

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	MINNESOTA - Highway Safety Plan - FY 2019
State Office	Minnesota Office of Traffic Safety
Application Status	Submitted

## Highway Safety Plan

## 1 Summary information

## APPLICATION INFORMATION

Highway Safety Plan Name:	MINNESOTA - Highway Safety Plan - FY 2019
Application Version:	3.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

## STATUS INFORMATION

Submitted By:	Shannon Ryder
Submission On:	7/9/2018 9:09 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

## Process description/ problem identification process

Minnesota participates in the Fatality Analysis Reporting System (FARS), a national database on fatal motor vehicle crashes which is internationally known and respected. The FARS Program is part of OTS and the FARS analyst provides aggregate FARS data to staff members on request.

OTS has traditionally been fortunate in the area of traffic records – our crash report data has had a comparatively fast turnaround from the time it is received to the time it is entered and available for analysis. Beginning January 1, 2016 all crash reports were required to be entered on-line; paper reports have ceased to exist. Fatality data is received daily by the Patrol and Driver and Vehicle Services and is shared with OTS and a wide range of other partners; preliminary comparisons from the previous year are available daily. Complete crash data from the previous year is usually available by the following May; and preliminary data analysis on critical measures such as the percentage of fatalities related to alcohol is available to the staff before plans for the next federal fiscal year are finalized. In addition to the

crash data, we are fortunate to have a research analyst with the ability to extract information from the drivers' license database and produce aggregate statistics on DWI incidents and DWI offenders.

Our NHTSA-approved observational study of seat belt use has traditionally been conducted each August with the results available by September. During 2017, NHTSA approved a new survey design for OTS ; that is the survey used today.

Minnesota began designing and implementing a Crash Outcome Data Evaluation System (CODES) in 2006. CODES links data from hospital records, and crash reports. As the system becomes more complete and our experience with it grows, this data provides an additional source of valuable data for problem identification.

Throughout the year, requests for information come in from the press, the legislature, the public, and within the Department and OTS for the data to be broken down in ways not displayed in the annual *Crash Facts* publication and for data not covered by *Crash Facts*. The questions are most often generated by a national or another state's press release, by a Minnesota traffic safety project that we are evaluating, or by a need for more localized information to plan or carry out a project. In addition, the OTS requests FARS information, CODES information, and CMV information as questions arise.

When identifying problems, OTS looks at both the size of the problem and at over-representation. If the percentage of five to nine year olds inside vehicles who are killed or severely injured and are in appropriate occupant restraints is only 10 percent, it would also be important to also know that only one child in that age group was killed and nine were seriously injured. Low percentages of unsafe behaviors (such as 10% not safely restrained) or low numbers of people affected by that behavior do not automatically mean that problem will not be addressed. It is always important for OTS to look at the numbers and the percentages together and design a balanced program that takes both into account.

When a basic problem is identified, such as the high number of fatal and serious injury crashes in the mid- to-late afternoons, it is further investigated. The researchers will identify what happened, who it happened to, and where and when it happened, in order to determine how and why it happened. For example, the researcher will look at the age and gender of the people involved, if it is occurring on weekends or weekdays, if it is more a rural or urban phenomenon, if it is more common in any particular cities or counties, what types of roadways are involved, and what are drivers doing wrong in those crashes. After that second set of runs are done, findings from them (such as the 50-54 year old cohort is over-represented in these crashes) may lead to others questions such as running crosstabs of the age groups by the contributing factors or running a series of crosstabs on just the 50-54 year olds who are in fatal and serious injury crashes at that time of day. If a particular city or county is found to have a higher than average percentage of crashes of this type, a map of the crash locations may be generated. If a particular contributing factor is over-represented, the number of citations written in recent years for that offense may be sought.

Sometimes the further the data is followed the murkier the results become as the numbers get smaller and smaller. For example, pedestrian deaths and serious injuries occur all over the state (roughly 85 thousand square miles). Pedestrians killed and seriously injured in crashes basically break down into three groups by age. The first group is young children who run out into or play in streets and have no conception of the danger. The second group is young adults who have often been drinking or think they can run across and make it safely. The third group is the elderly or physically challenged who may not be able to dodge or walk faster to avoid vehicles. If it's evening hours in the winter, the drivers often have difficulty seeing the pedestrians, especially those in dark clothing. Those at fault are fairly equally divided between the drivers and the pedestrians, with pedestrians being somewhat less likely to be at fault. All of these facts lead to difficulties in designing effective programs – the target audience is nearly everyone in the state and there isn't a single message or strategy that will attack the problem successfully. Regardless of the difficulties, the OTS initiated a pedestrian law enforcement project in 2013 targeting both the pedestrians and the drivers in the University of Minnesota Minneapolis campus area. In 2015, the program switched to the Minneapolis and Saint Paul urban areas; those police departments will again conduct the projects in 2019.

While close attention is paid to data trends throughout the year, we study the trends most closely when planning for a new year.

*Minnesota Motor Vehicle Crash Facts* (see <https://dps.mn.gov/divisions/ots/reports-statistics/Pages/crash-facts.aspx>) is an annual publication that contains a vast amount of additional specific information about the causes of crashes, the age groups and geographic areas most involved in crashes, crash trends over time, and types of driver behavior that are most dangerous. The following issues recur as major contributors to crashes, injuries and fatalities.

Impaired driving

Failing to use seat belts or child seats

Driver inattention and distraction

Speeding

Inexperience

*Minnesota Impaired Driving Facts* (see <https://dps.mn.gov/divisions/ots/reports-statistics/Pages/impaired-driving-facts.aspx>) is a newer publication than *Crash Facts* which has been around since 1971. Produced nearly every year since 1996, the *Impaired Driving* book contains a wealth of information such as the number of Minnesotans with DWIs on their driver's license records (including crosstabs of age and number of DWIs) and a comparison of conviction rates by county.

The projects and programs described later in this plan are designed to address the problems and priorities identified.

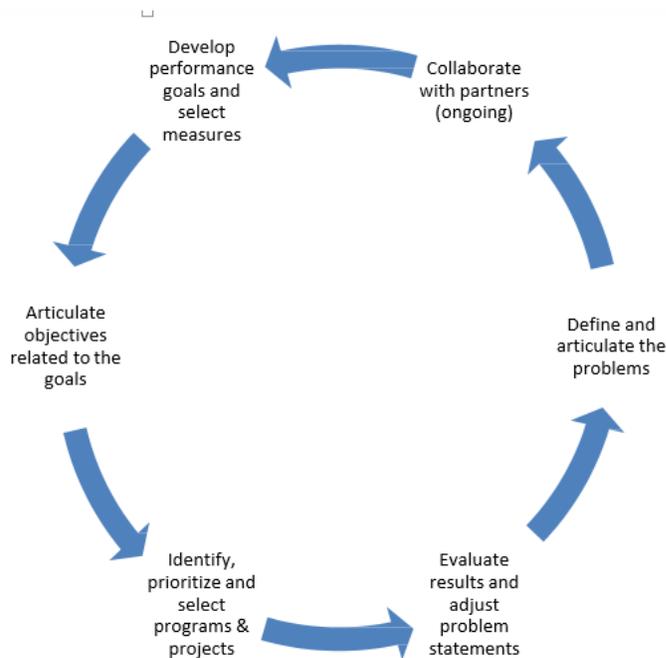
#### Sources of Data

Minnesota uses a wide variety of sources of data when identifying problems, goals, and the strategies likely to be effective in combatting them. With the exception of the NHTSA publication (*Countermeasures That Work*), the data used is specific to Minnesota. The actual list of types and sources of data is provided in the section where that information is required.

#### The Planning Process

At any point in time the OTS is planning, evaluating, and administering projects in at least two federal years. At the same time as we're administering a new fiscal year's plan, we're paying bills for the previous year and planning for the next year.

Another way to look at the HSP process is to consider linkages during any one planning year. The Office researches problem identification and sets realistic targets based on that research. Looking at the targets, we decide on countermeasures/strategies that are likely to change the problems for the better. The strategies in turn lead us to seek specific projects and vendors to conduct them. The process ends with allocating the funds to specific projects. The planning process has no distinct beginning or ending as shown in the following diagram.



**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

#### **Gathering Input from Partners**

The staff of OTS employs a variety of methods to gather input from other people involved in traffic safety issues. The following information lists the key advisory boards and networks used during the past year

##### **National Highway Traffic Safety Administration:**

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

##### **Toward Zero Deaths Committees:**

The Program and Leadership committees have been meeting on a regular basis for several years. A third level, the Executive Committee, consisting of the three agency commissioners (Public Safety, Health, and Transportation) and the leadership committee members, meets at least once a year to provide an update on TZD progress towards meeting goals and provide broad-based leadership and support. The leadership committee has the responsibility for providing strategic direction and is made up of decision making staff from the offices involved in DPS, MnDOT, Department of Health, EMS Regulatory Board, FHWA, and the Association of Minnesota County Engineers. The program committee is made up of stakeholders and other interest groups from the four E's – engineering, enforcement, education, and emergency medical services – and other vital partners such as the media outlets and the court system. The program committee shares information on what activities are being conducted to enhance synergies and draws members into sub-committees for specific actions such as recommending TZD star award winners to be given at the TZD conference or to serve on a sub-committee related to a specific proposed legislation.

##### **Traffic Records Coordinating Committee:**

Under the leadership of the OTS traffic records coordinator, representatives from local law enforcement, DOT, Health, DPS divisions, and the courts worked together to develop a strategic plan and prioritize projects in it to ensure that any proposed changes to data systems related to traffic safety are reviewed by and acceptable to all. The TRCC currently meets monthly; when working on changes to the strategic plan, meetings can be more frequent. The TRCC recommends projects to be conducted using Section 405c funding. During 2014, an assessment of traffic records in the state was conducted via internet by an outside panel of national experts. We are due for another assessment to begin in 2019.

##### **Open Solicitation of Projects:**

In the spring of each year, the OTS let an open idea solicitation for the next year's traffic safety projects. The solicitation is kept informal so that organizations and individuals do not need to spend a great deal of time writing up a proposal for something that is not funded due to the lack of a significant problem identification, ineligible costs, or the unlikelihood of the project resulting in success. Proposals are limited to two pages including information on the proposer, the problem addressed, the target market, a brief project description, and an estimate and explanation of funding needed. The solicitation is publicized throughout the TZD network, including by the Liaisons and MnDOT TZD representatives, and is on the OTS' website. 15 ideas were received via e-mail for federal 2019; two are funded in the 2019 HSP; the State Patrol will do weekly seat belt enforcement throughout the year in the western border counties where use rates are historically low and Metro Transit will equip transit vehicles with Pedestrian and Cyclist Awareness Notification Systems (PeCANS) to identify Hotspots where near misses occur. Two others may occur depending on agreement with the Office of Communications; both involve billboards and reminding people what the distracted, speed, and occupant protection laws are and the average cost of a citation for failing to comply

#### **Enforcement:**

Minnesota's four law enforcement liaisons provide a wealth of information and recommendations about the needs of state, county, and local law enforcement agencies. One of their primary job duties is to identify and bring to OTS challenges, successes, and recommendations from the agencies with whom they work. In addition, break-out sessions at the statewide annual TZD conference are given separately for enforcement grants recipients; these sessions are open to suggestions as well as questions and answers from law enforcement grantees. In 2012 OTS invited a number of representatives from the State Patrol, county sheriff's offices, and police departments in for a day-long professionally facilitated Law Enforcement Summit. Many of the summit's recommendations have been implemented, such as all the different enforcement programs being bundled into one grant from OTS. In addition, three OTS coordinators are responsible for enforcement projects and bring to the office ideas and strategies suggested by their grantees in meetings or through e-mails or telephone discussions.

Our law enforcement liaisons staff booths at the Sheriffs' and Chiefs' conferences each year, in addition to visiting individual law enforcement agencies on a regular basis. One of the liaisons' primary responsibilities is to bring new ideas and improvements from the law enforcement community back to OTS. A good example of that in recent years is the liaisons bringing back and sharing the different creative methods agencies were using to identify and stop violators of Minnesota's "texting" prohibition.

#### **Chiefs and Sheriffs Associations**

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

#### **Motorcycle Safety Advisory Taskforce:**

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

#### **Child Passenger Safety Advisory Taskforce:**

Formed in the summer of 2000, this team of Minnesota child passenger safety experts meets quarterly to provide advice on improvements to Minnesota's child passenger safety program. There are twelve CPS technician-certified members from around the state and different professions on the board. The board is also instrumental in identifying sessions and suggesting speakers for the CPS tack at the statewide TZD conference.

#### **Toward Zero Deaths Conference:**

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

#### **Toward Zero Deaths Forums (formerly Traffic Safety Partners Breakfasts):**

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

#### **CODES Board of Directors:**

The OTS traffic records coordinator sits on the Board of Directors for the CODES project at the Department of Health in the Injury and Violence Prevention 1 Section. 1

#### **EMSRB:**

The OTS is in regular communication with the Emergency Medical Services Regulatory Board (EMSRB), the regulatory agency for ambulance services in the state.

#### **DWI Task Force:**

The DWI Task Force is a long-standing group which meets throughout the year and is most active during the legislative session (winter and spring months; specific length depending on if it is the first or second year of the biennium). Presently chaired by an Assistant City of Minneapolis Attorney, members include representatives from OTS, law enforcement, MADD, Minnesotans' for Safe Driving, probation, prosecutors, and other interested individuals. The primary focus of the task force is to propose changes to current DWI laws and new DWI laws. The chair is a position with strong influence and testifies for or against many of the DWI laws that are proposed each year. In addition, the group identifies gaps to Minnesota's current DWI programs and proposes projects to fill those gaps that are possible under current law.

#### **MMAAP (Mobility for Minnesota's Aging Population):**

Formerly housed at DARTS, a transportation provider, this group has been meeting on a regular basis for the past ten years to discuss older driver issues. Members include representatives from OTS, the Minnesota and Metropolitan Boards on Aging, occupational therapists, instructors of occupational therapists at Universities, Driver and Vehicle Services, the VA Medical Center Geriatric Research Center, the division of Injury and Violence Prevention at the Department of Health, the Minnesota Gerontological Association and the Offices of Transit and of Traffic, Safety, and Operations in MnDOT. The group has cooperatively funded several projects including a one hour program on older drivers on Minnesota public television and a multi-page insert into a Minnesota magazine.

#### **University of Minnesota:**

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

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

#### **Please Note:**

**Due to the technical process associated with the State of Minnesota transitioning to an improved crash data system, 2017 calendar year records are not available at this time. Thus, crash data through 2016 is provided within this HSP (unless indicated otherwise)**

Trend Start Here

Sometimes traffic safety trends are not easily seen or forecasted; however, the crash data itself provides insight. For example, in the past ten years (2007-2016), Minnesota has documented three years (2007, 2012, and 2015) in which the number of persons killed increased slightly over the previous year. Though, during the ten year timeframe mentioned, Minnesota has experienced an average decrease in fatalities of two percent each year. Similarly, there were three years (2007, 2011, and 2015) during which the number of fatalities considered alcohol-related (at least one driver, pedestrian or bicyclist had consumed any amount of alcohol) also increased. However, overall since 2006, the number of alcohol related fatalities in Minnesota has decreased two percent annually.

Generally, the economic impact of traffic crashes increases each year, which is not surprising considering the annual rise in health care costs. The National Safety Council's estimate of the cost of a traffic fatality was \$1.542 million in 2016. Over the last ten years, due to an overall decrease in fatalities and injuries, the estimated costs associated with traffic crashes in Minnesota have been similar from year to year. However, the cost estimate for traffic crashes in Minnesota rose to an all-time high in 2016 of \$1.874 billion. The previous all-time high was \$1.773 billion in 2015.

The primary seat belt and booster seat laws have assisted Minnesota in achieving a high occupant restraint usage rate of 92.0 percent (2017) – the national average is 89.7 percent. As restraint use by motor vehicle occupants increased in Minnesota starting in the early 1980's, the number of killed occupants has decreased dramatically. Forty years ago, about 700 motor vehicle occupants died each year in Minnesota. In 2016, a total of 261 occupants were killed.

#### **Demographic Trend**

The information in this section is found on the following website: <http://mn.gov/admin/demography/>, courtesy of the Minnesota State Demographic Center. A table representing population projections by age and gender is included as Attachment

Minnesota's population is projected to grow by five percent from 2016 through 2025. Traffic safety trends will be dependent, in part, on where that growth occurs in the state and which populations increase or decrease. Although the bulk of crashes occur in the seven county metro area, the most severe crashes resulting in deaths or serious injuries occur in Greater Minnesota.

In the coming decade, other demographic trends will have implications for traffic safety. With the continued aging of the "baby boomers," there will be significant growth in the population of Minnesotans over the age of 70. The "baby boomer" generation is defined by Pew Research Center as those born between 1946 and 1964 (currently ages 53-71 years). Along with the gradually aging population, deaths and serious injuries are generally expected to rise (older people are, on the whole,

more fragile and it is more difficult for them to recover from crash injuries). Data from the previous ten years (2007-2016) show that the proportion of people with a driver's license declines with age, primarily after age 80. However, there is no emerging trend showing that people are keeping their licenses later in life now than they had ten years ago. This non-trend may or may not continue over the next decade as more Minnesotans age into the 65+ age groups. Therefore, it is likely that the growth of the number of drivers over age 65 will be primarily due to a larger number of people in that cohort.

The total percentage of Minnesotans in the age group least associated with risky driving behavior (35-64 year olds) is projected to decrease by three percentage points (39 percent of the total population in 2016 compared to 36 percent in 2025).

The number of Minnesotans in their early 20s (20-24 year olds) is expected to increase by one percent by 2025, as this group are:

- Most frequently cited for DWI
- Least likely to buckle-up
- Most likely to be killed or seriously injury

The number of those in the inexperienced driver category (15-19 year olds) is projected to grow by four percent over the next decade. Generally, with more teens driving, the more traffic deaths are expected.

Two final trends for the next decade worth noting:

- The proportion of Minnesotans aged 25 to 34 will remain relatively constant. The majority of the persons those ages, especially unmarried males, are at high risk for crashes.
- Minnesotans ages 75-79 will be the cohort most responsible for the increase in population (55 percent increase by 2025 [from 2016])

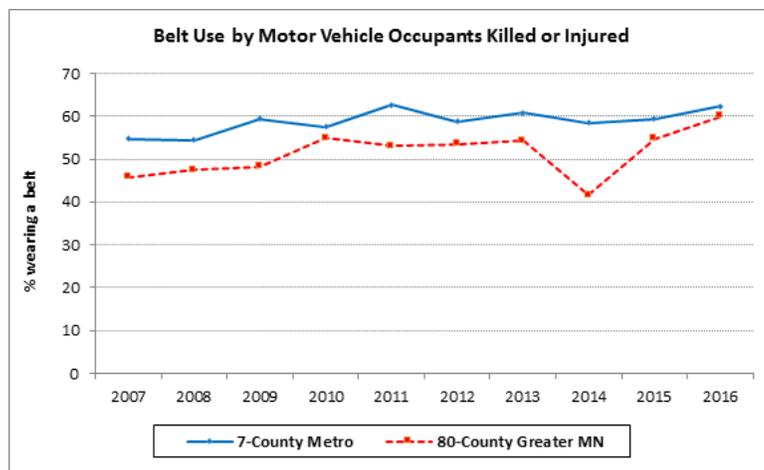
#### Seat Belt Use

Seat belt use as identified in the 2016 crash database for all levels of injury shows the east central region had the highest use, with 88 percent of those killed or injured wearing a seat belt at the time of the crash. The western counties bordering the Dakotas continue to have the lowest belt use of vehicle occupants killed or injured in crashes; only 77 percent in the northwest region, 79 percent in the west central region, and 80 percent in the southwest region were known to be belted at the time of the crash. As noted below, in the general population observed, seat belt use is higher in the metro area. That discrepancy can be at least partially explained by the higher number and percentage of unknown belt use in metro area cras

In the past decade, the number of motor vehicle occupant children under the age of 10 who were killed or severely injured in crashes has decreased by 32 percent (from 37 in 2007 to 25 in 2016). The number of 'tweens' and teens, ages 10 through 19, who were killed or severely injured decreased 33 percent (from 267 to 180 during those same years). Stronger seat belt and graduated driver license laws have been significant factors in those successes.

Seat belt use rates of those killed or injured are lowest on township roads (70 percent) and highest on interstates (92 percent). Only 18 percent of people killed in alcohol-related crashes were known to be wearing a seat belt. These relationships have remained fairly constant over time.

In the past ten years, the gap between seat belt use of those killed or severely injured in the seven-county metropolitan area and the other 80 counties in the state has been about seven percentage points. However, in 2015, that gap narrowed to less than three percent and remained less than three percent in 2016.



Observed seat belt use in the overall driving population has generally increased or remained statistically unchanged each year since Minnesota passed a seat belt law and began conducting random representative surveys in 1986. The 2017 observational survey indicated a 92.0 percent belt-use rate. More information on observed seat belt use is provided at the beginning of the occupant protection program area.

#### Deaths and Serious Injuries

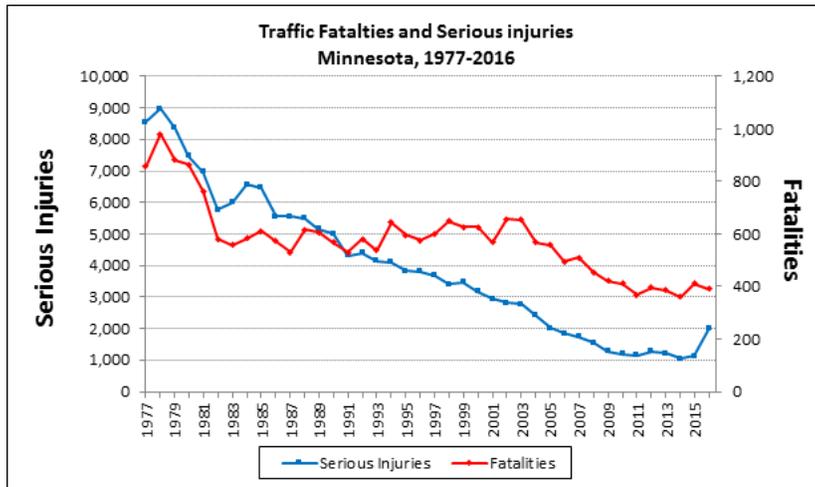
There were 19 fewer traffic deaths in 2016 than in 2015, a decrease of 4.6 percent. The number of deaths decreased slightly in most age groups, but there were more deaths among children aged 0-9 years; adults aged 25-34 and 70-74; and among those over age 85. Of those killed in traffic crashes in 2016, 67 percent were males; this proportion is remarkably consistent over time.

There was a decrease in motorcycle rider fatalities in 2016, from 61 in 2015 to 54 in 2016. Fifty-nine percent of the motorcycle riders who died in 2016 were aged 40 and over.

Minnesota has kept records of serious injuries caused by crashes since 1977. Over this time period, the highest number of serious injuries, 8,965, occurred in 1978. In 2016, there were 1,992 serious injuries, a decrease of 78 percent compared with the nearly 9,000 serious injuries 38 years ago. Note: new injury definitions were

introduced in the new statewide crash reporting system beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years.

Serious injuries broadly range from a persistent comatose condition to a broken bone. A serious injury is a painful, expensive experience. According to the National Safety Council, the average cost for a serious injury is now \$90,000, an estimate that is considered conservative by many.



**Impaired Driving**

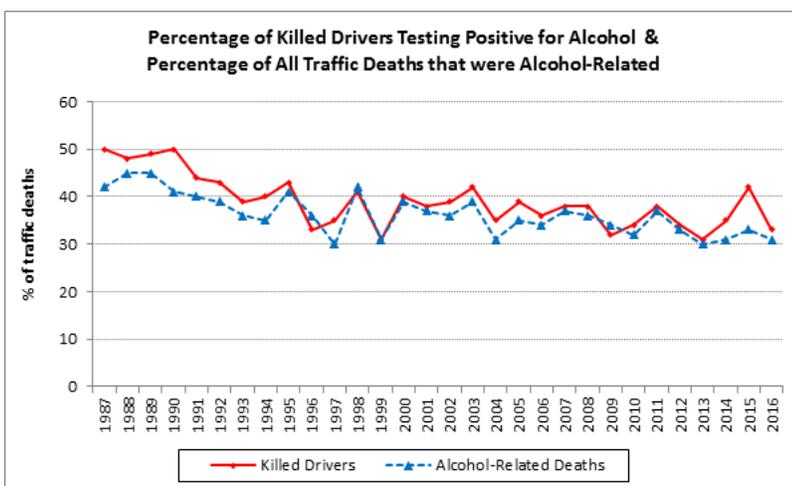
Alcohol-related deaths are defined by OTS as those in which at least one driver, pedestrian, or bicyclist involved in a crash had a measurable amount of alcohol in his or her system according to the coroner or to the investigating officer’s perception of the crash. In 2016, 121 people in Minnesota died in alcohol related traffic crashes measured this way, and accounted for 31 percent of all traffic-related deaths (these figures as reported by NHTSA will be a slightly higher after the imputation process is applied to the unknowns).

The NHTSA is now using an alcohol impaired measure instead of an alcohol related measure in most cases - defined as deaths in which at least one driver had a blood alcohol content of .08 g/dL or above the illegal *per se* limit in all states. In 2016, 73 people in Minnesota died in alcohol-impaired traffic crashes; they accounted for 19 percent of all traffic-related deaths

Drinking and driving continues to be a persistent challenge. A dependable means of measuring how many people in the general driving population are drinking and driving at any given time or place is not available. For example, it cannot be reliability reported that three percent of the miles driven in Minnesota are done so by drivers in an impaired condition, as opposed to having the ability to more confidently report that seven to ten percent of the miles traveled in Minnesota are done so by people who are not buckled up.

However, quantifying alcohol-related traffic deaths is possible (by identifying any amount of alcohol shown on a BAC or the reporting officer’s perception of drinking). Furthermore, the number of drivers killed who were tested for alcohol and had a positive blood alcohol content test result (according to the coroner’s report) can be identified. These two measures offer different ways of expressing the role of alcohol in fatal crashes, yet are closely related. In the absence of a better-quality measure, these measures are utilized as proxies to identify the prevalence of drinking and driving in Minnesota.

