in 2014 and the first work began on the new system. This project is a continuation of that work that will culminate in the new system being deployed in 2016.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | X | X | X | X |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_02 - Crash Records Analysis

Project Description: 2019 Update: This project will further examine the findings from the data quality review to determine how best to eliminate the unintentional errors entered by officers.

2018 Update: This project continues into the planned second year.

2017 Update: This project will be implemented in 2017 as a quality check of data from 2016 compared to prior years.

Prior work through this project focused on the data quality differences between data from the legacy system and the MNCrash application.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | | | X | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_03 - MnGeo Mapping for MNCrash

Project Description: 2019 Update: This project continues as a support for MNCrash.

The MnGeo office supports spatial data for the State of Minnesota agencies. MNCrash relies on MnGeo to convert the MnDOT base map for use by the MNCrash application. Costs include salary and hosting.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | X | | X | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_04 - MNCrash Support

Project Description: 2019 Update: This project continues as a support for MNCrash and an FTE will be hired in addition to the current contractor.

The OTS funds a half time contractor to assist with knowledge transfer and defining new process flows since the implementation of MNCrash. This position work closely with both the OTS and DVS to propose solutions.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | X | X | X | X |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_05 - SAS Support for MNCrash

Project Description: 2019 Update: This project continues as a support for MNCrash.

On January 1, 2016 Minnesota implemented a new crash records system (MNCrash) as well as a new crash report form. The State moved closer to the MMUCC guidelines. As a result, the data structure and contents changed radically. In addition, the OTS had research staff turnover so outside assistance was obtained to help with SAS programming. The Office of Traffic Safety wrote a two year contract with SAS to provide programming expertise and knowledge transfer. This is the second year of that contract.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | X | X | X | X |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_06 - FARS Support

Project Description: 2019 Update: This project will continue.

Federal data improvement funds cover the salary, fringe benefits, and indirect costs associated with a .5 FTE research analyst who performs problem identification and program evaluation as well as handling requests for data from stakeholders, media, the legislature and public for the FARS program. This is in addition to the full-time FARS analyst funded under the FARS Cooperative Agreement. This project also covers the costs of computer run time, software and computer equipment and training, upgrades to existing software packages, and acquisition of products to enhance the Office of Traffic Safety's traffic research capabilities.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | X | | | | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_07 - Transit Near Miss Database

Project Description: This is a new project.

Vulnerable road users, such as pedestrians and cyclists, are not seeing the same benefit in downward injury and fatality numbers as other roadway users. This is often problematic near transit vehicles. A near miss dataset will be generated using Metro Transit's Pedestrian and Cyclist Awareness Notification System (PeCANS).

Metro Transit will equip transit vehicles with the PeCANS technology to detect and record near miss data to generate hotspots that can be used for transit driver training as well as education for non-motorized roadway users.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | X | | | | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_08 - Web Based Law Enforcement Training

Project Description: This is a new project.

Crash reporting creates the main dataset used for traffic safety programming decisions. High quality data are imperative to make good decisions. Law enforcement personnel need training that fits their schedules. Crash reporting training will be developed and hosted in the traffic safety training learning management system.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | X | X | | | X | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_CR_09 - Minnesota State (MSP) Patrol Research

Project Description: This is a new project.

The Minnesota State Patrol (MSP) often operates on Minnesota’s higher speed roadways where incident management is a major concern. The DOT’s ITS PCB Team recently hosted the “Leveraging the State Crash Report to Improve Responder Safety & TIM” webinar. The MSP will hire a research analyst position to study the data contained in their RMS to assess the needs for the state-wide crash records system.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | | | | X |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | | | | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_ISS_01 - CODES Support

Project Description: 2019 Update: This project has been renewed.

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

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | | | | |
| Driver License / History | | | | | | |
| Injury Surveillance / EMS | | X | X | X | | |
| Roadway | | | | | | |
| Citation / Adjudication | | | | | | |
| Vehicle Registration | | | | | | |

MN_INT_1 - NGA Data Linkage Learning Lab

Project Description: This is a new project.

Minnesota was chosen to participate in the National Governors Association (NGA) Data Linkage Learning Lab. The program provides six months of support. The Minnesota team has additional longer range goals that may require funding. The OTS will continue to lead the NGA Data Linkage project and offer support. This project is a placeholder for projects that come out of that group.