As seen in the following graph, the percentage of traffic deaths in which at least one driver, pedestrian, or bicyclist had been drinking any amount of alcohol has remained relatively steady over the last thirty years. The same is true for the percentage of drivers killed who tested positive for any amount of alcohol. This consistency is in contrast to the progress seen with reducing serious injuries and fatalities during that same time period.



Although a persistent challenge, Minnesota is making some progress in decreasing drinking and driving. Predictably, there is a strong relationship between alcohol use and injury severity. In 2016, five percent of possible injuries, nine percent of suspected minor injuries, 21 percent of suspected serious injuries, and 31 percent of deaths were alcohol-related. The percentage of alcohol-related serious injuries increased slightly from 2014

Driver's license data shows that Minnesota law enforcement officers arrested 23,392 impaired drivers in 2016, a six percent decrease from the 24,940 arrests made in 2015. Minnesota's .08 g/dL illegal *per se* blood alcohol content law was passed in August of 2005; prior to that it had been .10 g/dL. As a result, the number of DWI arrests made in 2006 rose to the highest level in Minnesota history, about 42,000. Since, DWI arrests in Minnesota have decreased every year and are now lower than pre-2006 levels. In 2016, 65 percent of those arrested for DWI were male, and 25 percent female; the gender of the remaining 10 percent was not reported. In 2016, 21 to 34 year-olds committed 51 percent of the DWIs on record; this percentage is remarkably consistent over time. The percentage of DWIs issued in the metropolitan counties of the state has leveled off after several years of slow decline, with 52 percent total arrests in 2016.

Minnesotans aged 50 and over accounted for less than a third of alcohol-related fatalities and only 17 percent of DWI arrests in 2016. Therefore, as the Minnesota population ages, particularly the "baby boomer" generation, an expected decline in the percentage of alcohol-related deaths should follow.

#### Race and Hispanic Origin (includes preliminary 2017 data)

Minnesota's crash report does not collect data on race or Hispanic origin. In order to obtain this data, the OTS's FARS Analysts retrieve the information from documentation completed by coroners.

For definitions, please refer to the FARS website:

<http://www.nhtsa.gov/FARS>

1. Click on *FARS Manuals and Documentation*
2. Click on *2017 FARS/NASS GES Coding & Validation Manual*
3. The definitions begin on page 757, near the end of the manu.

#### Race of Traffic Fatalities in Minnesota

Race	2012	2013	2014	2015	2016	2017
White	338	338	320	361	339	315 1
Black	17	16	14	10	15	17 1
American Indian 1	10	9	7	17	15	11
Chinese	1	2	2	3	1	0 1
Japanese	0	0	0	1	0	0 1
Filipino	0	0	1	0	1	0 1
Asian Indian	0	1	1	2	0	2 1
Other Indian	0	0	0	0	1	0 1
Korean	0	0	0	0	0	0 1
Vietnamese	3	1	0	1	1	1 1
Other Asian or Pacific Islander 1	0	7	6	6	3	4
Multiple Races	0	0	0	0	0	1 1
All Other Races	1	1	0	1	5	1 1
Unknown*	25*	12*	10*	9*	11*	5* 1
<b>Totals</b>	<b>395</b>	<b>387</b>	<b>361</b>	<b>411</b>	<b>392</b>	<b>357</b>

Somalian	5	2	3	0	3	5
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\*In the FARS table "Detail Race and Hispanic Origin for FARS" based on the guidelines provided by the Center for Disease Control (CDC), those of Somalian ancestry and ethnicity are coded "unknown" for race. Due to the large Somalian population in Minnesota, this count has been provided.

#### Hispanic Origin of Traffic Fatalities in Minnesota

Hispanic Origin	2012	2013	2014	2015	2016	2017
Mexican	9	7	13	13	13	10
Puerto Rican	0	1	1	1	1	0
Cuban	0	0	0	0	0	2
Central or South American 1	3	4	4	0	3	2
Hispanic, Origin 1 Not Specified	0	2	0	3	1	1
Non-Hispanic	364	363	336	385	366	342
Unknown*	19	10	7	9	8	0
<b>Totals</b>	<b>395</b>	<b>387</b>	<b>361</b>	<b>411</b>	<b>392</b>	<b>357</b>
Somalian	5	2	3	0	3	5

\*In the FARS table "Detail Race and Hispanic Origin for FARS" based on the guidelines provided by the Center for Disease Control (CDC), those of Somalian ancestry and ethnicity are coded "unknown" for race. Due to the large Somalian population in Minnesota, this count has been provided.

#### Hispanic Origin of Traffic Fatalities in Minnesota

Hispanic Origin	2012	2013	2014	2015	2016	2017
Mexican	9	7	13	13	13	10
Puerto Rican	0	1	1	1	1	0
Cuban	0	0	0	0	0	2
Central or South American	3	4	4	0	3	2

Hispanic, Origin Not Specified	0	2	0	3	1	1
Non-Hispanic	364	363	336	385	366	342
Unknown*	19	10	7	9	8	0
<b>Totals</b>	<b>395</b>	<b>387</b>	<b>361</b>	<b>411</b>	<b>392</b>	<b>357</b>

### Problems Identified from Trends

In 2016, the most recent year for which national data is available, Minnesota's fatality rate per hundred million vehicle miles traveled was 0.67, which is among the lowest rates in our history and significantly better than the national average (1.18). The number of people killed on Minnesota roadways in 2016 was 392, a 5 percent decrease from 2015 and 23 percent decrease from a decade ago (2007). According to the 2017 observational survey, 91.6 percent of drivers and 93.3 percent of passengers were buckled up.

Minnesotans continue to exhibit serious traffic safety behavior-related issues that can be addressed. The highest priority problems are documented and demonstrated in the following statistics:

#### Impaired Driving:

- 23,392 impaired driving arrests were made on Minnesota roadways in 2016. Of the DWI arrests, 65 percent were male, 25 percent were female and 10 percent were not stated. Over 51 percent of impaired drivers arrested were between the ages of 21 and 34; approximately five percent were under 21.
- Of the 392 persons killed on our roads that year, 121 (31 percent) died in crashes involving a driver, pedestrian, or bicyclist who had consumed a measurable amount of alcohol. Of the total killed, 90 (23 percent) involved a driver, pedestrian, or bicyclist whose blood alcohol content was at or over the illegal *per se* limit of .08 g/dL.

#### Age and Sex:

- When comparing the proportion of different licensed driver age groups to the proportion of those who were in a crash, those aged 15-39 years continue to be over-represented in crashes. In 2016, drivers in the 20-24 age group were the most over-represented (they made up only 8 percent of all licensed drivers yet were involved in 14 percent of all traffic crashes).
- Over 66 percent of those killed in 2016 crashes were males. In contrast, females are injured slightly more frequently than males. In 2016, 52 percent of all injuries in Minnesota were received by female

#### Restraint Use:

- Of the 261 drivers or passengers inside vehicles who were killed in 2016, only 140 (54 percent) were known to be using a seat belt at the time of the crash. Female occupants who died in crashes continue to be more likely to be buckled up than males; 70 percent versus 45 percent, respectively.
- Belt use for fatalities in 2016 was lowest for 5-9 year-olds (0 of the 2 killed were belted). The second lowest group was 55-59 year-olds, with only 38 percent known to have been restrained (6 of the 16 killed). In terms of numbers of motor vehicle occupants killed in five year age groups, 20-24 year-olds and 25-29 year-olds had the most deaths, with 27 each

#### Speeding and Inattention:

- While crashes in general occur much more frequently in the Minneapolis/St. Paul/seven-county metropolitan area (63 percent of the total), 56 percent of the deaths and serious injuries occur in the rural counties of the state. Congestion may be frustrating, but as speeds decrease and quick access to trauma services increases, the severity of injuries lessens.
- Twenty-one percent of single vehicle crashes were reported to be speed-related, but only 9 percent of multiple vehicle crashes were speed-related. Fourteen percent of multiple vehicle crashes were distraction-related, compared to 8 percent of single vehicle crashes.
- Illegal or unsafe speeds contributed to 89 of Minnesota's deaths (23 percent of all traffic deaths) and 4,130 injuries (15 percent of all injuries). Inattention/distraction contributed to 41 deaths (11 percent) and 4,441 injuries (16 percent).

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

## Project Selection

In general, the OTS supports the following types of projects with the federal funds:

- Projects that have been found to be effective by research as shown in the biennial NHTSA

*Countermeasures That Work* publication

- Projects for which the trend is going in the opposite direction of what we would like to see
- Projects that support traffic safety efforts in cities, counties, and communities
- Projects that support improvements to traffic safety efforts at the state level or which indirectly support the activities in local units of government
- Projects that support our in-house efforts to evaluate, coordinate, manage, and monitor the work we do
- Projects supporting mobilizations and crackdowns
- The OTS also considers if the project is likely to address or support the goals in this plan (the annual Highway Safety Plan) or the behavioral aspects of the Strategic Highway Safety Plan (SHSP).

### Requests for Proposals

For projects that directly support community traffic safety efforts OTS frequently issues a request for proposals (RFP) to local units of government. The RFP defines eligibility, the identified problems at the state and local level, the types of activities that can be funded, the timeframe for the projects, the contents of the required application, and any task or budget specific requirements. Applications received in response to RFPs are evaluated based on rating sheets that consider such things as organizational experience, budgets, work plans, proposed personnel, prior experience with OTS, and objectives. Ratings sheets are provided as a part of the RFP so applicants have no doubt as to how their proposal will be evaluated and the weight given to the different aspects.

Depending on the specifics of the project being funded, counties and cities are eligible for funding based on one of the following:

1. Being over-represented (higher percentage than the state average) for unbelted, impaired, speed-related or distracted-related deaths and serious injuries.
2. Having a higher actual number of deaths and serious injuries due to being unbelted or impaired or that are related to speed or distracted driving.

Assuming the grant application responds to the RFP and meets the requirements, the more factors a location is worse than the average in and/or in the highest counties or cities for, the more likely the location is to receive a grant.

The OTS identifies the counties with the highest number of deaths and serious injuries related to impaired driving each year and invites them to participate in special impaired driving enforcement efforts each month of the federal year. The number of counties involved has changed over the years based on the number of fatalities and the amount of funding available.

### Methods for Selecting Projects

Data analysis provided through OTS researchers is published annually in the *Minnesota Motor Vehicle Crash Facts*; however, requests for different types and deeper data runs and requests to use different data sources come in throughout the year. The *Crash Facts* book, along with requests of the researchers for additional runs of more specific information such as data by city and county, forms the basis of problem identification in Minnesota. In turn, problem identification is the basis for project selection.

In the winter (January through March), staff from the Office of Traffic Safety meets several times to determine what mix of potential traffic safety projects to support in the coming federal fiscal year. Coordinators come to this meeting armed with advice from relevant boards, ideas gathered from other states' experiences, suggestions from colleagues outside the office, recommendations of current project directors, and open proposal solicitations published on our website. Estimated budgets are part of the discussion.

We discuss new project ideas and challenge the budget assumptions for proposed current and new projects. We also consider our funding by area – are we 1 fulfilling our responsibilities for maintenance of effort and do we have projects that fit into the conditions and plans for the various NHTSA types of funding. 1 Within the constraints of our available funding and with reference to *Countermeasures That Work*, the OTS leadership team makes the final decision on which 1 projects to fund and at what level. 1

Once the slate of projects for the coming federal fiscal year has been established, each project is assigned to a coordinator who is responsible for further developing a new project idea or working with the project director identified in the prior application to resolve issues specific to that proposal and ensure that the necessary applications, budgets, and approvals are in order prior to the beginning of the federal fiscal year. The coordinator also monitors the project throughout the year to ensure that it stays on track and on budget, offers suggestions and assistance to the project director, regularly reports on progress in comparison to similar grants, and helps evaluate the success of the project. When the activity is conducted directly by the OTS, the assigned coordinator either assumes responsibility for ensuring the project is conducted by doing the work himself or herself or by writing a request for proposals to find other professionals or organizations to do so. In the end, we strive to arrive at a balanced, comprehensive traffic safety program for Minnesota.

#### Enter list of information and data sources consulted.

#### Sources of Data

Minnesota uses a wide variety of sources of data when identifying problems, goals, and the strategies likely to be effective in combatting them. The following chart lists types of data sources commonly used. Multiple years are used whenever possible. With the exception of the NHTSA publication (*Countermeasures That Work*), the data used is specific to Minnesota.

Type of Data	Provider/Owner of Data
Crash Records	Minnesota Department of Public Safety (OTS and Driver & Vehicle Services)
FARS	National Highway Traffic Safety Administration (NHTSA)
Telephone Surveys of Attitudes and Knowledge	Contractors for DPS/OTS
Observational Studies of Seat Belt Use	Contractors for DPS/OTS
Evaluations of Specific Projects	DPS and Various contractors for DPS/OTS
Project Reports	Project Directors and OTS Staff for DPS/OTS
Citations and Convictions	State Court Administration and Project Directors
CODES	Minnesota Department of Health (DOH)
DWI Offenders	DPS (DVS' Driver's License Data Base)
Occupation, Cause of Death	County Coroners' Reports of Death

Vehicles Miles Traveled	Minnesota Department of Transportation (MnDOT)
Population	Minnesota State Demographer
Ambulance run reports	EMS Regulatory Board
Crash Location Mapping	MnDOT
Attendee Evaluations	Students from classes and conference attendees at DPS/OTS sponsored events
Tribal Relations	DPS' Tribal Liaison Coordinator
Tribal Boundaries	MnDOT
SHSP Focus Areas	MnDOT
2017 Countermeasures That Work	NHTSA
Vehicle Registrations	DPS (DVS' Vehicle Registration Data Base)
Drivers' License Records	DPS (DVS' Driver's License Data Base)

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

#### Strategic Highway Safety Plan (SHSP)

The current Strategic Highway Safety Plan was revised in 2014 and introduced in 2015. Another revision is expected to begin in 2019 for introduction in 2020. The plan is managed by the Minnesota Department of Transportation and was the written result of the cooperative work and input of a wide group of safety organizations, experts, and advocates who attended many meetings and regional conferences. Both the original and updated plans describe the critical emphasis areas and some recommend strategies to be implemented by engineering, enforcement, education (such as earned and paid media activities), emergency services, and everyone else to move *Toward Zero Deaths* on Minnesota roads. The SHSP can be found at: <http://www.dot.state.mn.us/trafficeng/safety/shsp/index.html>. DPS' Office of Traffic Safety and the Minnesota State Patrol very active in the SHSP revision process.

All projects conducted in the OTS 2019 Highway Safety Plan relate to at least one of the focus areas of the SHSP.

The Minnesota focus areas are often displayed on a bulls eye, with the higher priority areas, those associated with high numbers of deaths and serious injuries in the center and the medium and lower priorities in the two outer tiers. In addition, while vehicle enhancements will continue to contribute a great deal to reaching the ultimate goal of zero deaths. Minnesota has almost no control over those enhancements and so that area is included in the outside tier. All possible areas (as identified by AASHTO) are included in the focus areas because all contribute to deaths and serious injuries on Minnesota roads. The focus areas from the *2014-2019 Minnesota Strategic Highway Safety Plan* with abbreviated explanations follow.

#### Center of the Bulls Eye:

- Safety Culture and Awareness

Traffic safety culture can be defined as the values, beliefs, frames, norms and attitudes shared by a group of people that influence individual decisions regarding driving behaviors and safety interventions. Awareness of traffic safety issues can ebb and flow depending on media interest, educational and outreach efforts at a given point in time.

- Intersections

Crashes that occur where two or more roadways intersect.

- Lane Departures

Crashes that involve vehicles leaving their original lane of travel, including run-off-the-road, head-on and sideswipe collisions.

- Unbelted

Drivers or passengers who are not restrained.

- Impaired roadway user

A person on the roadway driving a motor vehicle or a bicycle or other non-motorised vehicle or walking and who is under the influence of alcohol, illicit drugs or prescription drugs.

- Inattentive drivers

Drivers who are not focusing on the task of driving because of distractions such as talking on the phone, texting or interacting with 1 passengers. In addition, this category includes drivers who are drowsy. 1

- Speed

Drivers who are driving over the posted speed limit or too fast for conditions. The probability of death or serious injury grows with higher speed at impact.

#### First Tier

- Management Systems

Traffic safety governance including policies, processes, and management approaches

- Data Management

Data and systems used to evaluate including metadata, data quality parameters and application of data in decision making)

- Younger drivers

Drivers who are under 21 years of age. A lack of driving experience and a tendency toward risk taking contribute to higher crash rates involving younger drivers

- Older drivers

Drivers who are at least 65 years of age. The number of older drivers will continue to increase as the "baby boomer" generation ages and continues to drive.

- Pedestrians

Crashes involving a motor vehicle and a person walking, skating, exiting from a vehicle or operating a mobility assistance device (e.g., wheel chair) on public roadway.

- Motorcyclists

Crashes involving at least one motorcycle on a public roadway.

- EMS and Trauma Services

All response and emergency treatment systems involved in caring for victims of traffic crashes.

#### Second Tier

- Commercial vehicles

A vehicle requiring a Class A driver's license, including all heavy commercial vehicles and buses

- Trains

Crashes involving a motor vehicle on the roadway and a train crossing the roadway.

- Bicyclists

Crashes involving a bicycle and a motor vehicle on a street, bike lane or sidewalk

- Unlicensed drivers

Drivers who never had a license or had a license that has been suspended, revoked, expired or canceled.

- Work Zones

Work zones are a necessary part of building and maintaining roads. They require increased attention from drivers as they often involve restricted lanes or speeds

- Vehicle Enhancements

Select features in vehicles that can be added or optimized to provide increased safety for vehicle occupants. Such features may include airbags, stability control or lane departure alerts

### 3 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.

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)	Not Met
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)	In Progress
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	In Progress
B-4) Drugged Driving: % of DWI incidents that involved drugs other than alcohol	Met
B-3) Older Driver: % of drivers in fatal crashes who were 85 or more year old	Met
B-5) CPS: Observed correct use of booster seat of children 4-7 years of age.	In Progress

#### 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.

performance measurements target 372; Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. The performance measure target is set between the projections based on yearly numbers and those based on 5-year averages and in conjunction with MnDOT for the 2015-2019 period.

#### 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.

performance measurement target 1711; Although serious injuries have not enjoyed as dramatic a decline in recent years in Minnesota the trend was still a downward one until 2016. The performance measure targets reflect a change in Serious Injury definition implemented in MNCrash in 2016 in alignment with MMUCC and in conjunction with MnDOT for the 2015-2019 period.

#### 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.

performance measurement target 0.62; Minnesota has seen fairly consistent gains in VMT as fatalities continue to decrease, however 2015 saw the first increase in the fatality rate since 2010. The performance measure targets are set below the projections based on yearly numbers and 5-year averages assuming a steady modest rise in VMT. The target was set in conjunction with MnDOT for the 2015-2019 period.

#### 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.**

performance measurements target 68; As with many trends in Minnesota, the number of unrestrained occupant fatalities has seen a leveling off after many years of great progress. It is unrealistic to expect high continual gains. The performance measure target are set at the projection based on the five year average projection to reflect the change to a five year average for all Minnesota targets.

**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.**

performance measurement target 97; The number of alcohol impaired driving fatalities continues the downward trend. The performance measure target is aligned with the projection of the five year average as Minnesota is converting all targets to a five year average.

**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.**

performance measurements target 90; Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. The overall trend is downward but has largely plateaued. The performance measure target is set between the yearly projection and the five year average projection.

**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.**

performance measurement target 55; The performance measure target is set between the projections of the yearly fatalities and the five year averages because the slope has begun to rise rather than fall. The target is set to stop the increase.

**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.**

performance measurement target 35; The performance measure target is set between the projections of the yearly fatalities and the five year averages because the slope has begun to rise rather than fall. The target is set to stop the increase.

**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.**

performance measurement target 51; The performance measure target is set using the projections based on yearly numbers in line with a projected 4% increase in Minnesota in that age group.

**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.

**C-11) Number of bicyclists 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.

**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 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 to the traffic safety enforcement program.

**B-2 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%.

**B-4 Drugged Driving: % of DWI incidents that involved drugs other than alcohol**

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.

**B-3 Older Driver: % of drivers in fatal crashes who were 85 or more year 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%.

**B-5 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 4-7. Observations were made by trained CPS practitioners.

**4 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(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	372.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,711.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.620
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	68.0
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	97.0

C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	90.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	55.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	35.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	51.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	35.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	9.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	94.0
B-3) Older Drivers; % of drivers in fatal crashes who were 85 or more years old	5 Year	2015	2019	3.0
B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	5 Year	2015	2019	65.0
B-4) Drugged Driving: % of DWI incidents that involved drugs	5 Year	2015	2019	3.0
B-5) Child Passenger Safety: % of observed booster seat use	5 Year	2015	2019	78.0

**C-1) Number of traffic fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 372.0

Target Period: 5 Year

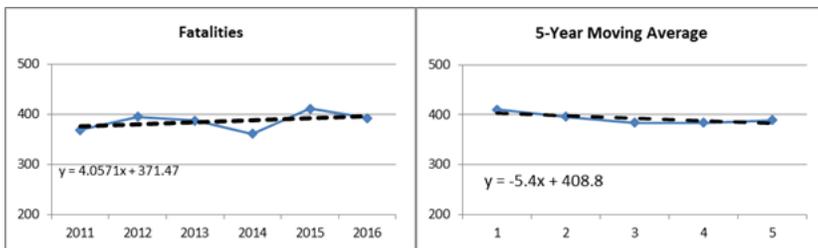
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-1 Fatalities**

Forecast Year	1	2	3	4	5	6	7	8	
<b>Actual Year</b>	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Traffic Fatalities</b>	368	395	387	361	411	392	396*	400*	404*
<b>5-Year Averages</b>	433	410	396	384	384	389	376*	371*	366*
<b>PM Target</b>								372	

\*Projected



Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. The performance measure target is set between the projections based on yearly numbers and those based on 5-year averages and in conjunction with MnDOT for the 2015-2019 period.

**C-2) Number of serious injuries in traffic crashes (State crash data files)**

**Is this a traffic records system performance measure?**

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 1,711.0

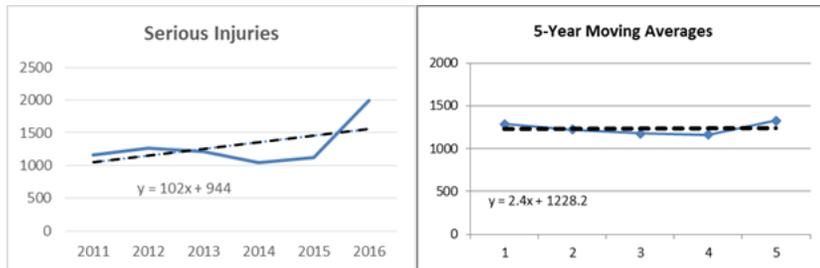
Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

C-2 Serious Injuries									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Injuries	1,159	1,268	1,216	1,044	1,127	1,992	1,556*	1,658*	1,760*
5-Year Averages	1,382	1,288	1,221	1,176	1,163	1,329	1,243*	1,245*	1,247*
PM Target									1,711

\*Projected



Although serious injuries have not enjoyed as dramatic a decline in recent years in Minnesota the trend was still a downward one until 2016. The performance measure targets reflect a change in Serious Injury definition implemented in MNCrash in 2016 in alignment with MMUCC and in conjunction with MnDOT for the 2015-2019 period.

**C-3) Fatalities/VMT (FARS, FHWA)**

**Is this a traffic records system performance measure?**

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.620

Target Period: 5 Year

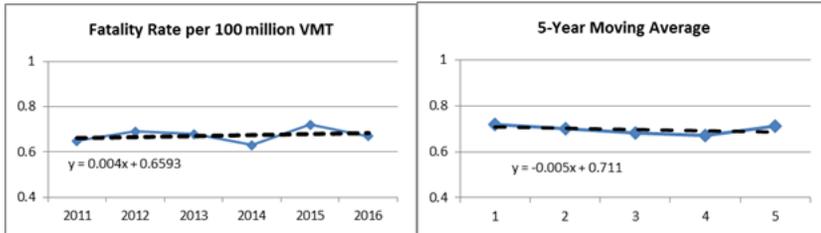
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

C-3 Fatality Rate

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatality Rate	0.65	0.69	0.68	0.63	0.72	0.67	0.64*	0.63*	0.63*
5-Year Averages	0.76	0.72	0.70	0.68	0.67	0.71	0.68*	0.68*	0.67*
PM Target									0.62

\*Projected



Minnesota has seen fairly consistent gains in VMT as fatalities continue to decrease, however 2015 saw the first increase in the fatality rate since 2010. The performance measure targets are set below the projections based on yearly numbers and 5-year averages assuming a steady modest rise in VMT. The target was set in conjunction with MnDOT for the 2015-2019 period.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 68.0

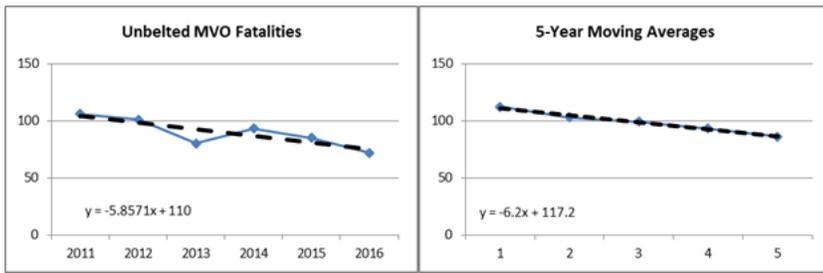
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-4 Unrestrained Occupant Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	106	101	80	93	85	72	75*	69*	63*
5-Year Averages	130	112	103	99	93	86	80*	74*	68*
PM Target									68

\*Projected



As with many trends in Minnesota, the number of unrestrained occupant fatalities has seen a leveling off after many years of great progress. It is unrealistic to expect high continual gains. The performance measure target are set at the projection based on the five year average projection to reflect the change to a five year average for all Minnesota targets.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 97.0

Target Period: 5 Year

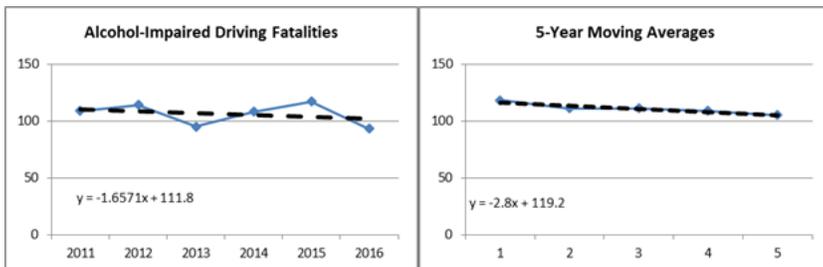
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-5 Alcohol Impaired Driving Fatalities**

Forecast Year	1	2	3	4	5	6	7	8	
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	109	114	95	108	117	93	102*	100*	99*
5-Year Averages	130	118	111	111	109	105	102*	100*	97*
PM Target									97

\*Projected



The number of alcohol impaired driving fatalities continues the downward trend. The performance measure target is aligned with the projection of the five year average as 1 Minnesota is converting all targets to a five year average. 1

**C-6) Number of speeding-related fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 90.0

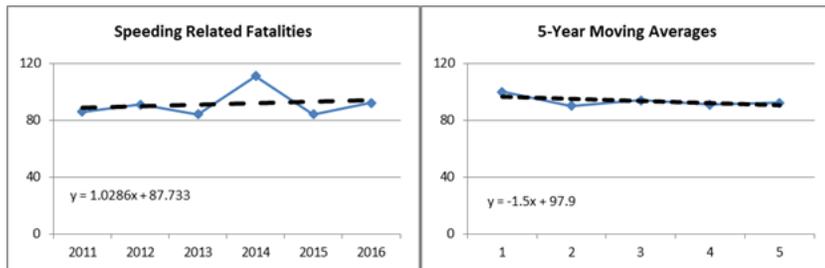
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-6 Speeding Related Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	86	91	84	111	84	92	94*	95*	96*
5-Year Averages	104	100	90	94	91	92	90*	87*	86*
PM Target									90

\*Projected



Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. The overall trend is downward but has largely plateaued. The performance measure target is set between the yearly projection and the five year average projection.

**C-7) Number of motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 55.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

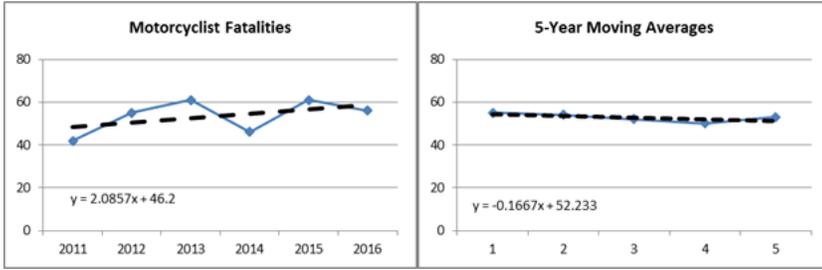
**C-7 Motorcyclist Fatalities**

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	42	55	61	46	61	56	59*	61*	63*

5-Year Averages 55 54 52 50 53 56 51\* 51\* 51\*

PM Target 55

\*Projected



The performance measure target is set between the projections of the yearly fatalities and the five year averages because the slope has begun to rise rather than fall. The target is set to stop the increase.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 35.0

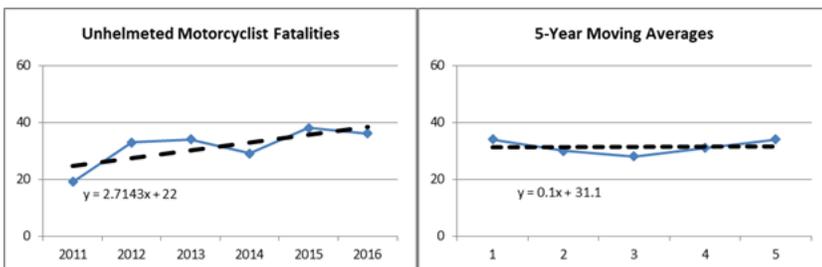
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

C-8 Unhelmeted Motorcyclist Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	19	33	34	29	38	36	38*	41*	44*
5-Year Averages	36	34	30	28	31	34	32*	32*	32*
PM Target									35

\*Projected



The performance measure target is set between the projections of the yearly fatalities and the five year averages because the slope has begun to rise rather than fall. The target is set to stop the increase.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 51.0

Target Period: 5 Year

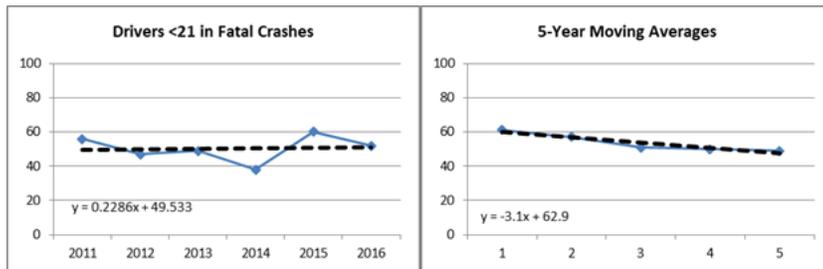
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-9 Drivers in Fatal Crashes Who Are <21 Years Old**

Forecast Year	1	2	3	4	5	6	7	8	
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Drivers <21	56	47	49	38	60	52	51*	51*	51*
5-Year Averages	69	61	57	51	50	49	44*	41*	38*
PM Target									51

\*Projected



The performance measure target is set using the projections based on yearly numbers in line with a projected 4% increase in Minnesota in that age group.

**C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 35.0

Target Period: 5 Year

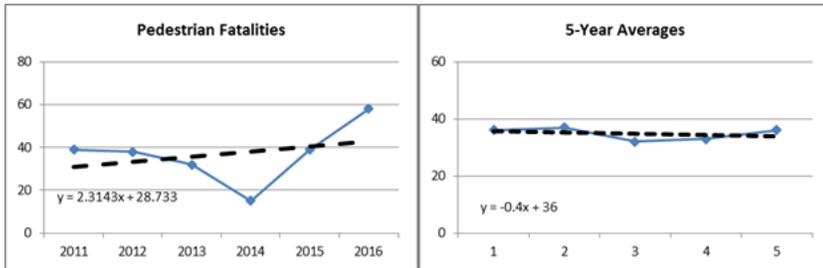
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-10 Pedestrian Fatalities**

Forecast Year	1	2	3	4	5	6	7	8	
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	39	38	32	15	39	58	43*	45*	47*
5-Year Averages	35	36	37	32	33	36	34*	33*	33*
PM Target									35

\*Projected



The performance measure target is set slightly above the projections based on 5-year averages because of an unusually low number in 2014 and increased societal emphasis on walking.

**C-11) Number of bicyclists fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 9.0

Target Period: 5 Year

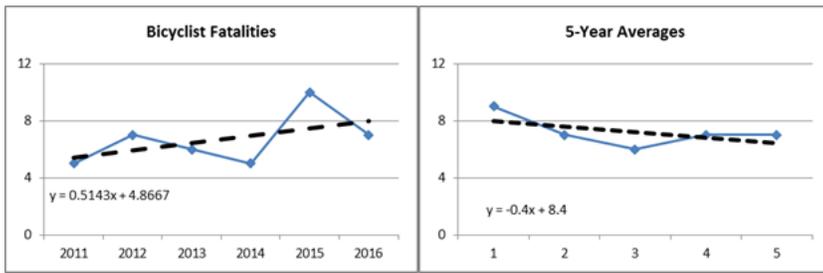
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**C-11 Bicyclist Fatalities**

Forecast Year	1	2	3	4	5	6	7	8	
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	5	7	6	5	10	7	8*	9*	9*
5-Year Averages	8	9	7	6	7	7	6*	6*	5*
PM Target									9

\*Projected



The performance measure targets are set above both the projections based on yearly numbers and those based on 5-year averages because of increased societal emphasis on cycling.

**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

Target Value: 94.0

Target Period: 5 Year

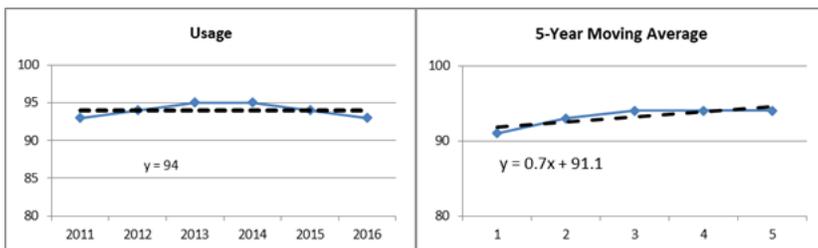
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

**Seat Belt Use**

Forecast Year	1	2	3	4	5	6	7	8	
Actual Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Seat Belt Use	93	94	95	95	94	93	94*	94*	94*
5-Year Averages	90	91	93	94	94	94	95*	96*	97*
PM Target									94

\*Projected



Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. As can be expected, once Minnesota reached a 90%+ rate increases in belt use will be harder to obtain. The performance measure target is set at the annual projection to maintain the high rate.

**B-3) Older Drivers; % of drivers in fatal crashes who were 85 or more years old**

Is this a traffic records system performance measure?

No

B-3) Older Drivers; % of drivers in fatal crashes who were 85 or more years old-2019

Target Metric Type: Percentage

Target Value: 3.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Communication and Outreach with law enforcement agencies, medical facilities, older drivers and their caregivers. Educational printed material, web access to other resources and in person seminars.

**B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"**

**Is this a traffic records system performance measure?**

No

B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"-2019

Target Metric Type: Percentage

Target Value: 65.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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%.

**B-4) Drugged Driving: % of DWI incidents that involved drugs**

**Is this a traffic records system performance measure?**

No

B-4) Drugged Driving: % of DWI incidents that involved drugs-2019

Target Metric Type: Percentage

Target Value: 3.0

Target Period: 5 Year

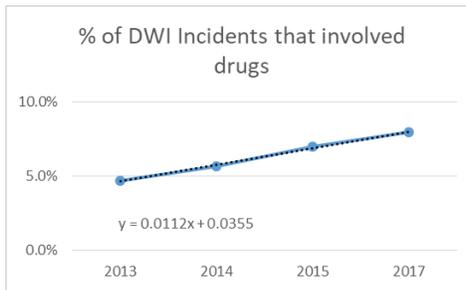
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**% of DWI Incidents that involved drugs**

	INCDRUG			
	1=INC DRUG	2=NOT DRUG	Total	% drug
2013	1,223	24,791	26,014	4.7%
2014	1,439	23,953	25,392	5.7%
2015	1,778	23,596	25,374	7.0%
2017	1,982	22,880	24,862	8.0%
total	7,949	117,752	125,701	
			2018 Projected	9.2%
			2019 Projected	10.3%

2020 Projected 11.4%



The number of drivers being tested for drugs in addition to alcohol will continue to rise as states

**B-5) Child Passenger Safety: % of observed booster seat use**

Is this a traffic records system performance measure?

No

B-5) Child Passenger Safety: % of observed booster seat use-2019

Target Metric Type: Percentage

Target Value: 78.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

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.

Child Passenger Safety Measure	Booster Seat Survey		2019
	2011	2014	Target
Observed correct use of booster seat of children 4–7 years of age.	64.1%	72.9%	78.0%

There are not enough data points to look at for prediction so the political climate and robust child passenger protection program were considered when setting this target. It should be noted that the observation is for correctly using a booster seat for this age group and not merely being restrained.

**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.

Yes

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	2018
Speeding citations	16,960

**5 Program areas**

## Program Area Hierarchy

## 1. Impaired Driving (Drug and Alcohol)

## Impaired Driving Projects

## DWI Coordination

164 Transfer Funds-PA

## DWI Coordination 2

164 Transfer Funds-PA

## DRE and Traffic Training

MAP 21 405d Impaired Driving Low

## Patrol Impaired Driving Enforcement

164 Transfer Funds-AL

## Cites &amp; Counties DWI Enforcement

164 Transfer Funds-AL

## Court Mandated Ignition Interlock

FAST Act 405d Impaired Driving Low

## DWI Courts

164 Transfer Funds-AL

FAST Act 405d Impaired Driving Low

## DWI Media Relations at OOC

FAST Act 405d Impaired Driving Low

## DWI Paid Media Contract

FAST Act 405d Impaired Driving Low

164 Transfer Funds-PM

164 Transfer Funds-PM

164 Transfer Funds-AL

## DWI Dashboard

164 Transfer Funds-AL

## BCA Full-time Lab Technicians

FAST Act 405d Impaired Driving Low

## DWI E-Charging

FAST Act 405d Impaired Driving Low

## Ignition Interlock (include Vendor oversight)

164 Transfer Funds-AL

## Patrol DWI Conference Travel

FAST Act 405d Impaired Driving Low

## DWI Officers

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

## TSRP (include Law &amp; Legal)

FAST Act 405d Impaired Driving Low

## DWI Enforcement Recognition

FAST Act 405d Impaired Driving Low

## Impaired Driving Facts

FAST Act 405d Impaired Driving Low

## DWI Enforcement Liaisons

164 Transfer Funds-AL

## Project Directors to Conferences

FAST Act 405d Impaired Driving Low

## DWI Creative Contract

FAST Act 405d Impaired Driving Low

## State DWI Match for 405d

FAST Act NHTSA 402

## EZ Guide for Officers Application

FAST Act 405d Impaired Driving Low

## Out of State Drug Lab Testing

FAST Act 405d Impaired Driving Low

## Landing Pages

- FAST Act 405d Impaired Driving Low
- 2020 164 Activities
  - 164 Transfer Funds-AL
- 2020 405d Activities
  - FAST Act 405d Impaired Driving High
- 2. Occupant Protection (Adult and Child Passenger Safety)
  - Occupant Protection Projects
    - CPS/OP Coordination
      - FAST Act NHTSA 402
    - CPS Support
      - FAST Act NHTSA 402
    - CPS to KIM or Lifesavers
      - FAST Act NHTSA 402
    - Belt Enforcement for Patrol
      - FAST Act NHTSA 402
      - FAST Act 405b OP High
    - Belt Enforcement for Cities and Counties
      - FAST Act 405b OP High
    - Seat Belt Use Survey
      - FAST Act NHTSA 402
    - Child Seats for Needy Families
      - FAST Act NHTSA 402
    - Southern CPS Liaison
      - FAST Act NHTSA 402
    - Northern CPS Liaison
      - FAST Act NHTSA 402
    - MSP Sustained Belt Enforcement
      - FAST Act NHTSA 402
    - 2020 Occupant Protection
      - FAST Act NHTSA 402
    - 2020 405B (high)
      - FAST Act NHTSA 402
- 3. Police Traffic Services
  - Police Traffic Service Projects
  - Communication Campaign
- 4. Traffic Records
  - Traffic Records Projects
    - TRCC Coordination
      - MAP 21 405c Data Program
    - Data Analysis
      - FAST Act NHTSA 402
    - FARS Support
      - MAP 21 405c Data Program
    - TRCC
      - MAP 21 405c Data Program
    - State Match for 405c
      - Other
    - E grants Support
      - FAST Act NHTSA 402
    - Crash Records Analysis
      - MAP 21 405c Data Program
    - Crash Records Enhancements Contracts
      - FAST Act 405c Data Program
    - Crash Records Enhancements MNIT
      - FAST Act 405c Data Program
    - MNGEO Mapping
      - Other
    - MnCrash Support & Mgmt. Analyst
      - Other
    - SAS Support
      - FAST Act 405c Data Program
    - CODES
      - FAST Act 405c Data Program
    - Transit Near Miss Database (405C)
      - FAST Act 405c Data Program
    - Web-based OTS Training
      - FAST Act 405c Data Program
      - FAST Act NHTSA 402
    - MSP Research Analyst for Piloting Predictive Analytics Programs
      - FAST Act 405c Data Program
    - MSP Data Linkages
      - FAST Act 405c Data Program
    - 2020 405C projects

FAST Act 405c Data Program  
2020 TR projects  
FAST Act 405c Data Program

5. Communications (Media)

Communication Campaign

6. Motorcycle Safety

Motorcycle Rider Training

Motorcycle Coordination  
FAST Act NHTSA 402  
Motorcycle Support  
FAST Act 405f Motorcycle Programs

Motorcycle Rider Training

Other

MC Media Relations

Other

MC Licensing & Testing

Other

MC Trng. Equipment & Supplies

Other

Motorcycle Transport

Other

MC Mechanical Services

Other

MC Curriculum Transition

Other

2020 MC 402 Projects

FAST Act 405f Motorcycle Programs

2020 405F Projects

MAP 21 405f Motorcycle Programs

Communication Campaign

7. Community Traffic Safety Program

Community Traffic Safety Program

Enforcement Coordination 1

FAST Act NHTSA 402

Enforcement Coordination 2

FAST Act NHTSA 402

Patrol TZD Enforcement

FAST Act NHTSA 402

Cities & Counties TZD Enforcement

FAST Act NHTSA 402

FAST Act NHTSA 402

Patrol Project Support

FAST Act NHTSA 402

Enforcement Liaisons

FAST Act NHTSA 402

Enforcement Recognition

FAST Act NHTSA 402

ROAR

FAST Act NHTSA 402

Patrol Travel

FAST Act NHTSA 402

2020 PT Projects

FAST Act NHTSA 402

2020 405E Projects

FAST Act 405e Special Distracted Driving

Community Programs Coordination

FAST Act NHTSA 402

Media Relations

FAST Act NHTSA 402

Safe Roads

FAST Act NHTSA 402

Network of Employers for Traffic Safety

FAST Act NHTSA 402

Paid Media

FAST Act NHTSA 402

TZD Conference

FAST Act NHTSA 402

Regional Support

FAST Act NHTSA 402

Older Driver Working Group

FAST Act NHTSA 402

Creative Contract

FAST Act NHTSA 402

- Telephone Surveys and Evaluation
  - FAST Act NHTSA 402
- Program Travel
  - FAST Act NHTSA 402
- Enforcing Pedestrian Laws
  - FAST Act NHTSA 402
- Identifying Driver Drowsiness
  - FAST Act NHTSA 402
- NEW Landing Pages
  - FAST Act NHTSA 402
- 2020 402 Projects
  - NHTSA 402
- 2020 PM Projects
  - Intersection
    - 164 Transfer Funds-PA
  - 2020 RS 402 Support
    - FAST Act NHTSA 402
- 8. Roadway Safety/Traffic Engineering
  - Roadway Safety/ Traffic Engineering
    - TZD Support
      - FAST Act NHTSA 402
- 9. Planning & Administration
  - (none)
    - Planning and Administration
      - FAST Act NHTSA 402
    - 2020 Planning and Administration

## 5.1 Program Area: Impaired Driving (Drug and Alcohol)

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Minnesota is monitoring the effectiveness of our impaired driving program by tracking alcohol impaired driving fatalities (those that involved a driver or motorcyclist with an alcohol concentration level of 0.08 and above) in addition to alcohol-related driving fatalities (those that involved a driver or motorcyclist with an alcohol concentration of 0.01 and above). Alcohol-related fatalities decreased from 137 in 2015 to 121 in 2016, and alcohol impaired fatalities decreased from 107 in 2015 to 90 in 2016. Severe injuries where alcohol was perceived to be involved increased from 212 in 2015 to 417 in 2016. (Note: new injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years). The most significant area of concern remains the 20-29 year-olds; 34% percent of all alcohol impaired fatalities are in that age group compared with 19% percent of all traffic crash fatalities in that age group.

Paid media, enforcement and educational programs will remain focused on the young male driver, since all 20 of the drivers aged 20-29 killed in 2016, who tested over the legal limit, were males. The impaired driving program will capitalize on the seat belt usage media message since only 28 percent of motor vehicle occupants that died in an alcohol impaired crash were known to be wearing a seat belt in 2016.

The cornerstone for Minnesota's traffic safety program is our strong high visibility enforcement projects. Research indicates high visibility enforcement is the most effective deterrent in changing people's drinking and driving behavior. It is vital for reducing impaired driving fatalities and severe injuries. The OTS continues to encourage the use of roadway signs, earned media, reflective vests and other useful tools to increase the visibility of law enforcement's activity. Saturation patrols will be funded statewide; however, additional funding will be provided for the top 13 counties where nearly 52 percent of the impaired driving fatalities and severe injuries occurred. Community education programs have been developed in several of these counties. Twelve DWI officers have been hired and are working in their counties. Two more officers will be added in 2019.

Repeat DWI offenders continue to be an area of concern. Minnesota now has 16 DWI Courts and six hybrid courts that accept DWI offenders. At the end of 2017 there were 302 participants in the DWI Courts. There were 200 people admitted into the DWI Courts, 145 graduations and 38 terminations in 2017.

The expansion in of the DWI eCharging system, which provides a mechanism for law enforcement to file DWI arrest forms electronically, is being used for 99.9 percent of DWI arrests. The system interfaces with the new breath testing instruments, the Bureau of Criminal Apprehension laboratory that processes blood and urine results, Driver and Vehicle Services and prosecutors throughout the state; creating an extensive impaired driving information system. An electronic search warrant module was completed in 2017 and has been rolled out to all of law enforcement. This was an important piece that was needed due to the requirement of search warrants for offenses involving blood and urine tests. 3,658 search warrant applications were processed through eCharging in 2017. Further enhancements are planned for eCharging to include a better system to locate DWI's.

The use of ignition interlock continues to grow. As of today over 11,195 participants are driving a vehicle safely with an ignition interlock installed. There have been over 23,176 people that have graduated from the program so far. The Vendor Oversight Liaison's continued to monitor service centers, conduct training when asked and is a valuable resource to the department when there are issues with vendors or customers. This continues to be an integral piece to this program.

DWI Dashboard program provides user friendly queries of data sets, thematic maps, exploratory and predictive maps which will focus on roads and intersections. There will be further enhancements in the coming year to better locate crashes around the state.

Minnesota is proud of its success in keeping alcohol impaired fatalities and severe injuries at a relatively low level. Strong traffic safety partnerships and programs coupled with new innovative programs will continue to move alcohol impaired fatalities even closer to zero.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	97.0
2019	B-4) Drugged Driving: % of DWI incidents that involved drugs	5 Year	2019	3.0

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

### 5.1.1 Countermeasure Strategy: Impaired Driving Projects

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Impaired Driving Projects

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Minnesota is monitoring the effectiveness of our impaired driving program by tracking alcohol impaired driving fatalities (those that involved a driver or motorcyclist with an alcohol concentration level of 0.08 and above) in addition to alcohol-related driving fatalities (those that involved a driver or motorcyclist with an alcohol concentration of 0.01 and above). Alcohol-related fatalities decreased from 137 in 2015 to 121 in 2016, and alcohol impaired fatalities decreased from 107 in 2015 to 90 in 2016. Severe injuries where alcohol was perceived to be involved increased from 212 in 2015 to 417 in 2016. (Note: new injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years). The most significant area of concern remains the 20-29 year-olds; 34% percent of all alcohol impaired fatalities are in that age group compared with 19% percent of all traffic crash fatalities in that age group.

Paid media, enforcement and educational programs will remain focused on the young male driver, since all 20 of the drivers aged 20-29 killed in 2016, who tested over the legal limit, were males. The impaired driving program will capitalize on the seat belt usage media message since only 28 percent of motor vehicle occupants that died in an alcohol impaired crash were known to be wearing a seat belt in 2016.

The cornerstone for Minnesota's traffic safety program is our strong high visibility enforcement projects. Research indicates high visibility enforcement is the most effective deterrent in changing people's drinking and driving behavior. It is vital for reducing impaired driving fatalities and severe injuries. The OTS continues to encourage the use of roadway signs, earned media, reflective vests and other useful tools to increase the visibility of law enforcement's activity. Saturation patrols will be funded statewide; however, additional funding will be provided for the top 13 counties where nearly 52 percent of the impaired driving fatalities and severe injuries occurred. Community education programs have been developed in several of these counties. Twelve DWI officers have been hired and are working in their counties. Two more officers will be added in 2019.

Repeat DWI offenders continue to be an area of concern. Minnesota now has 16 DWI Courts and six hybrid courts that accept DWI offenders. At the end of 2017 there were 302 participants in the DWI Courts. There were 200 people admitted into the DWI Courts, 145 graduations and 38 terminations in 2017.

The expansion in of the DWI eCharging system, which provides a mechanism for law enforcement to file DWI arrest forms electronically, is being used for 99.9 percent of DWI arrests. The system interfaces with the new breath testing instruments, the Bureau of Criminal Apprehension laboratory that processes blood and urine results, Driver and Vehicle Services and prosecutors throughout the state; creating an extensive impaired driving information system. An electronic search warrant module was completed in 2017 and has been rolled out to all of law enforcement. This was an important piece that was needed due to the requirement of search warrants for offenses involving blood and urine tests. 3,658 search warrant applications were processed through eCharging in 2017. Further enhancements are planned for eCharging to include a better system to locate DWI's.

The use of ignition interlock continues to grow. As of today over 11,195 participants are driving a vehicle safely with an ignition interlock installed. There have been over 23,176 people that have graduated from the program so far. The Vendor Oversight Liaison's continued to monitor service centers, conduct training when asked and is a valuable resource to the department when there are issues with vendors or customers. This continues to be an integral piece to this program.