Core System and Performance Area

| Core System | Performance Area | | | | | |
|---------------------------|------------------|--------------|-------------|------------|------------|---------------|
| | Accuracy | Completeness | Integration | Timeliness | Uniformity | Accessibility |
| Crash | | | X | | | |
| Driver License / History | | | X | | | |
| Injury Surveillance / EMS | | | X | | | |
| Roadway | | | X | | | |
| Citation / Adjudication | | | X | | | |
| Vehicle Registration | | | X | | | |

MN_MGMT_01 - TRCC

Project Description: Provides for costs associated with the on-going Traffic Records Coordinating Committee.

MN_MGMT_02 - Traffic Records Coordinator

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

Appendix 1: Policy Level Approval

The undersigned members of the Traffic Records Policy Committee have reviewed, support, and approve this Annual Update and Application for 405c funds to the National Highway Transportation Safety Administration as witnessed by their signature effective June 1, 2018



Office of Traffic Safety
Minnesota Department of Public Safety



Dawn Olson, Director

Driver and Vehicle Services
Minnesota Department of Public Safety



Steve Mueller, Application Development Manager
Minnesota IT Services (MNIT)
MNIT@DPS



Peter Buchen, Assistant State Traffic Engineer
Office of Traffic, Safety, and Technology
Minnesota Department of Transportation



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



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

Appendix 2: MIRE FDE Collection

Core Traffic Records Systems Impacted:

Crash Roadway Driver Vehicle Citation/ Adjudication Injury Surveillance

Performance Areas Impacted

Timeliness Accuracy Completeness Uniformity Data Integration Accessibility

Project Budget

\$TBD

Funding Source s

State:

•

Federal:

•

Point of Contact / Project Lead

Name: Peter Morey
Title: Data Systems & Coordination Section Director
Agency Name: Minnesota Department of Transportation
Address: 395 John Ireland Blvd. - M.S. 450
Saint Paul, MN 55155
Phone: 651-366-6872
Email: peter.morey@state.mn.us

Lead Agency:

Partner Agencies:

Project Information

We have multiple projects planned to increase the Accuracy and Timeliness of the Roadway Data Elements. We currently have 100% coverage on Roadway required elements although much of the local road data is default values. We are looking into alternatives to improve the local data in particular.

First we have a project to Extract, Transform and Load data from our State Next Gen E911 system (which requires local data input) into a red-line layer for our Roadway Data Editors to use. This will speed up how often we get data from locals making our data more Timely.

Next we have a research project to look into using Aerial LiDAR or Imagery to auto-detect and populate Local Road Required elements to increase the accuracy and timeliness of that data.

Finally, for the Highway system and associated Ramps, we are collecting Van-Mounted LiDAR statewide. We plan on initiating a project in the next few years to replace our Current Centerlines and some data with the LiDAR collected data to increase its accuracy.

Project Goals

To improve the timeliness, accuracy, and completeness of the roadway data.

Project Objective

To include 100% of MIRE FDE by September 30, 2026

Current Project Status:

Appendix 3: TRCC Charter

Traffic Records Coordinating Committee

Charter

The Traffic Records Coordinating Committee (TRCC) is an ongoing forum to make significant improvements in coordination and sharing of highway safety data and traffic records systems in Minnesota. The committee has developed this charter, the Statewide Traffic Information Systems Strategic Plan, and identified related issues and potential projects.

Mission

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

The committee does this by:

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

The committee values:

- Timely, accurate, complete, uniform, and accessible data;
- Teamwork and fostering partnerships to improve records systems;
- Safe roads and drivers;
- A well-informed public;
- Proactive traffic enforcement;
- Effective emergency response; and
- Roadway safety legislative initiatives.