DWI Dashboard program provides user friendly queries of data sets, thematic maps, exploratory and predictive maps which will focus on roads and intersections. There will be further enhancements in the coming year to better locate crashes around the state.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Minnesota is proud of its success in keeping alcohol impaired fatalities and severe injuries at a relatively low level. Strong traffic safety partnerships and programs coupled with new innovative programs will continue to move alcohol impaired fatalities even closer to zero.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

Countermeasures That Work Reference is

Chapter 1. Section 7.1 Enforcement of Drug-Impaired Driving

Countermeasures That Work Reference is Chapter 1; Section 2.2 –

Section 2 – Deterrence: Enforcement

2.2 High Visibility saturation patrols enforcement. (4 stars)

Countermeasures That Work Reference is:

Chapter 1: Section 4.2 Alcohol Interlocks 1

Chapter 1: Section 3.3 Court Monitoring 1

Countermeasures That Work Reference:

Chapter 1; Section 3.1 DWI Courts

Countermeasures That Work Reference is Chapter 1; Section 5.2 –

Section 5 – Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

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. 1

Test blood and urine samples for impairment evidence. The study of impaired drivers' drug use by categories regarding the confirmatory tests will continue. 1

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. 1

Countermeasures That Work Reference is: 1

Chapter 1; Section 4.2 Alcohol Interlocks

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

Countermeasures That Work Reference is Sustained Enforcement

Countermeasures That Work Reference is:

Chapter 1; Section 3.1 Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons

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

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

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. 1

A cornerstone of the success in reducing impaired driving related fatal and serious injury crashes is the data-driven targeted high visibility enforcement (HVE) 1 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 1 impaired driving HVE campaigns. 1

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. 1

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 1 with other participants throughout the country who share similar goals. 1

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-01-MN	DWI Coordination	Impaired Driving Projects
19-03-02-MN	DWI Coordination 2	Impaired Driving Projects
19-03-03-MN	DRE and Traffic Training	Impaired Driving Projects
19-03-04-MN	Patrol Impaired Driving Enforcement	Impaired Driving Projects
19-03-05-MN	Cites & Counties DWI Enforcement	Impaired Driving Projects
19-03-06-MN	Court Mandated Ignition Interlock	Impaired Driving Projects
19-03-07-MN	DWI Courts	Impaired Driving Projects
19-03-08-MN	DWI Media Relations at OOC	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-10-MN	DWI Dashboard	Impaired Driving Projects
19-03-11-MN	BCA Full-time Lab Technicians	Impaired Driving Projects
19-03-12-MN	DWI E-Charging	Impaired Driving Projects
19-03-13-MN	Ignition Interlock (include Vendor oversight)	Impaired Driving Projects

19-03-14-MN	Patrol DWI Conference Travel	Impaired Driving Projects
19-03-15-MN	DWI Officers	Impaired Driving Projects
19-03-16-MN	TSRP (include Law & Legal)	Impaired Driving Projects
19-03-17-MN	DWI Enforcement Recognition	Impaired Driving Projects
19-03-18-MN	Impaired Driving Facts	Impaired Driving Projects
19-03-19-MN	DWI Enforcement Liaisons	Impaired Driving Projects
19-03-20-MN	Project Directors to Conferences	Impaired Driving Projects
19-03-21-MN	DWI Creative Contract	Impaired Driving Projects
19-03-22-MN	State DWI Match for 405d	Impaired Driving Projects
19-03-23-MN	EZ Guide for Officers Application	Impaired Driving Projects
19-03-24-MN	Out of State Drug Lab Testing	Impaired Driving Projects
19-03-25-MN	Landing Pages	Impaired Driving Projects
19-03-26-MN	2020 164 Activitives	Impaired Driving Projects
19-03-27-MN	2020 405d Activities	Impaired Driving Projects

### 5.1.1.1 Planned Activity: DWI Coordination

**Planned activity name** DWI Coordination  
**Planned activity number** 19-03-01-MN  
**Primary countermeasure strategy** Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		164 Transfer Funds-PA	164 Planning and Administration	\$300,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.2 Planned Activity: DWI Coordination 2

Planned activity name DWI Coordination 2

Planned activity number 19-03-02-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	164 Transfer Funds-PA	164 Planning and Administration	\$300,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.1.1.3 Planned Activity: DRE and Traffic Training

Planned activity name	DRE and Traffic Training
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Planned activity number 19-03-03-MN

Primary countermeasure strategy Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MN State Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$500,000.00		\$100,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.4 Planned Activity: Patrol Impaired Driving Enforcement

Planned activity name Patrol Impaired Driving Enforcement

Planned activity number 19-03-04-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This is an overtime enforcement program that funds impaired driving saturation on a regular basis in addition to several crackdown weekends throughout the federal fiscal year.

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.

**Enter intended subrecipients.**

MN State Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$625,000.00	\$156,000.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.1.1.5 Planned Activity: Cites & Counties DWI Enforcement**

**Planned activity name** Cites & Counties DWI Enforcement

**Planned activity number** 19-03-05-MN

**Primary countermeasure strategy** Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

unknown cities and counties

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164	Transfer Funds-AL	164 Alcohol	\$2,150,000.00	\$525,000.00	\$2,150,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.1.1.6 Planned Activity: Court Mandated Ignition Interlock**

Planned activity name Court Mandated Ignition Interlock

Planned activity number 19-03-06-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

unknown judicial districts

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$550,000.00		\$550,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.7 Planned Activity: DWI Courts

Planned activity name DWI Courts

Planned activity number 19-03-07-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

• Participants will complete treatment programs and participant 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 o Started with 282 participants o Admitted 201 additional participants o Graduated 145 participants o Terminated 38 participants o 9 graduates recidivated o 112 participants obtained restricted licenses with ignition interlock o 36 participants obtained full unrestricted driver's licenses

Enter intended subrecipients.

unknown judicial districts

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$800,000.00	\$200,000.00	\$800,000.00
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$750,000.00	\$200,000.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.1.1.8 Planned Activity: DWI Media Relations at OOC

Planned activity name DWI Media Relations at OOC

Planned activity number 19-03-08-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Communications

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

2019 Communication Campaign

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$160,000.00	\$0.00	

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.1.1.9 Planned Activity: DWI Paid Media Contract**

Planned activity name DWI Paid Media Contract

Planned activity number 19-03-09-MN

Primary countermeasure strategy Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from**

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Linnehan-Foy Advertising

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects
2019	Communication Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$625,000.00	\$0.00	
2018		164 Transfer Funds-PM	164 Paid Media	\$775,000.00		\$775,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.1.1.10 Planned Activity: DWI Paid Media Contract**

Planned activity name
DWI Paid Media Contract

Planned activity number 19-03-09-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Linnehan-Foy Advertising

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	164 Transfer Funds-PM	164 Paid Media	\$775,000.00	\$775,000.00
2017	164 Transfer Funds-AL	164 Alcohol	\$625,000.00	\$625,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.11 Planned Activity: DWI Dashboard

<b>Planned activity name</b>	DWI Dashboard
<b>Planned activity number</b>	19-03-10-MN
<b>Primary countermeasure strategy</b>	Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

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

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

#### Enter intended subrecipients.

Bureau of Criminal Apprehension (BCA)

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$75,000.00	\$0.00	\$75,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.1.12 Planned Activity: BCA Full-time Lab Technicians

Planned activity name BCA Full-time Lab Technicians

Planned activity number 19-03-11-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Bureau of Criminal Apprehension (BCA)

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$250,000.00		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.1.13 Planned Activity: DWI E-Charging**

Planned activity name DWI E-Charging

Planned activity number 19-03-12-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Bureau of Criminal Apprehension (BCA)

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$229,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.1.1.14 Planned Activity: Ignition Interlock (include Vendor oversight)

Planned activity name Ignition Interlock (include Vendor oversight)

Planned activity number 19-03-13-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 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.

#### Enter intended subrecipients.

Driver and Vehicle Services, Minnesota Department of Public Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	164 Transfer Funds-AL	164 Alcohol	\$525,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.15 Planned Activity: Patrol DWI Conference Travel

**Planned activity name** Patrol DWI Conference Travel

**Planned activity number** 19-03-14-MN

**Primary countermeasure strategy** Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Minnesota State Patrol

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Impaired Driving Projects
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## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$9,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.1.16 Planned Activity: DWI Officers

Planned activity name	DWI Officers
Planned activity number	19-03-15-MN
Primary countermeasure strategy	Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

• 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 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.

**Enter intended subrecipients.**

Unknow Enforcement agencies

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$565,500.00	\$424,125.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$1,131,000.00	\$0.00	\$1,131,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.1.1.17 Planned Activity: TSRP (include Law & Legal)**

Planned activity name TSRP (include Law &amp; Legal)

Planned activity number 19-03-16-MN

Primary countermeasure strategy Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MN County Attorneys Assoc.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$240,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.1.18 Planned Activity: DWI Enforcement Recognition**

**Planned activity name** DWI Enforcement Recognition

**Planned activity number** 19-03-17-MN

**Primary countermeasure strategy** Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$10,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.1.1.19 Planned Activity: Impaired Driving Facts**

Planned activity name Impaired Driving Facts

Planned activity number 19-03-18-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Office of Traffic safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$4,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.20 Planned Activity: DWI Enforcement Liaisons

**Planned activity name** DWI Enforcement Liaisons

**Planned activity number** 19-03-19-MN

**Primary countermeasure strategy** Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Contracts with Bill Hammes, Becky Putzke, Scott McConkey & Frank Sherf

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		164 Transfer Funds-AL	164 Alcohol	\$140,000.00	\$0.00	\$140,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.21 Planned Activity: Project Directors to Conferences

Planned activity name	Project Directors to Conferences
Planned activity number	19-03-20-MN
Primary countermeasure strategy	Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

The majority of 18 recipients will be law enforcement officers, up to 3 individuals will be safe roads coalition leaders.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$18,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.22 Planned Activity: DWI Creative Contract

Planned activity name DWI Creative Contract

Planned activity number 19-03-21-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

• 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.

#### Enter intended subrecipients.

Johnson Group

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects
2019	Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$55,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.23 Planned Activity: State DWI Match for 405d

Planned activity name State DWI Match for 405d  
 Planned activity number 19-03-22-MN  
 Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
 [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
 [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

• 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.

**Enter intended subrecipients.**

unknown

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$0.00	\$8,000,000.00	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.24 Planned Activity: EZ Guide for Officers Application

**Planned activity name** EZ Guide for Officers Application

**Planned activity number** 19-03-23-MN

**Primary countermeasure strategy** Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

• 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.

**Enter intended subrecipients.**

MN IT

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$10,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.1.25 Planned Activity: Out of State Drug Lab Testing

Planned activity name Out of State Drug Lab Testing

Planned activity number 19-03-24-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Bureau of Criminal Apprehensin Bureau of Criminal Apprehension

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$15,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.1.26 Planned Activity: Landing Pages**

Planned activity name Landing Pages

Planned activity number 19-03-25-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Contractor TBD, may be through MNIT

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$15,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.1.1.27 Planned Activity: 2020 164 Activitives

Planned activity name 2020 164 Activitives

Planned activity number 19-03-26-MN

Primary countermeasure strategy Impaired Driving Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

#### Enter intended subrecipients.

unknown

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.1.28 Planned Activity: 2020 405d Activities

**Planned activity name** 2020 405d Activities  
**Planned activity number** 19-03-27-MN  
**Primary countermeasure strategy** Impaired Driving Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

Yes

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Impaired Driving Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)**

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?**

Yes

**Problem identification**

**Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Effective June 9, 2009, Minnesota Seat Belt Law was made a primary and universal offense, meaning drivers and passengers in all seating positions must be buckled up or in a correct child restraint and the vehicle can be stopped for that violation alone. In addition, effective July 1, 2009, Minnesota’s Booster Seat Law was passed, requiring a child who is both under age 8 and shorter than 4 feet 9 inches to be fastened in a child safety seat that meets federal safety standards.

Occupant Protection programs in Minnesota take a variety of forms. The projects listed in this section reflect Child Passenger safety (CPS) initiatives, projects aimed solely at increasing belt use or measuring it, which provide extra enforcement for the May and September seat belt mobilizations.

Minnesota crash data are persuasive; of the 261 motor vehicle occupants killed in 2016, only 54 percent were known to be buckled up. And, of the 1,317 motor vehicle occupants severely injured, only 62 percent were known to be buckled up. Young people are especially at risk; 38 percent of motor vehicle occupants killed or severely injured in Minnesota were aged 15-29. Tragically, only 53 percent of them were known to be buckled up. Males of all ages are less likely than females to wear their seat belts. Of all the motor vehicle occupant males killed or injured in 2016 crashes, only 81 percent were known to be buckled up, while 87 percent of the females were. Seat belt usage is worse during late night hours. During crashes between 9:00 p.m. and 3:00 a.m., only 45 percent of those killed or severely injured were known to be buckled up. This compares to 66 percent belt use during the rest of the time. Thus, attention to enforcing seat belt use in the evening is being strengthened by OTS, regardless of the obvious difficulties.

One cause for concern is that the 2017 study also shows some results that are *not* in keeping with the multi-year trend in usage rates among specific segments of the population. For the seventh year in a row, seat belt use among male front seat occupants was at or above 90 percent. Female front seat occupants achieved a similar level (92 percent) in 2007 and reached the highest recorded value in 2013 of 97.5 percent. As in past years, the 2016 data show that occupants of pickup trucks are less likely to wear a seat belt than occupants of other vehicle types in the survey (cars, SUVs, and vans/minivans). Seat belt use among pickup truck occupants increased to 86.4 percent in 2017, from 83.6 percent in 2016, but remains lower than the peak of 89.6 percent in 2015. Seat belt use by occupants of vans/minivans increased in 2017 to 95.3 percent, from 92.8 percent in 2016.

Drawing conclusions from the information on young children in the following tables is difficult due to the smaller number of individuals observed in the cohort. Since so few children between birth and ten are observed, the changes in use from one year to the next are relatively meaningless.

Table 8: Number of Observations as a Function of Subgroup, Vehicle Type

Group/Subgroup	All Vehicles	Car	SUV	Van/ Minivan	Pickup Truck
Overall	17,334	6,862	5,746	1,906	2,748

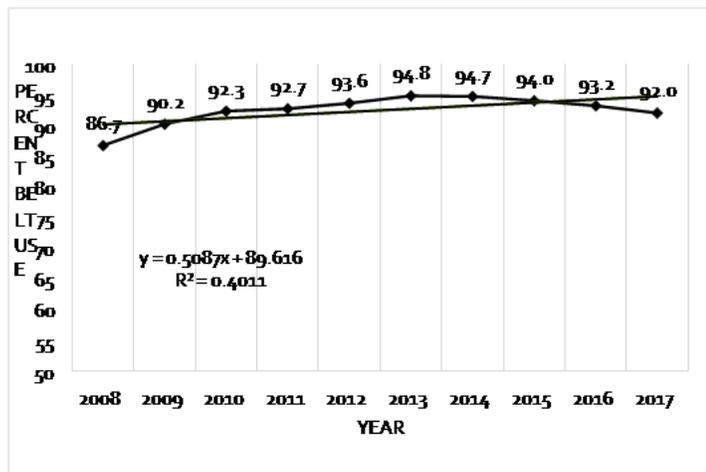
Gender

Male	9,403	3,512	2,583	1,076	2,199
Female	7,911	3,341	3,156	831	546

Age

0-10	64	24	20	9	11
11-15	281	80	113	53	35
16-29	4,107	2,175	1,133	313	470
30-64	10,750	3,887	3,755	1,319	1,971
65+	2,115	907	723	212	258

**Figure 1. Seat Belt Use Percentage for 2008–17**



The equation for the trend line is  $y = (0.5087 * \text{YEAR}) + 89.616$ . The upward trend is significantly different from zero (flat) ( $R^2 = 0.4011$ ). This indicates a baseline value (pre-2008) of 89.6 percent seat belt use, and a sustained increase of about an additional 0.51 percent seat belt use each year. In comparison to previous years; however, the trend line is flattening and the estimated annual increase in belt use has dropped.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	68.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	94.0
2019	B-5) Child Passenger Safety: % of observed booster seat use	5 Year	2019	78.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Projects

#### 5.2.1 Countermeasure Strategy: Occupant Protection Projects

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Occupant Protection Projects

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Effective June 9, 2009, Minnesota Seat Belt Law was made a primary and universal offense, meaning drivers and passengers in all seating positions must be buckled up or in a correct child restraint and the vehicle can be stopped for that violation alone. In addition, effective July 1, 2009, <Minnesota's Booster Seat Law was passed, requiring a child who is both under age 8 and shorter than 4 feet 9 inches to be fastened in a child safety seat that meets federal safety standards.

Occupant Protection programs in Minnesota take a variety of forms. The projects listed in this section reflect Child Passenger safety (CPS) initiatives, projects aimed solely at increasing belt use or measuring it, and projects which provide extra enforcement for the May and September seat belt mobilizations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Child Passenger Safety

Counter Measure Strategy Inspection Stations

Planned activity Child Safety Inspections stations

Minnesota has an active network of child inspections stations and events staffed with current nationally certified Child Passenger Safety Technicians. The fitting stations and events by county along with technicians.

Minnesota has 61 permanent inspection locations and at the time of this report 275 events were planned and advertised.

County	Population	County	Population	County	Population
Anoka	348,652	Isanti	39,009	Pope	11,026
Becker	33,766	Kandiyohi	42,481	Ramsey	540,653
Beltrami	46,069	Lac qui Parle	6,741	Scott	142,436
Benton	40,000	Le Sueur	27,639	Sherburne	93,457
Big Stone	5,052	Mahnomen	5,443	St. Louis	199,744
Carver	100,621	McLeod	35,853	Stearns	155,732
Chippewa	12,122	Mower	39,192	Swift	9,384
Cook	5,264	Nicollet	33,603	Wadena	13,799
Dakota	418,432	Norman	6,592	Washington	253,128
Douglas	37,467	Olmsted	153,039	Wilkin	6,374
Hennepin	1,237,604	Otter Tail	58,001	Wright	132,598
Hubbard	20,730	Pine	28,879	Yellow Medicine	9,918

Counter Measure Strategy Current certified Technicians

Planned activity Technician and renewal courses

Current Certified CPS Technicians

The state of Minnesota currently has 677 nationally certified technicians, 30 instructors and 1 instructor candidate.

Recruiting of instructors and technicians is most successfully done at the local level. The current instructors and technician are a critical component to recruiting a new technician, as are the southern and northern Liaison.

Minnesota has a state CPS taskforce which consists of 15 CPS advocates from different disciplines around the state, including the state coordinator at the OTS. This taskforce advises the Commissioner of Public Safety on COS issues in Minnesota and puts CPS sessions together for the state TZD conference every fall. Approximately 83 CPS advocates attended the conference last year; 4 continuing education unit worthy sessions were offered. This gives advocates the opportunity to get the required CEU's for recertification, network with other advocates, and learn valuable and new CPS information.

In order to retain

#### **Recruiting, Training and Retaining Certified CPS Technicians**

In 2017 the state recertified 57 percent of eligible technicians, slightly lower the national average of 58.4 percent. Early reports for 2018 show 81.8 percent of eligible technicians have recertified.

Technician classes scheduled to date, 7 technician and 1 renewal classes are planned serving both rural and urban population. Anticipating at minimum 2 more technician and one more renewal.

January, Rural

March, Rural

March, Rural

April, Rural

April, Metro

May, (renewal) Rural

May, Rural

November, Rural

#### **Counter Measure Strategy      Outreach to underserved communities**

Planned activity

Minnesota funds two part-time positions referred to the northern and southern Child Passenger Safety Liaisons. Positions cover respected areas of the state with CPS resources for agencies and technicians in the area of coverage. The positions worked collaboratively to ensure the state is provided with the best resources.

Northern liaison covers CPS training and advocacy for 17 counties in the northern half of the State. Much of the northern liaison time is the continued work to provide resources to Native American communities. These communities have an extremely high nonuse rate of child restraints and seat belts. Native Americans are four times more likely to be injured or killed in a motor vehicle crashes than other populations.

Southern liaison covers CPS training and advocacy for 27 counties in the southwestern and central portion of the state. The southern liaison is providing resources to several communities with a high Hispanic population, and several other low population areas. This portion of the state is under served with in the area of certified technicians and fitting stations.

#### **Printed Material**

Don't Skip a Step brochure: English, Somali, Spanish – guide to the child restraint tips a child should progress through as they age and grow.

Buckle up Kids booklet: English, Spanish – guide to the child restraints a child should use as they grow and age.

Child Passenger Safety Growth Chart – colorful poster saves a measurement tool to help determine the appropriate car seat for a child's size. Item also includes bicycle helmet, school bus and pedestrian safety tips.

Prescription pads: tear off sheets for doctors to give to parents

Child Passenger Safety guidelines Card: for law enforcement / provides and overview of the child safety restraint steps and includes statute language.

Additional Plans

Encourage agencies to participate in OTS' state-funded car seat distribution program for which they must have a currently certified technician.

Encourage participation at inspection stations/ clinics by improving communication. This will assist with the instructor sign off requirement for recertification.

Encourage MNDOT's five regional TZD coordinators to include CPS technician certification in to the annual regional workshops and to promote technician training as they speak to groups throughout the year.

Encourage the use of OTS / CPS website, as a useful tool for caregivers and advocates for CPS best practice.

#### **Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

- Encourage agencies to participate in OTS' state-funded car seat distribution program for which they must have a currently certified technician.
- Encourage participation at inspection stations/ clinics by improving communication. This will assist with the instructor sign off requirement for recertification.
- Encourage MNDOT's five regional TZD coordinators to include CPS technician certification in to the annual regional workshops and to promote technician training as they speak to groups throughout the year.
- Encourage the use of OTS / CPS website, as a useful tool for caregivers and advocates for CPS best practice.

The Occupant protection coordinator will continue to support CPS advocates with communications on best practices, supplying an up to date LATCH manual to each agency. Advertisement of inspection clinics and appointment site on State of Minnesota OTS/ CPS website with links to accredited resources. The DPS Office of Communication offers printed material at no charge.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-02-01-MN	CPS/OP Coordination	Occupant Protection Projects
19-02-02-MN	CPS Support	Occupant Protection Projects
19-02-03-MN	CPS to KIM or Lifesavers	Occupant Protection Projects
19-02-04-MN	Belt Enforcement for Patrol	Occupant Protection Projects
19-02-05-MN	Belt Enforcement for Cities and Counties	Occupant Protection Projects
19-02-06-MN	Seat Belt Use Survey	Occupant Protection Projects
19-02-07-MN	Child Seats for Needy Families	Occupant Protection Projects
19-02-08-MN	Southern CPS Liaison	Occupant Protection Projects
19-02-09-MN	Northern CPS Liaison	Occupant Protection Projects
19-02-10-MN	MSP Sustained Belt Enforcement	Occupant Protection Projects
19-02-11-MN	2020 Occupant Protection	Occupant Protection Projects
19-02-12-MN	2020 405B (high)	Occupant Protection Projects

**5.2.1.1 Planned Activity: CPS/OP Coordination**

**Planned activity name** CPS/OP Coordination  
**Planned activity number** 19-02-01-MN  
**Primary countermeasure strategy** Occupant Protection Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection (FAST)	\$115,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.2.1.2 Planned Activity: CPS Support

Planned activity name	CPS Support
Planned activity number	19-02-02-MN
Primary countermeasure strategy	Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

Practitioner Training, Technician Training, School Programs, Caregiver classes and inspection stations, LATCH manuals and other instruction related items. Attendance for limited numbers of advocates at the TZD conference based on needs based requests, including registration and limited accommodation costs.

#### Enter intended subrecipients.

Certified Technicians and Instructors

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$35,000.00	\$0.00	\$35,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.1.3 Planned Activity: CPS to KIM or Lifesavers

**Planned activity name** CPS to KIM or Lifesavers  
**Planned activity number** 19-02-03-MN  
**Primary countermeasure strategy** Occupant Protection Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Contracts with MN CPS Taskforce members

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Projects

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$4,000.00	\$0.00	\$4,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.1.4 Planned Activity: Belt Enforcement for Patrol

Planned activity name	Belt Enforcement for Patrol
Planned activity number	19-02-04-MN
Primary countermeasure strategy	Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Minnesota State Patrol

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$75,000.00	\$18,750.00	\$0.00
2016	FAST Act 405b OP High	405b OP Low (FAST)	\$200,000.00	\$50,000.00	\$200,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.2.1.5 Planned Activity: Belt Enforcement for Cities and Counties

Planned activity name Belt Enforcement for Cities and Counties

Planned activity number 19-02-05-MN

Primary countermeasure strategy Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 who elect to use up to 30 percent of the seat belt funding for sustained seat belt enforcement outside the dedicated May and September campaigns must 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.

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405b OP High	405b OP Low (FAST)	\$750,000.00	\$185,000.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.1.6 Planned Activity: Seat Belt Use Survey

Planned activity name	Seat Belt Use Survey
Planned activity number	19-02-06-MN
Primary countermeasure strategy	Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

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.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Projects

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Occupant Protection (FAST)	\$60,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.1.7 Planned Activity: Child Seats for Needy Families

**Planned activity name** Child Seats for Needy Families  
**Planned activity number** 19-02-07-MN  
**Primary countermeasure strategy** Occupant Protection Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

• 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.

**Enter intended subrecipients.**

Organizations Serving Disadvantage Parents'

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019	Occupant Protection Projects
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**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	405b High Occupant Protection (FAST)	\$0.00	\$200,000.00	\$0.00

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.1.8 Planned Activity: Southern CPS Liaison

<b>Planned activity name</b>	Southern CPS Liaison
<b>Planned activity number</b>	19-02-08-MN
<b>Primary countermeasure strategy</b>	Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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, and arranging for classes to reach a wide variety people throughout the southern portion of the state.

**Enter intended subrecipients.**

Organization to be determined with a CPS Technician on staff.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Occupant Protection (FAST)	\$70,000.00	\$0.00	\$70,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2.1.9 Planned Activity: Northern CPS Liaison

Planned activity name Northern CPS Liaison

Planned activity number 19-02-09-MN

Primary countermeasure strategy Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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, and arranging for classes to reach a wide variety people throughout the northern portion of the state.

**Enter intended subrecipients.**

Organization to be determined with a CPS Technician on staff.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Occupant Protection Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$70,000.00	\$0.00	\$70,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.2.1.10 Planned Activity: MSP Sustained Belt Enforcement**

**Planned activity name** MSP Sustained Belt Enforcement

**Planned activity number** 19-02-10-MN

**Primary countermeasure strategy** Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Minnesota State Patrol

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$100,000.00	\$25,000.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.1.11 Planned Activity: 2020 Occupant Protection

Planned activity name	2020 Occupant Protection
Planned activity number	19-02-11-MN
Primary countermeasure strategy	Occupant Protection Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

No records found.

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.2.1.12 Planned Activity: 2020 405B (high)

**Planned activity name** 2020 405B (high)  
**Planned activity number** 19-02-12-MN  
**Primary countermeasure strategy** Occupant Protection Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknow

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019 Occupant Protection Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.3 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

## Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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. These problem-identification grids rank Minnesota cities and counties on those traffic safety measures.

Minnesota Speed-Related and Distraction-Related Rates,  
2014-2016

Note: VMT for 2015 is estimated

County	Total VMT 2014-2016	Average VMT Per Year	Total K+A 2014-2016	Average K+A Per Year	Average K+A Rank	Rate Per 100M VMT	K+A Rate Rank	Total Speed-Rel K+A 2014-2016	Average Speed-Rel K+A Per Year	Speed-Rel Rate Per 100M VMT	Speed- Rel Rank	Total Distraction-Rel K+A 2014-2016	Average Distraction-Rel K+A Per Year
Aitkin	781,686,646	260,562,215	36	12.0	46	4.6	77	14	4.7	1.8	86	3	1.0
Anoka	9,280,391,027	3,093,463,676	281	93.7	84	3.0	36	38	12.7	0.4	18	42	14.0
Becker	1,246,318,945	415,439,648	59	19.7	64	4.7	79	13	4.3	1.0	69	14	4.7
Beltrami	1,266,149,105	422,049,702	55	18.3	61	4.3	72	7	2.3	0.6	33	9	3.0
Benton	1,439,472,466	479,824,155	36	12.0	47	2.5	17	4	1.3	0.3	7	6	2.0
Big Stone	208,826,684	69,608,895	6	2.0	3	2.9	29	2	0.7	1.0	67	1	0.3
Blue Earth	1,866,514,806	622,171,602	72	24.0	72	3.9	61	15	5.0	0.8	54	15	5.0
Brown	714,382,455	238,127,485	25	8.3	36	3.5	49	15	5.0	2.1	88	6	2.0
Carlton	1,492,999,783	497,666,594	48	16.0	57	3.2	44	12	4.0	0.8	55	5	1.7
Carver	2,647,505,535	882,501,845	85	28.3	74	3.2	43	24	8.0	0.9	64	16	5.3
Cass	1,311,485,599	437,161,866	66	22.0	68	5.0	83	14	4.7	1.1	71	9	3.0
Chippewa	488,348,372	162,782,791	20	6.7	28	4.1	63	6	2.0	1.2	78	3	1.0
Chisago	2,378,136,679	792,712,226	56	18.7	62	2.4	12	7	2.3	0.3	8	11	3.7
Clay	2,298,914,748	766,304,916	48	16.0	58	2.1	5	7	2.3	0.3	10	7	2.3
Clearwater	352,141,529	117,380,510	7	2.3	5	2.0	3	2	0.7	0.6	35	2	0.7

Cook	368,283,828	122,761,276	8	2.7	8	2.2	8	0	0.0	0.0	1	1	0.3
Cottonwood	440,084,444	146,694,815	19	6.3	26	4.3	70	1	0.3	0.2	6	3	1.0
Crow Wing	2,445,487,783	815,162,594	94	31.3	76	3.8	59	18	6.0	0.7	50	19	6.3
Dakota	12,088,519,360	4,029,506,453	301	100.3	85	2.5	16	61	20.3	0.5	26	41	13.7
Dodge	668,632,398	222,877,466	16	5.3	21	2.4	14	6	2.0	0.9	62	1	0.3
Douglas	1,802,289,701	600,763,234	52	17.3	60	2.9	30	6	2.0	0.3	14	7	2.3
Faribault	727,802,886	242,600,962	28	9.3	41	3.8	60	14	4.7	1.9	87	4	1.3
Fillmore	708,774,132	236,258,044	27	9.0	40	3.8	56	1	0.3	0.1	5	5	1.7
Freeborn	1,696,575,554	565,525,185	42	14.0	53	2.5	15	11	3.7	0.6	43	3	1.0
Goodhue	2,038,007,829	679,335,943	88	29.3	75	4.3	71	22	7.3	1.1	73	18	6.0
Grant	397,045,430	132,348,477	9	3.0	9	2.3	10	2	0.7	0.5	25	2	0.7
Hennepin	34,328,015,893	11,442,671,964	939	313.0	87	2.7	25	157	52.3	0.5	21	126	42.0
Houston	586,519,228	195,506,409	16	5.3	22	2.7	24	0	0.0	0.0	2	1	0.3
Hubbard	819,335,644	273,111,881	37	12.3	49	4.5	75	10	3.3	1.2	77	4	1.3
Isanti	1,160,703,873	386,901,291	71	23.7	71	6.1	88	14	4.7	1.2	75	13	4.3
Itasca	1,497,848,404	499,282,801	58	19.3	63	3.9	62	10	3.3	0.7	46	12	4.0
Jackson	795,108,200	265,036,067	22	7.3	33	2.8	27	7	2.3	0.9	61	3	1.0
Kanabec	514,855,075	171,618,358	25	8.3	37	4.9	80	3	1.0	0.6	38	6	2.0
Kandiyohi	1,474,708,072	491,569,357	67	22.3	69	4.5	76	15	5.0	1.0	68	18	6.0
Kittson	246,671,400	82,223,800	7	2.3	6	2.8	28	2	0.7	0.8	56	4	1.3
Koochiching	397,477,740	132,492,580	10	3.3	11	2.5	18	5	1.7	1.3	81	1	0.3
Lac Qui Parle	330,926,308	110,308,769	9	3.0	10	2.7	23	1	0.3	0.3	9	2	0.7
Lake	524,806,364	174,935,455	26	8.7	38	5.0	81	6	2.0	1.1	74	6	2.0
Lake of Woods	148,902,804	49,634,268	5	1.7	2	3.4	46	1	0.3	0.7	47	1	0.3
Le Sueur	842,670,756	280,890,252	26	8.7	39	3.1	40	9	3.0	1.1	72	8	2.7
Lincoln	233,659,492	77,886,497	10	3.3	12	4.3	69	4	1.3	1.7	85	2	0.7
Lyon	858,691,193	286,230,398	44	14.7	55	5.1	84	8	2.7	0.9	66	5	1.7
Mcleod	1,064,492,692	354,830,897	39	13.0	51	3.7	52	7	2.3	0.7	44	12	4.0
Mahnomen	237,388,956	79,129,652	11	3.7	14	4.6	78	1	0.3	0.4	19	0	0.0
Marshall	490,091,707	163,363,902	10	3.3	13	2.0	4	3	1.0	0.6	40	3	1.0
Martin	945,369,306	315,123,102	28	9.3	42	3.0	33	7	2.3	0.7	51	5	1.7
Meeker	771,318,087	257,106,029	32	10.7	45	4.1	66	7	2.3	0.9	65	1	0.3
Mille Lacs	1,238,601,753	412,867,251	47	15.7	56	3.8	55	7	2.3	0.6	34	6	2.0
Morrison	1,478,780,214	492,926,738	61	20.3	65	4.1	64	12	4.0	0.8	57	6	2.0
Mower	1,261,926,860	420,642,287	21	7.0	31	1.7	2	4	1.3	0.3	11	3	1.0
Murray	325,972,280	108,657,427	17	5.7	24	5.2	85	2	0.7	0.6	41	0	0.0
Nicollet	1,177,157,390	392,385,797	36	12.0	48	3.1	38	9	3.0	0.8	52	11	3.7
Nobles	952,071,687	317,357,229	20	6.7	29	2.1	6	5	1.7	0.5	29	2	0.7
Norman	303,011,127	101,003,709	11	3.7	15	3.6	50	1	0.3	0.3	13	1	0.3
Olmsted	4,393,502,169	1,464,500,723	142	47.3	81	3.2	45	21	7.0	0.5	24	20	6.7
Otter Tail	2,472,589,823	824,196,608	78	26.0	73	3.2	41	13	4.3	0.5	30	6	2.0
Pennington	431,056,581	143,685,527	24	8.0	34	5.6	86	6	2.0	1.4	83	1	0.3
Pine	1,676,732,170	558,910,723	64	21.3	66	3.8	58	12	4.0	0.7	49	9	3.0
Pipestone	361,404,608	120,468,203	16	5.3	23	4.4	74	3	1.0	0.8	58	0	0.0
Polk	1,236,310,338	412,103,446	43	14.3	54	3.5	48	4	1.3	0.3	12	12	4.0
Pope	451,341,534	150,447,178	12	4.0	16	2.7	20	3	1.0	0.7	45	3	1.0
Ramsey	13,714,752,215	4,571,584,072	356	118.7	86	2.6	19	88	29.3	0.6	42	38	12.7
Red Lake	175,103,281	58,367,760	6	2.0	4	3.4	47	1	0.3	0.6	36	0	0.0
Redwood	666,065,658	222,021,886	28	9.3	43	4.2	67	6	2.0	0.9	63	7	2.3
Renville	755,548,210	251,849,403	24	8.0	35	3.2	42	10	3.3	1.3	82	3	1.0
Rice	2,195,186,947	731,728,982	64	21.3	67	2.9	31	8	2.7	0.4	15	9	3.0
Rock	550,777,990	183,592,663	20	6.7	30	3.6	51	3	1.0	0.5	31	3	1.0
Roseau	515,853,601	171,951,200	19	6.3	27	3.7	53	3	1.0	0.6	37	4	1.3
St. Louis	6,441,648,522	2,147,216,174	195	65.0	83	3.0	35	50	16.7	0.8	53	36	12.0
Scott	3,963,391,509	1,321,130,503	106	35.3	78	2.7	21	20	6.7	0.5	27	8	2.7
Sherburne	2,728,952,370	909,650,790	104	34.7	77	3.8	57	15	5.0	0.5	32	16	5.3
Sibley	599,504,681	199,834,894	30	10.0	44	5.0	82	5	1.7	0.8	59	10	3.3
Stearns	5,649,007,469	1,883,002,490	133	44.3	80	2.4	11	26	8.7	0.5	22	23	7.7
Steele	1,618,702,497	539,567,499	48	16.0	59	3.0	34	11	3.7	0.7	48	7	2.3
Stevens	311,316,275	103,772,092	7	2.3	7	2.2	9	0	0.0	0.0	3	0	0.0
Swift	411,557,488	137,185,829	17	5.7	25	4.1	65	5	1.7	1.2	76	2	0.7
Todd	943,106,213	314,368,738	40	13.3	52	4.2	68	8	2.7	0.8	60	7	2.3
Traverse	145,082,669	48,360,890	1	0.3	1	0.7	1	0	0.0	0.0	4	0	0.0
Wabasha	648,680,244	216,226,748	38	12.7	50	5.9	87	8	2.7	1.2	79	8	2.7
Wadena	475,677,077	158,559,026	21	7.0	32	4.4	73	5	1.7	1.1	70	2	0.7
Waseca	592,137,978	197,379,326	14	4.7	18	2.4	13	3	1.0	0.5	28	2	0.7

Washington	7,183,136,088	2,394,378,696	151	50.3	82	2.1	7	27	9.0	0.4	16	25	8.3
Watsonwan	517,978,525	172,659,508	14	4.7	19	2.7	22	2	0.7	0.4	17	6	2.0
Wilkin	506,900,759	168,966,920	15	5.0	20	3.0	32	8	2.7	1.6	84	3	1.0
Winona	1,831,425,263	610,475,088	68	22.7	70	3.7	54	23	7.7	1.3	80	10	3.3
Wright	4,613,656,614	1,537,885,538	127	42.3	79	2.8	26	20	6.7	0.4	20	15	5.0
Yellow Medicine	424,836,797	141,612,266	13	4.3	17	3.1	39	2	0.7	0.5	23	1	0.3
<b>Minnesota Totals</b>	<b>175,364,784,389</b>	<b>58,454,928,130</b>	<b>5,327</b>	<b>1,775.7</b>	<b>88</b>	<b>3.0</b>	<b>37</b>	<b>1,058</b>	<b>352.7</b>	<b>0.6</b>	<b>39</b>	<b>811</b>	<b>270.3</b>

Project targeting the problem of distracted and other aggressive driving behaviors.

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).** 1

Texting citations climbed nearly 23 percent from 2016 to 2017. 1

Preliminary numbers show 92 people were killed in speed-related crashes in 2016. 1

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. 1

The problem of unbelted motorists, distraction and speed, being three of the top four contributing factors of severe injuries and fatalities in crashes.

Some projects are administrative in nature and support the day-to-day tasks of multiple grants between OTS and the Minnesota State Patrol.

Another such project is administration in nature. The system supports accurate, real-time documentation of enforcement grant activity and financial records. 1

The project supports Minnesota State Patrol’s staff attendance at traffic safety conferences. 1

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,711.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	97.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	90.0
2019	B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	5 Year	2019	65.0
2019	B-4) Drugged Driving: % of DWI incidents that involved drugs	5 Year	2019	3.0

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects
2019	Communication Campaign

#### 5.3.1 Countermeasure Strategy: Police Traffic Service Projects

<b>Program area</b>	Community Traffic Safety Program
<b>Countermeasure strategy</b>	Police Traffic Service Projects

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

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) 1

The position funded by this project ensures accurate coordination and timely reporting for the Minnesota State Patrol. 1

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.

Countermeasures That Work Reference is

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-04-01-MN	Enforcement Coordination 1	Community Traffic Safety Program
19-04-02-MN	Enforcement Coordination 2	Community Traffic Safety Program
19-04-03-MN	Patrol TZD Enforcement	Community Traffic Safety Program
19-04-04-MN	Cities & Counties TZD Enforcement	Community Traffic Safety Program
19-04-05-MN	Patrol Project Support	Community Traffic Safety Program
19-04-06-MN	Enforcement Liaisons	Community Traffic Safety Program
19-04-07-MN	Enforcement Recognition	Community Traffic Safety Program
19-04-08-MN	ROAR	Community Traffic Safety Program
19-04-09-MN	Patrol Travel	Community Traffic Safety Program
19-04-10-MN	2020 PT Projects	Community Traffic Safety Program
19-04-11-MN	2020 405E Projects	Community Traffic Safety Program

### 5.3.2 Countermeasure Strategy: Communication Campaign

**Program area** Communications (Media)

**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]**

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

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.

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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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Countermeasures That Work Reference is Chapter 1; Section 5.2 –

Section 5 – Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-08-MN	DWI Media Relations at OOC	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-21-MN	DWI Creative Contract	Impaired Driving Projects
19-06-02-MN	Media Relations	Community Traffic Safety Program
19-06-05-MN	Paid Media	Community Traffic Safety Program
19-06-09-MN	Creative Contract	Community Traffic Safety Program

## 5.4 Program Area: Traffic Records

**Program area type** Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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.

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.

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.

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.

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.

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).

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.

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). In addition, the OTS had research staff turnover so outside assistance was obtained to help with SAS programming.

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.

The web-based training provides a consistent platform for all OTS training and auditing needs.

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 RMS to assess the needs for the state-wide crash records system.

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.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	372.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.620
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	68.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	97.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	90.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	55.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	35.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	51.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	35.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

#### 5.4.1 Countermeasure Strategy: Traffic Records Projects

Program area Traffic Records

Countermeasure strategy Traffic Records Projects

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

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.

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.

Better information on non-motorized near-misses will help develop programs to avoid these becoming crashes.

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

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.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-05-01-MN	TRCC Coordination	Traffic Records Projects
19-05-02-MN	Data Analysis	Traffic Records Projects
19-05-03-MN	FARS Support	Traffic Records Projects
19-05-04-MN	TRCC	Traffic Records Projects
19-05-05-MN	State Match for 405c	Traffic Records Projects
19-05-06-MN	E grants Support	Traffic Records Projects
19-05-07-MN	Crash Records Analysis	Traffic Records Projects
19-05-08-MN	Crash Records Enhancements Contracts	Traffic Records Projects
19-05-09-MN	Crash Records Enhancements MNIT	Traffic Records Projects
19-05-10-MN	MNGEO Mapping	Traffic Records Projects
19-05-11-MN	MnCrash Support & Mgmt. Analyst	Traffic Records Projects
19-05-12-MN	SAS Support	Traffic Records Projects

19-05-13-MN	CODES	Traffic Records Projects
19-05-14-MN	Transit Near Miss Database (405C)	Traffic Records Projects
19-05-15-MN	Web-based OTS Training	Traffic Records Projects
19-05-16-MN	MSP Research Analyst for Piloting Predictive Analytics Programs	Traffic Records Projects
19-05-17-MN	MSP Data Linkages	Traffic Records Projects
19-05-18-MN	2020 405C projects	Traffic Records Projects
19-05-19-MN	2020 TR projects	Traffic Records Projects

#### 5.4.1.1 Planned Activity: TRCC Coordination

**Planned activity name** TRCC Coordination  
**Planned activity number** 19-05-01-MN  
**Primary countermeasure strategy** Traffic Records Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
**[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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
**[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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)** **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)** **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to data gaps. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$150,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.2 Planned Activity: Data Analysis

Planned activity name Data Analysis

Planned activity number 19-05-02-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 conduct themselves to research team and leadership • Conduct agreed upon research and evaluation projects

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Traffic Records (FAST)	\$225,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.4.1.3 Planned Activity: FARS Support

Planned activity name FARS Support

Planned activity number 19-05-03-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

The Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016		MAP 21 405c Data Program	405c Data Program (MAP-21)	\$80,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.4 Planned Activity: TRCC

Planned activity name	TRCC
Planned activity number	19-05-04-MN
Primary countermeasure strategy	Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$20,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.4.1.5 Planned Activity: State Match for 405c

Planned activity name State Match for 405c

Planned activity number 19-05-05-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

• 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

#### Enter intended subrecipients.

TBD

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Traffic Records Projects

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Other	\$0.00	\$475,000.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.4.1.6 Planned Activity: E grants Support

**Planned activity name** E grants Support  
**Planned activity number** 19-05-06-MN  
**Primary countermeasure strategy** Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Maintain the grant system, provide updates and improvements as identified and needed. • System maintenance • Documentation updates • Helpdesk • System updates

**Enter intended subrecipients.**

AGATE Software(Inellegrants)

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Traffic Records (FAST)	\$40,000.00		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.4.1.7 Planned Activity: Crash Records Analysis**

Planned activity name	Crash Records Analysis
Planned activity number	19-05-07-MN
Primary countermeasure strategy	Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

HumanFIRST lab at U of MN through a grant with MnDOT

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$150,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.8 Planned Activity: Crash Records Enhancements Contracts

Planned activity name: Crash Records Enhancements Contracts

Planned activity number: 19-05-08-MN

Primary countermeasure strategy: Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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. 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.

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00	\$125,000.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.4.1.9 Planned Activity: Crash Records Enhancements MNIT

Planned activity name Crash Records Enhancements MNIT

Planned activity number 19-05-09-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MnIT through purchase orders or contracts as necessary.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00		\$100,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.4.1.10 Planned Activity: MNGEO Mapping

Planned activity name MNGEO Mapping

Planned activity number 19-05-10-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

MNIT through a service agreement with MnGEO

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Traffic Records Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Other	\$0.00	\$85,000.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.4.1.11 Planned Activity: MnCrash Support &amp; Mgmt. Analyst

Planned activity name MnCrash Support &amp; Mgmt. Analyst

Planned activity number 19-05-11-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

#### Enter intended subrecipients.

The Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Other	\$0.00		\$160,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.12 Planned Activity: SAS Support

Planned activity name	SAS Support
Planned activity number	19-05-12-MN
Primary countermeasure strategy	Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

SAS Institute, Inc.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017		FAST Act 405c Data Program	405c Data Program (FAST)	\$50,000.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.13 Planned Activity: CODES

Planned activity name	CODES
Planned activity number	19-05-13-MN
Primary countermeasure strategy	Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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).

**Enter intended subrecipients.**

Minnesota Department of Health, Division of Violence and Injury Prevention

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$100,000.00		\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**5.4.1.14 Planned Activity: Transit Near Miss Database (405C)**

Planned activity name Transit Near Miss Database (405C)  
 Planned activity number 19-05-14-MN  
 Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Metro Transit through the Metropolitan Council

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$80,000.00	\$0.00	

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.4.1.15 Planned Activity: Web-based OTS Training

Planned activity name Web-based OTS Training

Planned activity number 19-05-15-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

MnIT Contract

## Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Traffic Records Projects

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$10,000.00	\$0.00	
2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$10,000.00	\$0.00	\$10,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.4.1.16 Planned Activity: MSP Research Analyst for Piloting Predictive Analytics Programs

Planned activity name MSP Research Analyst for Piloting Predictive Analytics Programs

Planned activity number 19-05-16-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The MSP will hire a research analyst continue to lead the NGA Data Linkage project and offer support. This project is a placeholder for projects that come out of that group.

**Enter intended subrecipients.**

Minnesota State Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Traffic Records Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$120,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.4.1.17 Planned Activity: MSP Data Linkages**

**Planned activity name** MSP Data Linkages

**Planned activity number** 19-05-17-MN

**Primary countermeasure strategy** Traffic Records Projects

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Minnesota State agencies

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$250,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.1.18 Planned Activity: 2020 405C projects

Planned activity name 2020 405C projects

Planned activity number 19-05-18-MN

Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

#### Enter intended subrecipients.

unknown

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.4.1.19 Planned Activity: 2020 TR projects

Planned activity name 2020 TR projects  
 Planned activity number 19-05-19-MN  
 Primary countermeasure strategy Traffic Records Projects

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

No records found.

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.5 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

Yes

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

A communications plan is a living document; changes to it are made as new research studies suggest, new budget information requires, and new issues and priorities are considered.

### Paid Media

The Department of Public Safety (DPS) will contract with a media buying agency and plan paid media for the year; an emphasis will be on upfront buying to leverage total budget of at least \$2,750,000.00 (subject to change). As part of its extra enforcement and awareness advertising campaign, DPS will work with its creative agency to produce new creative for child passenger safety and distracted driving.

### DWI - \$1,440,000.00 (164 PM)

Dec. DWI - \$400,000.00  
 "13 Targeted Counties"- \$465,000.00  
 Motorcycle Impaired - \$175,000.00  
 Labor Day DWI - \$400,000.00

### Seat Belt, Distracted, Speed and Pedestrian - \$956,000.00 (402)

April Distracted - \$175,000.00  
 May CIOT - \$265,000.00  
 July Speed - \$150,000.00  
 September CPS - \$66,000.00  
 Sept CIOT - \$200,000.00  
 Pedestrian - \$100,000.00

### Motorcycle Safety, Training and Motorcycle Awareness – (State Funds and Motorcycle Awareness 405f funds)

State Funds - \$100,000.00  
 Motorcycle Awareness - \$94,000.00

**Total DPS/OTS Funding - \$2,750,000.00**

### **Ongoing Editorial Activity and Outreach throughout FFY 2019**

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 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.  
 "Ask the Trooper" columns for Greater Minnesota newspapers and repurpose via OTS social.  
 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 OTS story mining topics.  
 Monitoring of news for messaging opportunities over Twitter and Facebook as they arise.  
 Share weekly DWI arrests via social media.  
 State Patrol interview appearances on 93X morning drive-time radio station.  
 Develop Facebook and Twitter messaging in support of enforcement campaigns, including promoted Facebook posts and video engagement, and promoted Tweets.  
 Develop Facebook and Twitter messaging related to national and local events, such as festivals, concerts and sporting activities.

### **Month –specific Communications Activities**

#### **October 2018**

##### **Editorial — Overview**

Tentative news releases, advisories, email alerts and/or social media

TZD Conference (statewide) – St. Paul  
 Deer-vehicle/motorcycle safety  
 Halloween extra DWI enforcement - tied with announcement of new targeted counties and new poster for partners/social media  
 New Ulm Oktoberfest  
 Zombie Pub Crawl - Minneapolis  
 Pedestrian safety (darker earlier, etc.)  
 MMSC training totals for past season  
 National Teen Driver Safety Week campaign  
 Major League Baseball post-season/World Series (Twins TBD)  
 Wild hockey regular season begins  
 Timberwolves regular season begins

##### **Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)**

#### **Halloween DWI Enforcement**

Announce added DWI enforcement during pre-Halloween weekend and top counties for extra DWI enforcement.  
 Highlight DWI arrests and drunk driving-related crashes during holiday period.  
 Share via social media.

#### **November 2018**

##### **Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

Pre-Thanksgiving extra DWI enforcement/safe travel advisory

Vikings and DWI message – Vikings play on Thanksgiving  
 Blackout Wednesday - day-before Thanksgiving party tradition  
 Black Friday  
 TBD: safe winter driving  
 Post-Thanksgiving deaths/injuries recap  
 Deer hunting opener  
 Cyber Monday - don't shop while driving  
 Motorcycle-deer safety  
 Motorcycle season fatality update  
 High school football playoffs

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)

Holiday DWI Enforcement Mobilization

Post online partner materials such as pre- and post-enforcement template news releases, key messages/background talking points, sample social media (Twitter and Facebook)  
 Coordinate public service announcement opportunities on media outlets leveraged through paid media buy.  
 Develop content for Facebook and Twitter highlighting safe travel messaging and the dangers of Blackout Wednesday. Develop blog post.  
 Issue news to media in advance of holiday for DWI enforcement and pursue personal impact story or other story opportunity. Event TBD.  
 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.  
 Provide post-Thanksgiving DWI numbers.

**Paid Media/Creative – Holiday DWI Mobilization**

**December 2018**

**Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

New Year's Eve message  
 Post-holiday travel period fatal/injury recap  
 Safe winter driving  
 Christmas DWIs  
 Holiday Office Parties  
 Rochester on Tap Craft Beer Festival  
  
 Motorcycle training schedules up for next season  
 Motorcycle SMARTrainer events - International Motorcycle Show Dec. 8-10, 2018 (NEW DATES)  
 Preliminary motorcycle fatality season totals

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)

December DWI Mobilization

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.  
 Coordinate public service announcements leveraged through media buy.

**Paid Media/Creative – Holiday DWI Mobilization**

**January 2019**

**Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

- December DWI Mobilization arrest recap
- 2018 preliminary traffic death numbers
- Super Bowl DWI enforcement/safety messages
- Local earned and paid media opportunities TBD.
- College Football Playoff National Championship
- St. Cloud Craft Beer Tour
- MMSC Training Course Registration Open
- DPS Commissioner's Award for TZD enforcement recognition

**Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)**

Preliminary Fatalities for 2018

Issue news citing preliminary total traffic fatalities for 2018.

Motorcycle

- Mailing Letter distributed to motorcycle dealers, organizations and outlet stores to announce rider training schedule and availability of rider coaches and the Safety Center SMARTrainer for events.
- Support mailing with items on website and social media.
- Provide background materials to partners to promote rider training (template news release, fact sheet, talking points).

**Paid Media/Creative**

- Develop necessary creative for upcoming campaigns.
- Continue to determine creative needs.

**February 2019****Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

- Red Bull Crashed Ice Event TBD
- Valentine's Day
- Academy Awards
- Grammy Awards

**Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)**

Move Over – Winter Travel

Reminder via email to media and social posts reinforcing Move Over law; pitch stories with troopers hit and secure video.

Super Bowl

Local earned and paid media opportunities TBD.

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.

**Paid Media/Creative**

Develop necessary creative for upcoming campaigns.  
Continue to determine creative needs.

**March 2019****Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

Motorcycle awareness once weather warms up  
Motorcycle spring riding tip and call for training (training starts end of March at some sites)  
Motorcycle fatalities - the first typically happens in March depending on weather  
Donnie Smith Bike Show (sometimes in April)  
St. Patrick's Day DWI enforcement  
Pedestrian Safety (longer daylight hours - people out walking later)  
Twin Cities Auto Show  
NCAA March Madness  
Spring Break  
LuckyPalooza - St. Paul  
NCHC Frozen Face-off  
High school basketball playoffs  
Progressive Insurance Northwest Sportshow (Convention Center)  
Daylight savings - we spring forward — a drowsy driving message.

**Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)****Distracted Driving**

Develop and distribute template materials for partners to promote message, including news releases, key messages/talking points, sample social media (Twitter and Facebook).

**Motorcycle**

Issue news release for motorcycle helmet/protective riding gear, recap 2016 or preliminary 2018 data; motorists to be alert, riders to take training; cite first rider death of season; upcoming safety campaign.  
Booth at Donnie Smith Bike Show

**St. Patrick's DWI Enforcement**

Issue news regarding enforcement and awareness.  
Share via social media.

**Twin Cities Auto Show**

Feature Minnesota State Patrol cars on show floor, along with Trooper meet-and-greets and potential traffic safety messaging.  
Issue media advisory and share via social.

**Teen Prom — Parent role, distraction/texting, underage drinking**

Develop and post online teen-focused template media materials for partners to promote teen driving issues for prom/end-of-school period (teen deaths, crash rate, fatal crashes involving teen drivers); stress belt use/distraction, parent role.

**Paid Media/Creative**

Targeted DWI Counties buy starts prior to St. Patrick's. Campaign continues during year for high-level enforcement periods. Motorcycle impaired buy is coupled with this buy in summer months.

Develop necessary creative for upcoming campaigns.

Continue to determine creative needs.

Plan for motorcycle awareness buy; motorcycle rider training buy.

## April 2019

### Editorial — Overview

Tentative news releases, advisories or email alerts and/or social media

Distracted driving enforcement/safety message

NCAA Men's Basketball Final Four

NHL playoffs begin and run into June

NBA playoffs begin and run into June

Motorcycle awareness - riders back on the road; recap prelim 2018 MC deaths (tie to Flood Run or first rider death)

MMSC training courses start at all training sites

MC Flood Run – third weekend of April

Teen prom safety - parents/distraction/alcohol

Minneapolis Saint Paul International Film Festival

Minnesota Craft Beer Festival

Twins home opener

Easter. Your family depends on you driving safely.

### Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)

#### Distracted Driving

Issue news to promote message and pursue personal impact story or other story opportunity. Event TBD.

Develop content for Facebook, Twitter and blog. 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.

#### May Click It or Ticket Seat Belt Mobilization

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.

#### Motorcycles

Issue Advisory for first training courses in campus cities.

Issue Flood Run news release advising driving public to increase awareness.

Letters are sent to motorcycle organizations to partake in May/June Washout events and distribute motorcycle safety collateral.

#### Teen Prom — Parent role, distraction/texting, underage drinking

Issue communications highlighting teen driving with prom hook — reinforce underage drinking and distracted driving.

### Outreach

Various: motorcycle safety reps/booths at motorcycle dealer open houses

### Paid Media/Creative

Distracted campaign.

Motorcycle Awareness and Impaired— Finalize buys

## May 2019

### Editorial — Overview

Tentative news releases, advisories or email alerts and/or social media

May Day  
 May Click It or Ticket launch and sustaining news  
 Memorial Day safe travel  
 Memorial Day weekend fatal recap  
 TBD: bike safety (MnDOT)  
 TBD: MC death update  
 Peace Officers Memorial Day  
 Cinco de Mayo  
 Mother's Day  
 Fishing Opener  
 Motorcycle Awareness Month (National)  
 Evening motorcycle testing courses start (Run through August, push for people to sign up)  
 Motorcycle Training Weekend (TBD)  
 100 deadliest days on Minnesota roads

### Editorial — Extra Enforcement and/or Awareness Campaigns (Determine news releases, advisories, email alerts and/or social media)

#### May Click It or Ticket Mobilization

Issue news statewide announcing launch of extra enforcement and pursue personal impact story or other story opportunity. Event TBD.  
 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.  
 Coordinate public service announcement opportunities secured through media buy.  
 Develop content for Facebook, Twitter and blog.

#### Memorial Day Safe Road Trip Tips

Issue safe travel message; reinforce Click It or Ticket enforcement.  
 Issue DWI and fatal crash recap of the Memorial Day weekend, reinforce Click It or Ticket.  
 Support via Facebook and Twitter.

#### Motorcycles

Promote Motorcycle Awareness Month, including Washout events around the state, on website and social media.  
 Training Day for Motorcycle Advisory Task Force (MATF) members.

### Outreach

Communications planning for "DWI Enforcer All-Stars" with Twins.  
 Various: motorcycle safety reps/booths at motorcycle dealer open houses.

### Paid Media/Creative

May Click It or Ticket Seat Belt Mobilization  
 Targeted DWI Counties — include motorcycle impaired spot  
 Motorcycle Awareness billboard in Lake City (April-June)

**June 2019****Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

- May Click It or Ticket enforcement results
- Father's Day
- DPS Commissioner's Award for TZD enforcement recognition
- Motorcycle awareness (campaign)/deaths update
- Motorcycle SMARTrainer at Motorcycle Vintage Show
- Motorcycle training numbers update (halfway through training season)
- Summer driving - bikes and pedestrians (share MnDOT communications)
- Minnesota Street Rod Association's Back to the Fifties (State Fairgrounds)
- School lets out - teen driving message
- Annual Secure Your Load Day (June 6)

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)

## July Speeding Mobilization

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.

## May Click It or Ticket Seat Belt Mobilization

- Issue news announcing results of enforcement effort.
- Share via Facebook and Twitter.

## Motorcycles

- Announce ad campaign, awareness message on website and social media. Send to MC Task Force members to pass along.
- Washout events continue into June.
- Issue news release in response to high-profile fatal crashes, as appropriate.
- Event and media pitches to highlight rider training campaign.
- Various: motorcycle safety reps/booths at motorcycle dealer open houses.
- Booth at Vintage Motorcycle Show – State Fairgrounds.
- Promote Ride to Work Day – on web and social media (awareness message).
- Training update – halfway through season, plug training courses available through Sept.

**Outreach**

- Continue DWI Enforcer All-Stars event planning.
- Develop speed materials for July.

**Paid Media**

- Motorcycle Awareness campaign continues through first week of June.
- Motorcycle Awareness billboard in Lake City (April – June)
- Motorcycle Impaired paid media buys start end of June and run through August.

**July 2019****Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

July speed enforcement launch  
 4th of July DWI enforcement/travel message  
 Crash Facts 2018  
 DWI Enforcer All-Stars  
 Aquatennial  
 Basilica Block Party  
 Motorcycle fatal update w/ safety messages  
 Bastille Day Celebration Events  
 Vikings training camp - people from across the state traveling to Mankato (tentative since Vikings are building a new practice facility in the metro area).

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)

4th of July Safe Road Trip Tips

Promote extra DWI enforcement and safe travel over the holiday.  
 Issue DWI and crash re-cap of the 4th of July holiday period.

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.

July Speed Enforcement

Issue news announcing statewide speed enforcement and pursue personal impact story or other story opportunity. Event TBD  
 Coordinate public service announcement opportunities secured through media buy.  
 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.

Labor Day DWI Mobilization

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.

Crash Facts 2018

Issue Crash Facts 2018 news release to recap state's traffic stats/trends.  
 Secure county-by-county facts for last five years.  
 Develop content for Facebook, Twitter and blog.

Motorcycles

4th of July travel messages  
 News releases in response to high-profile fatal crash(es) as appropriate or reaching milestone.  
 Various: motorcycle safety reps/booths at motorcycle dealer open houses.  
 Issue news release in advance of Sturgis (Event happens in Aug.); YTD fatalities, August-September warning.  
 Sturgis – promote awareness and safety message on web and social media.

**Paid Media**

July Speed buy  
 Targeted DWI Counties/Motorcycle Impaired first week in July  
 Motorcycle Impaired paid media buys continue through August

August 2019

**Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

July speed enforcement results  
 Labor Day DWI enforcement launch and sustaining messages (weekend DWI updates) - incorporate impaired driving facts into launch or recap news release  
 Labor Day safe travel advisory  
 Ongoing Motorcycle safety (tie to Sturgis, Bike Week)  
 Motorcycle Advanced training Weekend opportunity  
 Raksha Walk for Distraction-Free Driving (Shreya R. Dixit Memorial Foundation)  
 WE Fest - Detroit Lakes  
 Minnesota State Fair  
 Bayfront Blues Festival - Duluth  
 Minnesota Fringe Festival  
 Move over law - Ted Foss Anniversary

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)

## Child Passenger Safety Week

Issue news regarding national CPS Week.  
 Support with social media. For sustaining awareness during the campaign, explore news hooks and visibility based on opportunities such as new data, personal impact stories, local and national advertising, and engagement with target audiences.

## July Speeding Mobilization

Issue news announcing speed citations from July mobilization.  
 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.  
 Share via social

## Labor Day DWI Mobilization

Issue news to launch DWI crackdown and pursue personal impact story or other story opportunity. Event TBD.  
 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.  
 Coordinate public service announcements statewide that are secured through paid media buy.  
 Develop content for Facebook, Twitter and blog.

## Motorcycles

Issue news release in response to high-profile fatal crash(es) as appropriate.

**Outreach**

Reach out to daycares/pre-schools with call-to-action to visit CPS website for CPS-related materials info for CPS Week.  
 Pitch partners to support message through their social media outreach (Children's Museum, zoos, etc.).  
 Motorcycle safety booth/regs at events/open houses.

**Paid Media**

Labor Day DWI Mobilization  
 Motorcycle Impaired paid media buys continue through August.

**September 2019****Editorial — Overview**

Tentative news releases, advisories or email alerts and/or social media

Back-to-school safety - bus/pedestrians  
 Child passenger safety week  
 Click It or Ticket seat belt enforcement - highlight annual state seat belt survey results  
 Labor Day DWI arrest results  
 Renaissance Festival  
 Motorcycle Fall Flood Run  
 MMSC training wraps up end of September, early October  
 Gophers football home opener  
 Vikings home opener  
 Wild hockey preseason begins  
 Friday night lights – high school football  
 Deer-Vehicle Safety  
 Twin Cities Walk Like MADD  
 Homecoming for high schools

**Editorial — Extra Enforcement and/or Awareness Campaigns** (Determine news releases, advisories, email alerts and/or social media)**Back-to-School Safety**

Issue news highlighting B-T-S with bus, pedestrian and bicycle safety.  
 Explore news hook and visibility based on opportunities such as new data or personal impact story.  
 Develop content for Facebook, Twitter and blog.

**Child Passenger Safety Week**

Issue news for CPS Week  
 Explore news hook and visibility based on opportunities such as new data or personal impact story, local and national advertising, and engagement with target audiences.  
 Develop content for Facebook, Twitter and blog.

**Click It or Ticket Seat Belt Enforcement**

Post online partner materials such as pre- and post-enforcement template news releases, key messages/background talking points, sample social media (Twitter and Facebook).  
 Issue news to media to launch statewide seat belt/child restraints enforcement. Incorporate annual seat belt use rate results based on DPS observational survey. Event TBD.  
 Coordinate public service announcement opportunities on media outlets leveraged through paid media buy.  
 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 blog post.  
 Share via social media.

**Labor Day DWI Mobilization**

Issue news announcing results of Labor Day mobilization; package with Labor Day fatal/serious injury recap.

**Motorcycles**

Issue Flood Run news release advising driving public to increase awareness; reinforce September is deadly month too, MC fatalities year-to-date, etc.  
 Post on website and social media about Deer Safety (pose risk to riders in autumn months)  
 End of training season – last chance to get trained, training numbers thus far (if possible to get)

Halloween DWI enforcement

Post online partner materials such as key messages/background talking points, sample social media (Twitter and Facebook) to participating law enforcement agencies statewide for customization and distribution.

Counties Targeted for DWI Patrols

Prepare to share DWI counties via Facebook and Twitter

**Outreach**

Pitch partners to support CPS message through their social media outreach (Children’s Museum, zoos, etc.).

Motorcycle safety booth/ reps at events/open houses

**Paid Media**

CPS

CIOT

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	68.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	90.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	55.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	94.0
2019	B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	5 Year	2019	65.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.5.1 Countermeasure Strategy: Communication Campaign

Program area Communications (Media)

Countermeasure strategy Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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. 1

Preliminary numbers show 92 people were killed in speed-related crashes in 2016. 1

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. 1

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.

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 1 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. 1

Nearly 79,000 crashes (78,961) were distracted driving-related from 2012 – 2016, contributing to one in five crashes in Minnesota. 1

Distracted driving contributes to an average of 59 deaths and 223 life-changing injuries a year (2012 – 2016). 1

Texting citations climbed nearly 23 percent from 2016 to 2017. 1

Preliminary numbers show 92 people were killed in speed-related crashes in 2016. 1

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. 1

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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Through a contracted creative agency, the contractor will create and produce various creative needs for occupant protection, distracted driving and 1 speed-related messaging. 1

Provide creative media strategy and ideas for incorporating new communication channels to best deliver traffic safety messages. 1

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Countermeasures That Work Reference is Chapter 1; Section 5.2 –

Section 5 – Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-08-MN	DWI Media Relations at OOC	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-21-MN	DWI Creative Contract	Impaired Driving Projects
19-06-02-MN	Media Relations	Community Traffic Safety Program
19-06-05-MN	Paid Media	Community Traffic Safety Program
19-06-09-MN	Creative Contract	Community Traffic Safety Program

**5.6 Program Area: Motorcycle Safety**

Program area type Motorcycle Safety

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?**

No

**Problem identification**

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	97.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	55.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	35.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	Communication Campaign

### 5.6.1 Countermeasure Strategy: Motorcycle Rider Training

**Program area** Motorcycle Safety  
**Countermeasure strategy** Motorcycle Rider Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

**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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

Countermeasures That Work Reference is Chapter 5, Section 3.2: Motorcycle rider training.

Countermeasures That Work Reference is Chapter 5, Sections 3.1 and 3.2: Motorcycle rider licensing and motorcycle rider training.

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.

Countermeasures That Work Reference is Chapter 5, Section 4.2: Communications and Outreach to increase other driver awareness of motorcyclists.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-07-01-MN	Motorcycle Coordination	Motorcycle Rider Training
19-07-02-MN	Motorcycle Support	Motorcycle Rider Training
19-07-03-MN	Motorcycle Rider Training	Motorcycle Rider Training
19-07-04-MN	MC Media Relations	Motorcycle Rider Training
19-07-05-MN	MC Licensing & Testing	Motorcycle Rider Training
19-07-06-MN	MC Trng. Equipment & Supplies	Motorcycle Rider Training
19-07-07-MN	Motorcycle Transport	Motorcycle Rider Training
19-07-08-MN	MC Mechanical Services	Motorcycle Rider Training
19-07-09-MN	MC Curriculum Transition	Motorcycle Rider Training
19-07-10-MN	2020 MC 402 Projects	Motorcycle Rider Training
19-07-11-MN	2020 405F Projects	Motorcycle Rider Training

#### 5.6.1.1 Planned Activity: Motorcycle Coordination

**Planned activity name** Motorcycle Coordination  
**Planned activity number** 19-07-01-MN  
**Primary countermeasure strategy** Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$120,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.1.2 Planned Activity: Motorcycle Support**

<b>Planned activity name</b>	Motorcycle Support
<b>Planned activity number</b>	19-07-02-MN
<b>Primary countermeasure strategy</b>	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Office of Communications

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405f Motorcycle Programs	Other	\$93,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.6.1.3 Planned Activity: Motorcycle Rider Training

Planned activity name	Motorcycle Rider Training
Planned activity number	19-07-03-MN

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

MN State Colleges

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	Other	Other	\$0.00	\$626,172.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.6.1.4 Planned Activity: MC Media Relations

Planned activity name	MC Media Relations
Planned activity number	19-07-04-MN
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Office of Communications

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Motorcycle Rider Training

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Other	\$0.00	\$280,000.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.6.1.5 Planned Activity: MC Licensing &amp; Testing

Planned activity name MC Licensing & Testing  
 Planned activity number 19-07-05-MN  
 Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Driver and Vehicle Services,

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Other	\$0.00	\$35,000.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.6.1.6 Planned Activity: MC Trng. Equipment & Supplies

Planned activity name	MC Trng. Equipment & Supplies
Planned activity number	19-07-06-MN
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

Provide motorcycle rider training supplies, equipment, curriculum materials, and necessary insurances for all of the training locations throughout the state.

#### Enter intended subrecipients.

MN State Colleges

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other	Other	\$0.00	\$25,500.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.6.1.7 Planned Activity: Motorcycle Transport

Planned activity name Motorcycle Transport

Planned activity number 19-07-07-MN

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Starr Cycle

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other	Other	\$0.00		\$30,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.1.8 Planned Activity: MC Mechanical Services**

Planned activity name MC Mechanical Services

Planned activity number 19-07-08-MN

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Starr Cycle

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		Other	Other	\$0.00	\$135,000.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.6.1.9 Planned Activity: MC Curriculum Transition

**Planned activity name** MC Curriculum Transition

**Planned activity number** 19-07-09-MN

**Primary countermeasure strategy** Motorcycle Rider Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Provide 13, 32 hour MSF Transitional RiderCoach Preps for Minnesota's 140 RiderCoaches to become certified in the BRCu

**Enter intended subrecipients.**

Minnesota State Colleges

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019	Motorcycle Rider Training
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### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other	Other	\$0.00		\$328,649.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.6.1.10 Planned Activity: 2020 MC 402 Projects

Planned activity name	2020 MC 402 Projects
Planned activity number	19-07-10-MN
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.1.11 Planned Activity: 2020 405F Projects**

Planned activity name	2020 405F Projects
Planned activity number	19-07-11-MN
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.2 Countermeasure Strategy: Communication Campaign**

<b>Program area</b>	Communications (Media)
<b>Countermeasure strategy</b>	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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.

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.

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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.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Countermeasures That Work Reference is Chapter 1; Section 5.2 –

Section 5 – Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-08-MN	DWI Media Relations at OOC	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-21-MN	DWI Creative Contract	Impaired Driving Projects
19-06-02-MN	Media Relations	Community Traffic Safety Program
19-06-05-MN	Paid Media	Community Traffic Safety Program
19-06-09-MN	Creative Contract	Community Traffic Safety Program

## 5.7 Program Area: Community Traffic Safety Program

**Program area type** Community Traffic Safety Program

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

There are few deaths more violent than those associated with traffic crashes; there are few injuries more preventable than those caused by the decision to not wear a seat belt. Communities that are aware of the relative risks and costs that result from traffic crashes (as opposed to other factors and concerns) are more likely to devote their attention and resources to preventing more crashes, injuries and deaths on our roadways. In addition, community members working together to solve their crash and traffic problems often increases the community's cohesiveness and improves its quality of living.

The Minnesota TZD program consists of community stakeholders from professional fields of education, enforcement, engineering, and emergency medical services, as well as employers, the judicial system, and media. The annual TZD conference gathers nearly 1,000 stakeholders to learn about new research findings, best practices, and innovative intervention strategies for reducing traffic fatalities and serious injuries. In an effort to localize and streamline TZD initiatives, regional partnerships in eight districts across Minnesota have been formed.

Toward Zero Deaths (TZD) Safe Roads is a program that focuses on implementing effective countermeasures to address local crash problems identified by local data. Priority is given to areas with an over-involvement in fatal and severe injury crashes where seat belts were not used, the driver was impaired, and illegal or unsafe speed or driver distraction was a factor. An RFP was let in the spring of 2018 for federal 2019 TZD Safe Roads projects.

This past year, the Office of Traffic Safety, in collaboration with MNDOT, supported and actively participated in eight regional TZD workshops across the State that facilitated the goal of creating a collaborative, comprehensive, and regional approach to reducing traffic deaths and severe injuries. Workshops involved partners from a variety of traffic safety fields who considered behavior, as well as enforcement, infrastructure, and emergency medical strategies, for enhancing the reduction of traffic deaths and serious injuries. It is anticipated that regional TZD workshops will be held in each of the eight TZD regions again in FFY19.

Legislation requires all driver education providers to provide supplemental parent awareness classes to parents/guardians who choose to receive it. The OTS continues to provide updated "Point of Impact" program materials to 77% of the 370 certified driver education providers as well as to new providers in Minnesota.

Minnesota is well known for its exceptional traffic safety communications projects. Carried out by the Department of Public Safety's Office of Communications, projects include paid media buys, media relations, events to earn media coverage, and public education activities. The majority of the media campaigns are linked to the enhanced and continuous enforcement of Minnesota's traffic laws. The communications projects in this section address distractions, seat belts, child seats, speed, and other identified traffic safety problems. Additional communications projects can be found in the impaired driving section of this document.

Performance measures will be executed using telephone surveys to track driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	372.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,711.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.620
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	68.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	90.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	51.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	35.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.0
2019	B-3) Older Drivers; % of drivers in fatal crashes who were 85 or more years old	5 Year	2019	3.0
2019	B-2) Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	5 Year	2019	65.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

### 5.7.1 Countermeasure Strategy: Community Traffic Safety Program

**Program area** Community Traffic Safety Program

**Countermeasure strategy** Community Traffic Safety Program

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

There are few deaths more violent than those associated with traffic crashes; there are few injuries more preventable than those caused by the decision to not wear a seat belt. Communities that are aware of the relative risks and costs that result from traffic crashes (as opposed to other factors and concerns) are more likely to devote their attention and resources to preventing more crashes, injuries and deaths on our roadways. In addition, community members working together to solve their crash and traffic problems often increases the community's cohesiveness and improves its quality of living.

The Minnesota TZD program consists of community stakeholders from professional fields of education, enforcement, engineering, and emergency medical services, as well as employers, the judicial system, and media. The annual TZD conference gathers nearly 1,000 stakeholders to learn about new research findings, best practices, and innovative intervention strategies for reducing traffic fatalities and serious injuries. In an effort to localize and streamline TZD initiatives, regional partnerships in eight districts across Minnesota have been formed.

Toward Zero Deaths (TZD) Safe Roads is a program that focuses on implementing effective countermeasures to address local crash problems identified by local data. Priority is given to areas with an over-involvement in fatal and severe injury crashes where seat belts were not used, the driver was impaired, and illegal or unsafe speed or driver distraction was a factor. An RFP was let in the spring of 2018 for federal 2019 TZD Safe Roads projects.

This past year, the Office of Traffic Safety, in collaboration with MNDOT, supported and actively participated in eight regional TZD workshops across the State that facilitated the goal of creating a collaborative, comprehensive, and regional approach to reducing traffic deaths and severe injuries. Workshops involved partners from a variety of traffic safety fields who considered behavior, as well as enforcement, infrastructure, and emergency medical strategies, for enhancing the reduction of traffic deaths and serious injuries. It is anticipated that regional TZD workshops will be held in each of the eight TZD regions again in FFY19.

Legislation requires all driver education providers to provide supplemental parent awareness classes to parents/guardians who choose to receive it. The OTS continues to provide updated "Point of Impact" program materials to 77% of the 370 certified driver education providers as well as to new providers in Minnesota.

Minnesota is well known for its exceptional traffic safety communications projects. Carried out by the Department of Public Safety's Office of Communications, projects include paid media buys, media relations, events to earn media coverage, and public education activities. The majority of the media campaigns are linked to the enhanced and continuous enforcement of Minnesota's traffic laws. The communications projects in this section address distractions, seat belts, child seats, speed, and other identified traffic safety problems. Additional communications projects can be found in the impaired driving section of this document.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Performance measures will be executed using telephone surveys to track driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

Communication and outreach through our safe roads coalitions.

Attendance and support at local and national traffic safety conferences and educational seminars.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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.

Countermeasures That Work Reference is Chapter 1; Section 5.2 –

Section 5 – Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

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").

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.

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

Countermeasures That Work does not address evaluation measures.

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.

Countermeasures That Work Reference is Chapter 8; Section 4.4

Section 4 – All Pedestrians

4.4 Targeted enforcement.

Countermeasures That Work Reference is: There is not a countermeasures that work strategy as this is a research project.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-06-01-MN	Community Programs Coordination	Community Traffic Safety Program
19-06-02-MN	Media Relations	Community Traffic Safety Program
19-06-03-MN	Safe Roads	Community Traffic Safety Program
19-06-04-MN	Network of Employers for Traffic Safety	Community Traffic Safety Program
19-06-05-MN	Paid Media	Community Traffic Safety Program
19-06-06-MN	TZD Conference	Community Traffic Safety Program
19-06-07-MN	Regional Support	Community Traffic Safety Program
19-06-08-MN	Older Driver Working Group	Community Traffic Safety Program
19-06-09-MN	Creative Contract	Community Traffic Safety Program
19-06-10-MN	Telephone Surveys and Evaluation	Community Traffic Safety Program
19-06-11-MN	Program Travel	Community Traffic Safety Program
19-06-13-MN	Enforcing Pedestrian Laws	Community Traffic Safety Program
19-06-14-MN	Identifying Driver Drowsiness	Community Traffic Safety Program
19-06-15-MN	NEW Landing Pages	Community Traffic Safety Program
19-06-16-MN	2020 402 Projects	Community Traffic Safety Program
19-06-17-MN	2020 PM Projects	Community Traffic Safety Program

#### 5.7.1.1 Planned Activity: Community Programs Coordination

**Planned activity name** Community Programs Coordination  
**Planned activity number** 19-06-01-MN  
**Primary countermeasure strategy** Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### Enter description of the planned activity.

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$120,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.2 Planned Activity: Media Relations

Planned activity name	Media Relations
Planned activity number	19-06-02-MN
Primary countermeasure strategy	Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 • 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.

#### Enter intended subrecipients.

Minnesota Department of Public Safety, Office of Communications

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program
2019	Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$195,000.00	\$0.00	\$195,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.1.3 Planned Activity: Safe Roads

Planned activity name	Safe Roads
Planned activity number	19-06-03-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 (MMSC) motorcycle training courses and enhance motorist awareness of motorcycles by using MMSC and DPS materials.

#### Enter intended subrecipients.

Unknown Counties

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$400,000.00	\$200,000.00	\$400,000.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.7.1.4 Planned Activity: Network of Employers for Traffic Safety

Planned activity name	Network of Employers for Traffic Safety
Planned activity number	19-06-04-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

• 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.

#### Enter intended subrecipients.

MN Safety Council

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$50,000.00	\$20,000.00	\$50,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.5 Planned Activity: Paid Media

Planned activity name	Paid Media
Planned activity number	19-06-05-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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 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.

#### Enter intended subrecipients.

contract with Linnehan-Foy Advertising

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program
2019	Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,008,000.00	\$0.00	\$1,008,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.1.6 Planned Activity: TZD Conference

**Planned activity name** TZD Conference  
**Planned activity number** 19-06-06-MN  
**Primary countermeasure strategy** Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

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.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Community Traffic Safety Program

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$182,000.00	\$163,800.00	\$91,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.7.1.7 Planned Activity: Regional Support

**Planned activity name** Regional Support  
**Planned activity number** 19-06-07-MN  
**Primary countermeasure strategy** Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Enter description of the planned activity.

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

#### Enter intended subrecipients.

Minnesota Department of Transportation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Community Traffic Safety Program

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$204,000.00	\$0.00	\$204,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.8 Planned Activity: Older Driver Working Group

Planned activity name Older Driver Working Group

Planned activity number 19-06-08-MN

Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

• 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

#### Enter intended subrecipients.

not-yet -determined organization will at a minimum write contracts for the chair and secretary of the working group

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$25,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.9 Planned Activity: Creative Contract

Planned activity name	Creative Contract
Planned activity number	19-06-09-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

• 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.

#### Enter intended subrecipients.

Johnson Group

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Community Traffic Safety Program

2019 Communication Campaign

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$60,000.00	\$0.00	\$60,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7.1.10 Planned Activity: Telephone Surveys and Evaluation

Planned activity name Telephone Surveys and Evaluation  
 Planned activity number 19-06-10-MN  
 Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
 [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
 [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

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.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$60,000.00	\$0.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.1.11 Planned Activity: Program Travel

Planned activity name	Program Travel
Planned activity number	19-06-11-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

**Enter intended subrecipients.**

Office of Traffic Safety

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$30,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.7.1.12 Planned Activity: Enforcing Pedestrian Laws

Planned activity name	Enforcing Pedestrian Laws
Planned activity number	19-06-13-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Ramsey County Sheriff's Office and Minneapolis Police Department

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Community Traffic Safety Program

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$91,000.00	\$20,000.00	\$18,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.7.1.13 Planned Activity: Identifying Driver Drowsiness**

Planned activity name Identifying Driver Drowsiness

Planned activity number 19-06-14-MN

Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Human First at U of MN

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$175,000.00	\$0.00	\$91,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.7.1.14 Planned Activity: NEW Landing Pages

Planned activity name NEW Landing Pages  
 Planned activity number 19-06-15-MN  
 Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Contractor TBD; may go through MNIT. Additional funding for DWI content, the first area to be done, is in project 19-03-25.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$10,000.00	\$0.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7.1.15 Planned Activity: 2020 402 Projects

Planned activity name	2020 402 Projects
Planned activity number	19-06-16-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.16 Planned Activity: 2020 PM Projects

Planned activity name	2020 PM Projects
Planned activity number	19-06-17-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Community Traffic Safety Program

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.7.1.17 Planned Activity: Enforcement Coordination 1**

Planned activity name	Enforcement Coordination 1
Planned activity number	19-04-01-MN
Primary countermeasure strategy	Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

2019 Police Traffic Service Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$0.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.1.18 Planned Activity: Enforcement Coordination 2

Planned activity name Enforcement Coordination 2  
 Planned activity number 19-04-02-MN  
 Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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: o writing meaningful, reasonable, measurable and time specific objectives/targets related to project problems identified by OTS. o 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, o writing budgets that are reasonable, clear and cover all possible costs, o 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.

#### Enter intended subrecipients.

Office of Traffic Safety

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7.1.19 Planned Activity: Patrol TZD Enforcement

Planned activity name	Patrol TZD Enforcement
Planned activity number	19-04-03-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

#### Enter intended subrecipients.

Minnesota State Patrol

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$275,000.00	\$70,000.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.20 Planned Activity: Cities & Counties TZD Enforcement

Planned activity name	Cities & Counties TZD Enforcement
Planned activity number	19-04-04-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

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

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Distracted Driving (FAST)	\$20,000.00	\$5,000.00	\$20,000.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$785,000.00	\$195,000.00	\$785,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.21 Planned Activity: Patrol Project Support

Planned activity name	Patrol Project Support
Planned activity number	19-04-05-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Minnesota State Patrol

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$62,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

##### Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

#### 5.7.1.22 Planned Activity: Enforcement Liaisons

Planned activity name Enforcement Liaisons  
 Planned activity number 19-04-06-MN  
 Primary countermeasure strategy Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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 focuses on the DWI -related work to 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.

**Enter intended subrecipients.**

contracts with Bill Hammes, Becky Putzke, Scott McConkey, Frank Scherf • 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

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$200,000.00	\$0.00	\$200,000.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.7.1.23 Planned Activity: Enforcement Recognition

Planned activity name Enforcement Recognition

Planned activity number 19-04-07-MN

Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Police Traffic Service Projects

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$15,000.00	\$0.00	\$15,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.7.1.24 Planned Activity: ROAR**

Planned activity name ROAR

Planned activity number 19-04-08-MN

Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

• Minnesota IT Services • To be determined contracted Tester

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

##### Fiscal Year Countermeasure Strategy Name

2019 Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$40,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

#### 5.7.1.25 Planned Activity: Patrol Travel

Planned activity name Patrol Travel

Planned activity number 19-04-09-MN

Primary countermeasure strategy Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Minnesota State Patrol

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$9,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.1.26 Planned Activity: 2020 PT Projects

**Planned activity name** 2020 PT Projects  
**Planned activity number** 19-04-10-MN  
**Primary countermeasure strategy** Community Traffic Safety Program

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with

**Enter intended subrecipients.**

unknown

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019 Police Traffic Service Projects

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7.1.27 Planned Activity: 2020 405E Projects

Planned activity name	2020 405E Projects
Planned activity number	19-04-11-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal

year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

#### Enter intended subrecipients.

unknown

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Service Projects

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.						

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.7.1.28 Planned Activity: Intersection

Planned activity name	Intersection
Planned activity number	19-09-02-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

#### Enter intended subrecipients.

Department of Transportation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Roadway Safety/ Traffic Engineering

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	164 Transfer Funds-PA	Roadway Safety	\$1,200,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

#### 5.7.1.29 Planned Activity: 2020 RS 402 Support

Planned activity name	2020 RS 402 Support
Planned activity number	19-09-04-MN
Primary countermeasure strategy	Community Traffic Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them. : In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them. : In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing appropriations until quite late in the federal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year). OTS' largest single type of federal funds, the 164AL money, didn't arrive until May, seven months into the federal year. The problems caused by this are: • The state is not reimbursed on a timely basis. • The OTS is not working with firm numbers when planning the next fiscal year, causing the estimates to be very conservative. • If the final appropriations have not occurred in a timely manner, the state is required to send notices to our contractors and grantees and warn them they may have to cease work by the end date of each continuing resolution. This is understandably worrisome for the grantees and contractors and can damage OTS' relationships with them.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Roadway Safety/ Traffic Engineering

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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No records found.

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.8 Program Area: Roadway Safety/Traffic Engineering

Program area type Roadway Safety/Traffic Engineering

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

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.

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.

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	372.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,711.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.620
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	90.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	55.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	35.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	9.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Roadway Safety/ Traffic Engineering

### 5.8.1 Countermeasure Strategy: Roadway Safety/ Traffic Engineering

Program area Other

Countermeasure strategy Roadway Safety/ Traffic Engineering

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work Reference is:

Proven Safety Countermeasures from the FHWA

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-09-01-MN	TZD Support	Roadway Safety/ Traffic Engineering
19-09-02-MN	Intersection	Community Traffic Safety Program
19-09-03-MN	Evaluation and Planning	Planning and Administration
19-09-04-MN	2020 RS 402 Support	Community Traffic Safety Program

### 5.8.1.1 Planned Activity: TZD Support

Planned activity name	TZD Support
Planned activity number	19-09-01-MN
Primary countermeasure strategy	Roadway Safety/ Traffic Engineering

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Minnesota Department of Transportation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Roadway Safety/ Traffic Engineering

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$204,000.00	\$0.00	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

#### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-01-01-MN	Planning and Administration	Planning and Administration
19-01-02-MN	2020 Planning and Administration	Planning and Administration

#### 5.9.1 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	19-01-01-MN
Primary countermeasure strategy	Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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.

**Enter intended subrecipients.**

Office of Traffic Safety

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration	\$492,000.00	\$492,000.00	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.9.2 Planned Activity: 2020 Planning and Administration

Planned activity name 2020 Planning and Administration

Planned activity number 19-01-02-MN

Primary countermeasure strategy Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

In the recent past, Congress has been working on continuing resolutions (usually about four a year) rather than passing budgets For the states, this means the federally funding is not available in the beginning of the fiscal year. In 2018, the first bit of federal funds came down near the end of November, another bit in February, yet another bit in April and finally the rest in June (less than four months before the end of the fiscal year) OTS' largest single type of federal funds, the 164AL funds, didn't arrive until May, seven months into the federal year.

**Enter intended subrecipients.**

unknown

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year Countermeasure Strategy Name

No records found.

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit

No records found.

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

**6 Evidence-based Traffic Safety Enforcement Program (TSEP)**

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-03-MN	DRE and Traffic Training	Impaired Driving Projects
19-03-04-MN	Patrol Impaired Driving Enforcement	Impaired Driving Projects
19-03-05-MN	Cites & Counties DWI Enforcement	Impaired Driving Projects
19-03-08-MN	DWI Media Relations at OOC	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-09-MN	DWI Paid Media Contract	Impaired Driving Projects
19-03-11-MN	BCA Full-time Lab Technicians	Impaired Driving Projects
19-03-12-MN	DWI E-Charging	Impaired Driving Projects

19-03-14-MN	Patrol DWI Conference Travel	Impaired Driving Projects
19-03-15-MN	DWI Officers	Impaired Driving Projects
19-03-16-MN	TSRP (include Law & Legal)	Impaired Driving Projects
19-03-17-MN	DWI Enforcement Recognition	Impaired Driving Projects
19-03-19-MN	DWI Enforcement Liaisons	Impaired Driving Projects
19-03-20-MN	Project Directors to Conferences	Impaired Driving Projects
19-03-21-MN	DWI Creative Contract	Impaired Driving Projects
19-03-22-MN	State DWI Match for 405d	Impaired Driving Projects
19-03-23-MN	EZ Guide for Officers Application	Impaired Driving Projects
19-03-24-MN	Out of State Drug Lab Testing	Impaired Driving Projects
19-03-26-MN	2020 164 Activitives	Impaired Driving Projects
19-03-27-MN	2020 405d Activities	Impaired Driving Projects
19-04-01-MN	Enforcement Coordination 1	Community Traffic Safety Program
19-04-02-MN	Enforcement Coordination 2	Community Traffic Safety Program
19-04-03-MN	Patrol TZD Enforcement	Community Traffic Safety Program
19-04-04-MN	Cities & Counties TZD Enforcement	Community Traffic Safety Program
19-04-05-MN	Patrol Project Support	Community Traffic Safety Program
19-04-06-MN	Enforcement Liaisons	Community Traffic Safety Program
19-04-07-MN	Enforcement Recognition	Community Traffic Safety Program
19-04-08-MN	ROAR	Community Traffic Safety Program
19-04-10-MN	2020 PT Projects	Community Traffic Safety Program
19-04-11-MN	2020 405E Projects	Community Traffic Safety Program
19-05-15-MN	Web-based OTS Training	Traffic Records Projects
19-06-05-MN	Paid Media	Community Traffic Safety Program
19-06-06-MN	TZD Conference	Community Traffic Safety Program
19-06-09-MN	Creative Contract	Community Traffic Safety Program
19-06-13-MN	Enforcing Pedestrian Laws	Community Traffic Safety Program
19-06-17-MN	2020 PM Projects	Community Traffic Safety Program

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Minnesota Speed-Related and Distraction-Related Rates, 2014-2016

Note: VMT for 2015 is estimated

County	Total VMT 2014-2016	Average VMT Per Year	Total K+A 2014-2016	Average K+A Per Year	Average K+A Rank	Rate Per 100M VMT	K+A Rate Rank	Total Speed-Rel K+A 2014-2016	Average Speed-Rel K+A Per Year	Speed-Rel Rate Per 100M VMT	Speed-Rel Rank	Total Distraction-Rel K+A 2014-2016	Average Distraction-Rel K+A Per Year
Aitkin	781,686,646	260,562,215	36	12.0	46	4.6	77	14	4.7	1.8	86	3	1.0
Anoka	9,280,391,027	3,093,463,676	281	93.7	84	3.0	36	38	12.7	0.4	18	42	14.0
Becker	1,246,318,945	415,439,648	59	19.7	64	4.7	79	13	4.3	1.0	69	14	4.7
Beltrami	1,266,149,105	422,049,702	55	18.3	61	4.3	72	7	2.3	0.6	33	9	3.0
Benton	1,439,472,466	479,824,155	36	12.0	47	2.5	17	4	1.3	0.3	7	6	2.0
Big Stone	208,826,684	69,608,895	6	2.0	3	2.9	29	2	0.7	1.0	67	1	0.3
Blue Earth	1,866,514,806	622,171,602	72	24.0	72	3.9	61	15	5.0	0.8	54	15	5.0
Brown	714,382,455	238,127,485	25	8.3	36	3.5	49	15	5.0	2.1	88	6	2.0
Carlton	1,492,999,783	497,666,594	48	16.0	57	3.2	44	12	4.0	0.8	55	5	1.7
Carver	2,647,505,535	882,501,845	85	28.3	74	3.2	43	24	8.0	0.9	64	16	5.3
Cass	1,311,485,599	437,161,866	66	22.0	68	5.0	83	14	4.7	1.1	71	9	3.0
Chippewa	488,348,372	162,782,791	20	6.7	28	4.1	63	6	2.0	1.2	78	3	1.0
Chisago	2,378,136,679	792,712,226	56	18.7	62	2.4	12	7	2.3	0.3	8	11	3.7

Clay	2,298,914,748	766,304,916	48	16.0	58	2.1	5	7	2.3	0.3	10	7	2.3
Clearwater	352,141,529	117,380,510	7	2.3	5	2.0	3	2	0.7	0.6	35	2	0.7
Cook	368,283,828	122,761,276	8	2.7	8	2.2	8	0	0.0	0.0	1	1	0.3
Cottonwood	440,084,444	146,694,815	19	6.3	26	4.3	70	1	0.3	0.2	6	3	1.0
Crow Wing	2,445,487,783	815,162,594	94	31.3	76	3.8	59	18	6.0	0.7	50	19	6.3
Dakota	12,088,519,360	4,029,506,453	301	100.3	85	2.5	16	61	20.3	0.5	26	41	13.7
Dodge	668,632,398	222,877,466	16	5.3	21	2.4	14	6	2.0	0.9	62	1	0.3
Douglas	1,802,289,701	600,763,234	52	17.3	60	2.9	30	6	2.0	0.3	14	7	2.3
Faribault	727,802,886	242,600,962	28	9.3	41	3.8	60	14	4.7	1.9	87	4	1.3
Fillmore	708,774,132	236,258,044	27	9.0	40	3.8	56	1	0.3	0.1	5	5	1.7
Freeborn	1,696,575,554	565,525,185	42	14.0	53	2.5	15	11	3.7	0.6	43	3	1.0
Goodhue	2,038,007,829	679,335,943	88	29.3	75	4.3	71	22	7.3	1.1	73	18	6.0
Grant	397,045,430	132,348,477	9	3.0	9	2.3	10	2	0.7	0.5	25	2	0.7
Hennepin	34,328,015,893	11,442,671,964	939	313.0	87	2.7	25	157	52.3	0.5	21	126	42.0
Houston	586,519,228	195,506,409	16	5.3	22	2.7	24	0	0.0	0.0	2	1	0.3
Hubbard	819,335,644	273,111,881	37	12.3	49	4.5	75	10	3.3	1.2	77	4	1.3
Isanti	1,160,703,873	386,901,291	71	23.7	71	6.1	88	14	4.7	1.2	75	13	4.3
Itasca	1,497,848,404	499,282,801	58	19.3	63	3.9	62	10	3.3	0.7	46	12	4.0
Jackson	795,108,200	265,036,067	22	7.3	33	2.8	27	7	2.3	0.9	61	3	1.0
Kanabec	514,855,075	171,618,358	25	8.3	37	4.9	80	3	1.0	0.6	38	6	2.0
Kandiyohi	1,474,708,072	491,569,357	67	22.3	69	4.5	76	15	5.0	1.0	68	18	6.0
Kittson	246,671,400	82,223,800	7	2.3	6	2.8	28	2	0.7	0.8	56	4	1.3
Koochiching	397,477,740	132,492,580	10	3.3	11	2.5	18	5	1.7	1.3	81	1	0.3
Lac Qui Parle	330,926,308	110,308,769	9	3.0	10	2.7	23	1	0.3	0.3	9	2	0.7
Lake	524,806,364	174,935,455	26	8.7	38	5.0	81	6	2.0	1.1	74	6	2.0
Lake of Woods	148,902,804	49,634,268	5	1.7	2	3.4	46	1	0.3	0.7	47	1	0.3
Le Sueur	842,670,756	280,890,252	26	8.7	39	3.1	40	9	3.0	1.1	72	8	2.7
Lincoln	233,659,492	77,886,497	10	3.3	12	4.3	69	4	1.3	1.7	85	2	0.7
Lyon	858,691,193	286,230,398	44	14.7	55	5.1	84	8	2.7	0.9	66	5	1.7
McLeod	1,064,492,692	354,830,897	39	13.0	51	3.7	52	7	2.3	0.7	44	12	4.0
Mahnomen	237,388,956	79,129,652	11	3.7	14	4.6	78	1	0.3	0.4	19	0	0.0
Marshall	490,091,707	163,363,902	10	3.3	13	2.0	4	3	1.0	0.6	40	3	1.0
Martin	945,369,306	315,123,102	28	9.3	42	3.0	33	7	2.3	0.7	51	5	1.7
Meeker	771,318,087	257,106,029	32	10.7	45	4.1	66	7	2.3	0.9	65	1	0.3
Mille Lacs	1,238,601,753	412,867,251	47	15.7	56	3.8	55	7	2.3	0.6	34	6	2.0
Morrison	1,478,780,214	492,926,738	61	20.3	65	4.1	64	12	4.0	0.8	57	6	2.0
Mower	1,261,926,860	420,642,287	21	7.0	31	1.7	2	4	1.3	0.3	11	3	1.0
Murray	325,972,280	108,657,427	17	5.7	24	5.2	85	2	0.7	0.6	41	0	0.0
Nicollet	1,177,157,390	392,385,797	36	12.0	48	3.1	38	9	3.0	0.8	52	11	3.7
Nobles	952,071,687	317,357,229	20	6.7	29	2.1	6	5	1.7	0.5	29	2	0.7
Norman	303,011,127	101,003,709	11	3.7	15	3.6	50	1	0.3	0.3	13	1	0.3
Olmsted	4,393,502,169	1,464,500,723	142	47.3	81	3.2	45	21	7.0	0.5	24	20	6.7
Otter Tail	2,472,589,823	824,196,608	78	26.0	73	3.2	41	13	4.3	0.5	30	6	2.0
Pennington	431,056,581	143,685,527	24	8.0	34	5.6	86	6	2.0	1.4	83	1	0.3
Pine	1,676,732,170	558,910,723	64	21.3	66	3.8	58	12	4.0	0.7	49	9	3.0
Pipestone	361,404,608	120,468,203	16	5.3	23	4.4	74	3	1.0	0.8	58	0	0.0
Polk	1,236,310,338	412,103,446	43	14.3	54	3.5	48	4	1.3	0.3	12	12	4.0
Pope	451,341,534	150,447,178	12	4.0	16	2.7	20	3	1.0	0.7	45	3	1.0
Ramsey	13,714,752,215	4,571,584,072	356	118.7	86	2.6	19	88	29.3	0.6	42	38	12.7
Red Lake	175,103,281	58,367,760	6	2.0	4	3.4	47	1	0.3	0.6	36	0	0.0
Redwood	666,065,658	222,021,886	28	9.3	43	4.2	67	6	2.0	0.9	63	7	2.3
Renville	755,548,210	251,849,403	24	8.0	35	3.2	42	10	3.3	1.3	82	3	1.0
Rice	2,195,186,947	731,728,982	64	21.3	67	2.9	31	8	2.7	0.4	15	9	3.0
Rock	550,777,990	183,592,663	20	6.7	30	3.6	51	3	1.0	0.5	31	3	1.0
Roseau	515,853,601	171,951,200	19	6.3	27	3.7	53	3	1.0	0.6	37	4	1.3
St. Louis	6,441,648,522	2,147,216,174	195	65.0	83	3.0	35	50	16.7	0.8	53	36	12.0
Scott	3,963,391,509	1,321,130,503	106	35.3	78	2.7	21	20	6.7	0.5	27	8	2.7
Sherburne	2,728,952,370	909,650,790	104	34.7	77	3.8	57	15	5.0	0.5	32	16	5.3
Sibley	599,504,681	199,834,894	30	10.0	44	5.0	82	5	1.7	0.8	59	10	3.3
Stearns	5,649,007,469	1,883,002,490	133	44.3	80	2.4	11	26	8.7	0.5	22	23	7.7
Steele	1,618,702,497	539,567,499	48	16.0	59	3.0	34	11	3.7	0.7	48	7	2.3
Stevens	311,316,275	103,772,092	7	2.3	7	2.2	9	0	0.0	0.0	3	0	0.0
Swift	411,557,488	137,185,829	17	5.7	25	4.1	65	5	1.7	1.2	76	2	0.7
Todd	943,106,213	314,368,738	40	13.3	52	4.2	68	8	2.7	0.8	60	7	2.3
Traverse	145,082,669	48,360,890	1	0.3	1	0.7	1	0	0.0	0.0	4	0	0.0
Wabasha	648,680,244	216,226,748	38	12.7	50	5.9	87	8	2.7	1.2	79	8	2.7

Wadena	475,677,077	158,559,026	21	7.0	32	4.4	73	5	1.7	1.1	70	2	0.7
Waseca	592,137,978	197,379,326	14	4.7	18	2.4	13	3	1.0	0.5	28	2	0.7
Washington	7,183,136,088	2,394,378,696	151	50.3	82	2.1	7	27	9.0	0.4	16	25	8.3
Watonwan	517,978,525	172,659,508	14	4.7	19	2.7	22	2	0.7	0.4	17	6	2.0
Wilkin	506,900,759	168,966,920	15	5.0	20	3.0	32	8	2.7	1.6	84	3	1.0
Winona	1,831,425,263	610,475,088	68	22.7	70	3.7	54	23	7.7	1.3	80	10	3.3
Wright	4,613,656,614	1,537,885,538	127	42.3	79	2.8	26	20	6.7	0.4	20	15	5.0
Yellow Medicine	424,836,797	141,612,266	13	4.3	17	3.1	39	2	0.7	0.5	23	1	0.3
<b>Minnesota Totals</b>	<b>175,364,784,389</b>	<b>58,454,928,130</b>	<b>5,327</b>	<b>1,775.7</b>	<b>88</b>	<b>3.0</b>	<b>37</b>	<b>1,058</b>	<b>352.7</b>	<b>0.6</b>	<b>39</b>	<b>811</b>	<b>270.3</b>

#### Enter explanation of the deployment of resources based on the analysis performed.

To be eligible to receive a *Toward Zero Death* Enforcement grant, over-involvement in poor driver behaviors expressed as a rate or having one of the higher numbers of deaths and severe injuries must be shown. When awarding the amount of the grants, the reviewers look at past use of funds and money unexpended at the end of the year. Other factors include timeliness and accuracy of reports and invoices, and productivity in writing citations and making arrests.

When looking at crash data, OTS is most concerned with crashes involving traffic deaths and serious injuries. Using the "Grids" (the above sample of grids for speed and distracted; others are available for seat belt use and impaired driving), the evaluators reviewing the enforcement grant applications assign points to each application for problem over-involvement (among other things). Because enforcement grants in Minnesota almost always represent at least one entire county (the two differences being St. Louis County which is split between the urban areas around Duluth and the more rural rest of the county and Hennepin County – Minneapolis is the county seat – which is split between four grants by area) the grids provide information by county. For each of the 87 counties, data on deaths and injuries involving unbelted, alcohol-related, speed-related, and distracted-related is provided for a three year period. In the future, we will use a five-year period. In Minnesota, while well over half the population lives in the Minneapolis/Saint Paul area seven counties, only about 30 percent of the roadway deaths and serious injuries occur in the metro region. If OTS looked solely at the absolute numbers of deaths and serious injuries, we would be discounting the majority of the problem. Therefore, OTS defines over-involvement in two ways, once by size of the problem (expressed by the number of deaths and serious injuries) and a second by the severity of the problem (expressed by the death and serious injury rate by vehicle miles traveled and by population in each county). Counties are compared to the state as a whole as if it were a single county and over-involvement points assigned based on which rates in which they were over-involved. Points are also assigned depending on how far up the list ordered by number of deaths and severe injuries they are.

Some of the OTS's enforcement efforts are statewide, and some are specific to a limited number of OTS identified counties with the most serious problems. All are based on problem identification. Because of the large numbers of people killed in the late afternoons and the evenings (the "dying to get home" syndrome) and the fact that those killed and severely injured at night are over-represented in being unbelted, at least 50% of hours worked during seat belt waves must be worked after 4:00 PM. Because research shows that high visibility enforcement (HVE) is more effective, agencies are required to use HVE techniques including signs and vests which have been provided by OTS. For the most rural, smaller agencies, HVE is not easily done due to lack of available officers and squads; however, signs and vests can still be used even when the number of squads out on a roadway section is only two.

Community and political support is critical to sustaining traffic enforcement in counties and cities. The public information and media work conducted on the local level are largely responsible for gaining that support. In addition, the OTS and our enforcement liaisons take advantage of every chance possible to make a presentation to city council and county board meetings. The presentations, usually of a piece of equipment provided to the enforcement agency by OTS, always explain why traffic safety is so important, provide local statistics, praise the enforcement agency for their work, and thank the council/board for their support.

#### Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

##### Continuous Follow Up and the ROAR Project

It is nearly impossible to imagine follow up more continuous than that provided by the Real-time Officer Activity Report (ROAR). OTS requires agencies to track a great deal of data about shift activities in order to be reimbursed for overtime enforcement. The Real-time Officer Activity Report (ROAR) is the brainchild of a Saint Paul PD officer and the departmental computer person with whom he worked, taking all the paperwork required and turning it into a relatively simple on-line program that officers can enter from their vehicles as the stops occur. After OTS saw a demonstration of the program Saint Paul was developing, we signed on as a partner with a grant to develop it for statewide use.

Grant administrators enter their detailed plans (dates, times and locations for high visibility enforcement of each of the four focus areas—belts, impaired, distracted, 1 and speed) into the system so they are available for everyone who needs them. Authorized persons (such as lead fiscal agents, supervisors, and OTS personnel) can 1 dial up their results at any time for any time period. As an evening of enforcement progresses, those same authorized people can watch as activity happens by officer 1 and by agency. At the end of the event (the scheduled end time when all officers are done entering) a sheet of results is automatically printed out containing the 1 stops per hour overall and by agency and bar graphs showing the results for the tickets of interest (belts, DWIs, distracted-related, and/ or speed). After each quarter, 1 the OTS enforcement coordinator assigned to that project will share comparisons of results taking into account the number of officers working in the different events. 1 Based on this follow up information, the agencies may decide to switch their enforcement roadways or encourage their officers to pay closer attention to a particular 1 type of violation. Since the advent of high visibility enforcement for all grant events, citations per hour have decreased somewhat as expected. If an agency 1 continues to show poor productivity, the liaison for that area and OTS coordinator will call a meeting of all grant agencies and discuss plans for improvement. 1 Ultimately, productivity will affect awarding of a grant in the future and could cause a grant to be cancelled mid-year. 1

The ROAR system also tracks and documents that officers working on OTS time have had the required training; this is one of the most challenging aspects of the 1 system and of enforcement grants as a whole. 1

The system has greatly simplified reporting from the agencies viewpoint (especially considering how many agencies and individual officers reports had to be summarized accurately in the past). It is officer tested and very much approved.

All agencies are required to use ROAR for all hours that they work for which OTS is expected to provide reimbursement. There is an exception for those very few areas of the state which sometimes face internet connectivity issues; those agencies are expected to enter data in the office at the end of the shift.

The ROAR program also helps agencies and OTS in monitoring, the dispatch logs can be compared to the activities in the ROAR system reports and any discrepancies sorted out. Future revisions may include modules to assist agencies with preparing their invoices for submittal to OTS.

#### E-Charging:

The e-charging system, developed by the Bureau of Criminal Apprehension under a grant from the OTS, allows officers to electronically file the paperwork for a DWI arrest on-line through web-based applications. The system greatly cuts down on the time it takes to complete the paperwork and ensures all the right forms are completed, reading from the driver's license record the prior offenses so the officer knows with certainty what all the charges for the current offense should be. During 2017, 99.9% of DWI arrests were charged on-line using the e-charging system. Also during the 2017 federal year, the BCA completed an additional module in e-charging that electronically files an officer's request for a search warrant to obtain a blood or urine sample and the subsequent search warrant itself. This is especially helpful when drugs other than alcohol are suspected of causing impairment. The BCA continues to provide training on the system and to make modifications to it through a grant with OTS.

## 7 High Visibility Enforcement

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

**\*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

Impaired Driving Projects

Communication Campaign

### HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

#### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-03-05-MN	Cities & Counties DWI Enforcement	Impaired Driving Projects
19-03-15-MN	DWI Officers	Impaired Driving Projects
19-04-04-MN	Cities & Counties TZD Enforcement	Community Traffic Safety Program

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: 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

Occupant Protection (Adult and Child Passenger Safety)

Communications (Media)

## 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).

**Agencies planning to participate in CIOT****Agency**

Aitkin Police Dept.  
Albany Police Dept.  
Albert Lea Police Dept.  
Alexandria Police Dept.  
Annandale Police Dept.  
Anoka Co. Sheriffs Office  
Anoka Police Dept.  
Atwater Police Dept.  
Audubon Police Dept.  
Austin Police Dept.  
Avon Police Dept.  
Babbitt Police Dept.  
Battle Lake Police Dept.  
Bayport Police Dept.  
Becker Co. Sheriffs Office  
Becker Police Dept.  
Belgrade Police Dept.  
Belle Plaine Police Dept.  
Beltrami Co. Sheriffs Office  
Bemidji Police Dept.  
Benson Police Dept.  
Benton Co. Sheriffs Office  
Big Lake Police Dept.  
Blackduck Police Dept.  
Blaine Police Dept.  
Blooming Prairie Police Dept.  
Bloomington Police Dept.  
Blue Earth Co. Sheriffs Office  
Bovey Police Dept.  
Braham Police Dept.  
Brainerd Police Dept.  
Breckenridge Police Dept.  
Breezy Point Police Dept.  
Breitung Township  
Brooklyn Center Police Dept.  
Brooklyn Park Police Dept.  
Brownton Police Dept.  
Burnsville Police Dept.  
Caledonia Police Dept.  
Cambridge Police Dept.

Cannon Falls Police Dept.  
Carlton Co. Sheriffs Office  
Carver Co. Sheriffs Office  
Cass Co. Sheriffs Office  
Centennial Lakes Police Dept.  
Champlin Police Dept.  
Chaska Police Dept.  
Chatfield Police Dept.  
Chippewa Co. Sheriffs Office  
Chisago Co. Sheriffs Office  
Chisholm Police Dept.  
Clara City Police Dept.  
Clay Co. Sheriffs Office  
Clearbrook Police Dept.  
Cloquet Police Dept.  
Cold Spring/Richmond Police Dept.  
Coleraine Police Dept.  
Columbia Heights Police Dept.  
Coon Rapids Police Dept.  
Corcoran Police Dept.  
Cottage Grove Police Dept.  
Cottonwood Co. Sheriffs Office  
Crookston Police Dept.  
Crosby Police Dept.  
Crosslake Police Dept.  
Crow Wing Co. Sheriffs Office  
Crystal Police Dept.  
Cuyuna Police Dept.  
Dakota Co. Sheriffs Office  
Danube Police Dept.  
Dayton Police Dept.  
Deephaven Police Dept.  
Deer River Police Dept.  
Deerwood Police Dept.  
Detroit Lakes Police Dept.  
Dilworth Police Dept.  
Dodge Co. Sheriffs Office  
Douglas Co. Sheriffs Office  
Duluth Police Dept.  
Dundas Police Dept.  
Eagan Police Dept.  
Eagle Lake Police Dept.  
East Grand Forks Police Dept  
East Range Police Dept.  
Eden Prairie Police Dept.  
Edina Police Dept.

Elko New Market Police Dept.  
Elk River Police Dept.  
Elmore Police Dept.  
Ely Police Dept.  
Emily Police Dept.  
Eveleth Police Dept.  
Fairfax Police Dept.  
Fairmont Police Dept.  
Faribault Co. Sheriffs Office  
Faribault Police Dept.  
Farmington Police Dept.  
Fergus Falls Police Dept.  
Fillmore Co. Sheriffs Office  
Floodwood Police Dept.  
Forest Lake Police Dept.  
Frazee Police Dept.  
Freeborn Co. Sheriffs Office  
Fridley Police Dept.  
Gilbert Police Dept.  
Glencoe Police Dept.  
Glenwood Police Dept.  
Glyndon Police Dept.  
Golden Valley Police Dept.  
Goodhue Co. Sheriffs Office  
Goodview Police Dept.  
Grand Rapids Police Dept.  
Grant Co. Sheriffs Office  
Hawley Police Dept.  
Hennepin Co. Sheriffs Office  
Henning Police Dept.  
Hermantown Police Dept.  
Heron Lake Police Dept.  
Hibbing Police Dept.  
Hill City Police Dept.  
Hopkins Police Dept.  
Houston Co. Sheriffs Office  
Howard Lake Police Dept.  
Hubbard Co. Sheriffs Office  
Hutchinson Police Dept.  
Inver Grove Heights Police Dept.  
Isanti Co. Sheriffs Office  
Isanti Police Dept.  
Isle Police Dept.  
Itasca Co. Sheriffs Office  
Jackson Co. Sheriffs Office

Janesville Police Dept.  
Jordan Police Dept.  
Kanabec Co. Sheriffs Office  
Kandiyohi Co. Sheriffs Office  
Kasson Police Dept.  
Keewatin Police Dept.  
Kenyon Police Dept.  
Kimball Police Dept.  
Kittson Co. Sheriffs Office  
Koochiching Co. Sheriffs Office  
La Crescent Police Dept.  
Lake City Police Dept.  
Lake Crystal Police Dept.  
Lake Of The Woods Co. Sheriffs Office  
Lake Park Police Dept.  
Lakes Area Police Dept.  
Lake Shore Police Dept.  
Lakeville Police Dept.  
Lester Prairie Police Dept.  
Le Sueur Co. Sheriffs Office  
Le Sueur Police Dept.  
Lewiston Police Dept.  
Lino Lakes Police Dept.  
Little Falls Police Dept.  
Long Prairie Police Dept.  
Lonsdale Police Dept.  
Lower Sioux Tribal Police Dept.  
Lyon Co. Sheriffs Office  
Madelia Police Dept.  
Madison Lake Police Dept.  
Mankato Dept. Of Public Safety  
Maple Grove Police Dept.  
Mapleton Police Dept.  
Maplewood Police Dept.  
Marshall Police Dept.  
Martin Co. Sheriffs Office  
Medina Police Dept.  
Meeker Co. Sheriffs Office  
Melrose Police Dept.  
Menahga Police Dept.  
Milaca Police Dept.  
Minneapolis Park Police Dept.  
Minneapolis Police Dept.  
Minnesota State Patrol  
Minnetonka Police Dept.  
Minnetrissa Public Safety Dept.

Moorhead Police Dept.  
Moose Lake Police Dept.  
Morrison Co. Sheriffs Office  
Morris Police Dept.  
Motley Police Dept.  
Mounds View Police Dept.  
Mountain Lake Police Dept.  
Mower Co. Sheriffs Office  
Nashwauk Police Dept.  
New Brighton Dept. of Public Safety  
New Hope Police Dept.  
New Prague Police Dept.  
New York Mills Police Dept.  
Nicollet Co. Sheriffs Office  
Nisswa Police Dept.  
Nobles Co. Sheriffs Office  
North Branch Police Dept.  
Northfield Police Dept.  
North Mankato Police Dept.  
North St. Paul Police Dept.  
Oak Park Heights Police Dept.  
Olivia Police Dept.  
Olmsted Co. Sheriffs Office  
Onamia Police Dept.  
Orono Police Dept.  
Osakis Police Dept.  
Osseo Police Dept.  
Otter Tail Co. Sheriffs Office  
Owatonna Police Dept.  
Parkers Prairie Police Dept.  
Park Rapids Police Dept.  
Paynesville Police Dept.  
Pequot Lakes Police Dept.  
Perham Police Dept.  
Pierz Police Dept.  
Pike Bay Police Dept.  
Pine Co. Sheriffs Office  
Pine River Police Dept.  
Pipestone Co. Sheriffs Office  
Plainview Police Dept.  
Plymouth Police Dept.  
Polk Co. Sheriffs Office  
Pope Co. Sheriffs Office  
Preston Police Dept.  
Princeton Police Dept.  
Prior Lake Police Dept.

Proctor Police Dept.  
Ramsey Co. Sheriffs Office  
Ramsey Police Dept.  
Red Lake Co. Sheriffs Office  
Red Wing Police Dept.  
Redwood Co. Sheriffs Office  
Redwood Falls Police Dept.  
Renville Co. Sheriffs Office  
Renville Police Dept.  
Rice Co. Sheriffs Office  
Rice Police Dept.  
Richfield Police Dept.  
Robbinsdale Police Dept.  
Rochester Police Dept.  
Rock Co. Sheriffs Office  
Rogers Police Dept.  
Rosemount Police Dept.  
Roseville Police Dept.  
Royalton Police Dept.  
Saint Peter Police Dept.  
Sartell Police Dept.  
Sauk Centre Police Dept.  
Sauk Rapids Police Dept.  
Savage Police Dept.  
Scott Co. Sheriffs Office  
Sebeka Police Dept.  
Shakopee Police Dept.  
Sherburne Co. Sheriffs Office  
Silver Lake Police Dept.  
Sleepy Eye Police Dept.  
South Lake Minnetonka Police Dept.  
South St. Paul Police Dept.  
Spring Grove Police Dept.  
Spring Lake Park Police Dept.  
St. Anthony Police Dept.  
St. Charles Police Dept.  
St. Cloud Police Dept.  
St. Francis Police Dept.  
St. Joseph Police Dept.  
St. Louis Co. Sheriffs Office  
St. Paul Park Police Dept.  
St. Paul Police Dept.  
Staples Police Dept.  
Starbuck Police Dept.  
Stearns Co. Sheriffs Office  
Steele Co. Sheriffs Office

Stevens Co. Sheriffs Office  
Stillwater Police Dept.  
Swift Co. Sheriffs Office  
Thief River Falls Police Dept.  
Todd Co. Sheriffs Office  
Tri-City Police Dept.  
U/M Duluth Police Dept.  
Verndale Police Dept.  
Virginia Police Dept.  
Wabasha Co. Sheriffs Office  
Wadena Police Dept.  
Waite Park Police Dept.  
Walker Police Dept.  
Washington Co. Sheriffs Office  
Wayzata Police Dept.  
West Concord Police Dept.  
West Hennepin Public Safety Dept.  
West St. Paul Police Dept.  
White Bear Lake Police Dept.  
White Earth Tribal Police Dept.  
Wilkin Co. Sheriffs Office  
Willmar Police Dept.  
Windom Police Dept.  
Winona Co. Sheriffs Office  
Winona Police Dept.  
Winsted Police Dept.  
Woodbury Police Dept.  
Worthington Police Dept.  
Wright Co. Sheriffs Office  
Wyoming Police Dept.  
Yellow Medicine Co. Sheriffs Office  
Zumbrota Police Dept.

#### **Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

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. The September mobilization will pay close attention to child seat use and referring violators to car seat clinics when appropriate.

Enforcement agency grantees who elect to use up to 30 percent of their overtime seat belt funding outside the dedicated May and September campaigns must follow the same high-visibility requirements and coordinate efforts 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* campaigns, grantees choosing to use the 30% option must implement a public education plan (i.e., social media, news release, local electronic message boards, etc.) to compliment and enhance the enforcement.

Minnesota has fully supported the seat belt and impaired driving national mobilizations since 2002 and will continue to do so.

Projects most directly related to the mobilizations include our overtime enforcement projects, enforcement liaisons, enforcement recognition programs, the 1 annual Toward Zero Deaths conference with its law enforcement and DRE tracks, traffic officer training, paid and earned media, and the observational study of 1 seat belt use. All of our TZD Safe Roads community projects support the mobilizations and crackdowns with publicity. In 2019, OTS will have two mobilization 1 events (Memorial Day and September) for seat belts, one for distracted driving (April), and two crackdowns (December Holidays and Labor Day) for impaired 1 driving. All agencies, regardless of funding status, are encouraged to report activities during these time periods; grant recipient agencies are required to report. 1 The seat belt waves use the *Click It or Ticket* slogan and the DWI waves use the *Drive Sober or Get Pulled Over* slogan; both unchanged from the NHTSA designs. 1 Enforcement dates of the nationally-supported waves are the same as the enforcement dates provided by the NHTSA. 1

Individual agencies participate in the mobilizations and crackdowns through a *Survey Monkey* application; they are only required to report up to three numbers – the tickets of interest written for that particular event (whether belts and child seats, speed, DWIs, or distracted) and the highest speed for the speed event, the oddest distracted behavior for the distracted event, or the highest BAC for the DWI events. Because the requirements and reports are light, the mobilizations and crackdowns cover a much larger number of agencies than the grant programs alone. To participate in the mobilizations and crackdowns, agencies must at a minimum issue pre and post news releases, increase their patrols and enforcement of the chosen violation, and report to OTS the number of chosen violations written during the enforcement period within less than a week of the end of the wave. Any and all officers can participate; there are no training requirements. Agencies are not allowed to report together on mobilization results; each agency must report their own. All agencies are strongly encouraged by the liaisons to participate in all mobilizations and crackdowns; and grantees are required to participate under their grant agreements.

## 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

Police Traffic Service Projects

Occupant Protection Projects

**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	Primary Countermeasure
19-02-02-MN	CPS Support	Occupant Protection Projects
19-02-03-MN	CPS to KIM or Lifesavers	Occupant Protection Projects
19-02-08-MN	Southern CPS Liaison	Occupant Protection Projects
19-02-09-MN	Northern CPS Liaison	Occupant Protection Projects
19-02-11-MN	2020 Occupant Protection	Occupant Protection Projects

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 331

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 14

Populations served - rural 247

Populations served - at risk 12

**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**

Police Traffic Service Projects  
 Occupant Protection Projects

**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	Primary Countermeasure
19-02-02-MN	CPS Support	Occupant Protection Projects
19-02-03-MN	CPS to KIM or Lifesavers	Occupant Protection Projects
19-02-08-MN	Southern CPS Liaison	Occupant Protection Projects
19-02-09-MN	Northern CPS Liaison	Occupant Protection Projects
19-02-11-MN	2020 Occupant Protection	Occupant Protection Projects

**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 8  
 Estimated total number of technicians 677

**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.**

**9 405(c) - State Traffic Safety Information System Improvement Grant**

Traffic records coordinating committee (TRCC)

**Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.**

**Meeting Date**

3/13/2018  
 4/10/2018  
 5/8/2018

**Enter the name and title of the State's Traffic Records Coordinator**

Name of State's Traffic Records Coordinator: Kathleen Haney  
 Title of State's Traffic Records Coordinator: Traffic Records Coordinator

**Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.**

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 Traffic Safety	DPS	Chelsea	Palmateer

Crash	User	Office of Traffic Safety	DPS	Karen	Aldridge
Crash	User	Office of Traffic Safety	DPS	Allison	Hawley
Drivers Licensing (DL)	Collector	Driver and Vehicle Services	DPS	Sasha	Reese
Federal government	Advisor	Federal Motor Carrier Safety Admin	FMCSA	Matthew	Marin
Federal government	Advisor	Federal Highway Administration	FHWA	William	Stein
Federal government	Advisor	National Highway Traffic Safety Administration	NHTSA	Curtis	Murff
Injury Surveillance/EMS	Collector/User	Injury and Violence Prevention	MDH	Anna	Gaichas
Injury Surveillance/EMS	Collector/User	Injury and Violence Prevention	MDH	Leslie	Seymour
Injury Surveillance/EMS	Collector/User	Office of Rural Health & Primary Care	MDH	Tim	Held
Injury Surveillance/EMS	Collector/User	EMS Regulatory Board	EMSRB	Bob	Norlen
Multiple: All TSIS	User/Database	Office of Traffic Safety	DPS	Kathleen	Haney
Multiple: C/A, Crash, DL, VR	Collector/User	MN State Patrol Central Office	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		
<b>Policy Level Members</b>					
Citation/Adjudication	Colonel	Minnesota State Patrol	DPS	Matt	Langer
Injury Surveillance/EMS	Manager	Injury and Violence Prevention	MDH	Mark	Kinde
State IT	Manager	MNIT Services	MNIT@DPS	Steve	Mueller
Crash	Manager	Office of Traffic Safety	DPS	Mike	Hanson
Multiple: Crash, DL, VR	Manager	Driver and Vehicle Services	DPS	Dawn	Olson
Roadway	Manager	MnDOT Office of Traffic, Safety, and Technology	MnDOT	Peter	Buchan

## State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are 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; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

#### Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

#### 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.

#### 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.

#### Driver Recommendations (2)

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

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

#### Roadway Recommendations (4)

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

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

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

### 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.

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

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

### 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.

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

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

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: 18-05-08, Crash Records Enhancements

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

<i>Type</i>	<i>Label</i>	<i>Name</i>
Project	MNLARS	Minnesota License and Registration System

2019 Update: Although MNLARS launched in 2017, there are numerous issues that still need to be addressed.

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 data dictionary to be generated. This is a multi-year endeavor that is State funded.

#### Linked Items

<i>Type</i>	<i>Label</i>	<i>Name</i>
Project	FASTDS	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**

<i>Type</i>	<i>Label</i>	<i>Name</i>
Project	FASTDS	Minnesota License System

2019 Update: FAST DS is scheduled to launch in October, 2018.

**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**

<i>Type</i>	<i>Label</i>	<i>Name</i>
Project	LRS implementation	Not currently tracked in TRCC Strategic Plan

**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		

**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**

*Type*                      *Label*                      *Name*

Project

2019 HSP Project: 19-03-10, DWI Dashboard

2019 HSP Project: 19-03-12 DWI E Charging

**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**

*Type*                      *Label*                      *Name*

Project      MN IS 01                      CODES

2019 HSP Project: 19-05-13, Crash Outcome Data Evaluation System (CODES)

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

**\*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	Primary Countermeasure Strategy
19-05-07-MN	Crash Records Analysis	Traffic Records Projects
19-05-08-MN	Crash Records Enhancements Contracts	Traffic Records Projects
19-05-09-MN	Crash Records Enhancements MNIT	Traffic Records Projects
19-05-10-MN	MNGEO Mapping	Traffic Records Projects
19-05-11-MN	MnCrash Support & Mgmt. Analyst	Traffic Records Projects
19-05-12-MN	SAS Support	Traffic Records Projects
19-05-13-MN	CODES	Traffic Records Projects
19-05-18-MN	2020 405C projects	Traffic Records Projects

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

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

Click here to enter text.

**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**

Type	Label	Name
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2019 HSP Project: 19-03-10, DWI Dashboard

2019 HSP Project: 19-03-12 DWI E Charging

**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**

Type	Label	Name
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## Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are 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. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

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)

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

## Documents Uploaded

MN\_FFY19\_405c\_Strategic Plan.pdf

## State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 8/7/2014

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

**10 405(d) Impaired Driving Countermeasure Grant**

## Impaired driving assurances

## Impaired driving qualification - Low-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

**11 405(f) Motorcyclist Safety Grant**

## Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

## Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Minnesota Office of Traffic Safety

State authority name/title: Bill Shaffer

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Aitken	803
Anoka	15474
Becker	1683
Beltrami	1487
Benton	1772
Big Stone	290
Blue Earth	3065
Brown	1823
Carlton	1496
Carver	3691
Cass	1261
Chippewa	760
Chisago	3408
Clay	2391
Clearwater	388
Cook	400
Crow Wing	3323
Dakota	15119
Dodge	1200
Douglas	2139
Faribault	863
Fillmore	1166
Freeborn	2077
Goodhue	2601
Grant	331
Hennepin	33903
Houston	984
Hubbard	863
Isanti	2181
Jackson	571
Kanabec	818
Kandiyohi	2114
Kittson	208
Koochiching	523
Lac Qui Parle	369
Lake	579
Lake of the Woods	183
LeSueur	1786

Lincoln	388
Lyon	1213
McLeod	2266
Mahnomen	143
Marshall	479
Martin	1196
Meeker	1483
Mille Lacs	1429
Morrison	1649
Mower	2114
Murray	562
Nicollet	1645
Nobles	1106
Norman	290
Olmsted	5091
Ottertail	2930
Pennington	665
Pope	692
Ramsey	13886
Red Lake	269
Redwood	895
Renville	928
Rock	517
Saint Louis	8635
Scott	6298
Sibley	861
Stearns	7157
Steele	2070
Stevens	391
Swift	545
Todd	1248
Traverse	191
Wabasha	1313
Wadena	687
Waseca	929
Washington	10099
Watonwan	637
Wilkin	439
Winona	2352
Wright	6517
Yellow Medicine	667

**Enter the total number of registered motorcycles in State.**

206965

Motorcyclist awareness program

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: Minnesota Office of Traffic Safety

State authority name/title: Bill Shaffer

**CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.**

**Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	97.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	55.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	35.0

**Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.**

**County or Political Subdivision # of MCC involving another motor vehicle**

Aitken	1
Anoka	17
Becker	1
Beltrami	2
Blue Earth	5
Brown	2
Carlton	1
Carver	1
Cass	1
Chisago	4
Clay	1
Crow Wing	9
Dakota	9
Douglas	1
Freeborn	1
Goodhue	3
Hennepin	30
Hubbard	2
Isanti	1
Kanabec	2
LeSueur	2
Martin	4
Meeker	3
Mille Lacs	6
Morrison	1
Mower	2

Murray	2
Nicollet	2
Olmsted	9
Otertail	5
Ramsey	23
Saint Louis	2
Scott	8
Stearns	6
Steele	3
Todd	2
Wabasha	5
Waseca	1
Washington	11
Wright	3

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 194

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

\*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**

Motorcycle Rider Training

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

\*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	Primary Countermeasure
19-07-01-MN	Motorcycle Coordination	Motorcycle Rider Training
19-07-02-MN	Motorcycle Support	Motorcycle Rider Training
19-07-04-MN	MC Media Relations	Motorcycle Rider Training
19-07-10-MN	2020 MC 402 Projects	Motorcycle Rider Training
19-07-11-MN	2020 405F Projects	Motorcycle Rider Training

**Use of fees collected from motorcyclists for motorcycle programs**

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Data State

To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show

that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

**Documents Uploaded**

motorcycle\_grid.csv

**12 Certifications, Assurances, and Highway Safety Plan PDFs**

**Documents Uploaded**

MINNESOTA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

MN 2019 Cert & Asssur.pdf