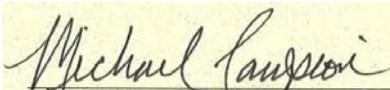
Authority

The Traffic Records Coordinating Committee:

- Includes policy-level and program-level representatives from highway safety, highway infrastructure, law enforcement, adjudication, public health, injury control, private industry, motor vehicle and driver licensing agencies, and motor carrier agencies;
- Has authority to review all state highway safety data and traffic records systems and to review changes to such systems before changes are implemented;
- Provides a forum for the discussion of highway safety data and traffic records systems issues and reports on any such issues to the agencies and organizations in the state that create, maintain, and use highway safety data and traffic records;

- Considers and coordinates the views of organizations in the state that are involved in the administration, collection and use of highway safety data and traffic records systems;
- Represents the interests of the collected agencies and organizations within the traffic records systems to other stakeholders and to the public;
- Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date; and
- Constructs a traffic records system strategic plan that;
 - Addresses existing deficiencies in the state highway safety data and traffic records systems;
 - Specifies how deficiencies were identified;
 - Prioritizes needs and sets goals for improving the systems;
 - Identifies performance-based measures by which progress towards those goals will be determined; and
 - Specifies how Minnesota will use Federal Section 408 monies and other funds to address the needs and goals identified in the strategic plan.

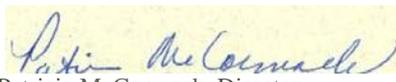
The undersigned are committed to this Charter to the extent of continuing to commit available resources as witnessed by their signature effective this date of April 19, 2006.



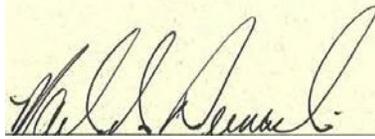
Michael Campion, Commissioner and
Minnesota Governor's Highway Safety Representative
Minnesota Department of Public Safety



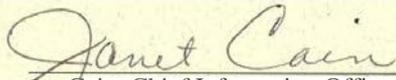
Kathryn J.R. Swann, Director
Office of Traffic Safety
Minnesota Department of Public Safety



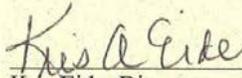
Patricia McCormack, Director
Driver Vehicle Services
Minnesota Department of Public Safety



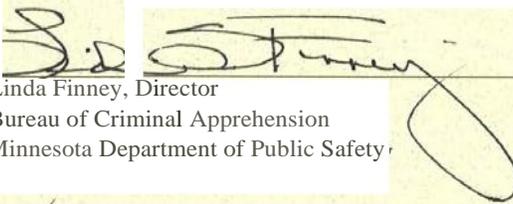
Mar Dunaski, Chief
State Patrol
Minnesota Department of Public Safety



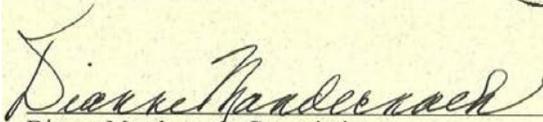
Janet Cain, Chief Information Officer
Office of Technical Support
Minnesota Department of Public Safety



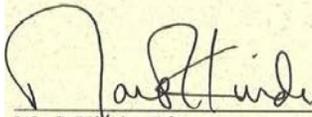
Kris Eide, Director
Homeland Security and Emergency Management
Department of Public Safety



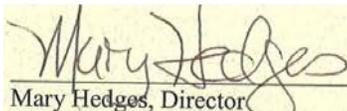
Linda Finney, Director
Bureau of Criminal Apprehension
Minnesota Department of Public Safety



Dianne Mandernach, Commissioner
Minnesota Department of Health



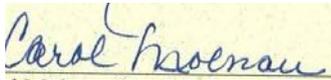
Mark Kinde, Director
Center for Health Promotion
Injury and Violence Prevention Unit
Minnesota Department of Health



Mary Hedges, Director
Emergency Medical Services Board
Emergency Medical Services Regulatory Board



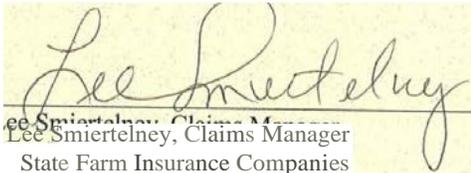
Sue Dosal, State Court Administrator
Minnesota Supreme Court



Carol Molnau, Lt. Governor/Commissioner
Minnesota Department of Transportation



Bernie Arsenau, Director
Office of Traffic Safety, Security, and Operations
Minnesota Department of Transportation



Lee Smiertelney, Claims Manager
State Farm Insurance Companies

Amendment Revision History

- #1 approved 8.30.2018
- #2 approved 9.11.2018
- #3 approved 11.2.2018
- #4 approved 11.26.2018

Minnesota Department of Public Safety
Office of Traffic Safety
445 Minnesota Street, Suite 150
St. Paul, Minnesota 55101
ots.dps.mn.gov

