

September 2019

# **Highway Safety Plan FY 2020 Minnesota**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

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

## Highway safety planning process

### Data Sources and Processes

### Processes Participants

Chiefs and Sheriffs Association  
Child passenger Safety Advisory Taskforce  
Crash Outcome Data Evaluation System (CODES) Board of Directors  
Driving While Impaired Takes Force  
Emergency Medical Service Regulatory Board  
MMAAP Mobility for Minnesota's Aging Population  
Motorcycle Safety Advisory Taskforce  
National Highway Safety Administration  
Open Solicitation of Projects Enforcement  
Process participants  
Toward Zero Deaths committees  
Toward Zero Deaths Forums  
Traffic Records coordinating Committee  
University of Minnesota

### Description of Highway Safety Problems

### Methods for Project Selection

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 taskforces, 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. 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 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.

Countermeasures That Work, the leadership team makes the final decision on which projects to fund and at what level.

## List of Information and Data Sources

### Description of Outcomes

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## Performance report

### Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met
7	C-7) Number of motorcyclist fatalities (FARS)	Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: Met

### Program-Area-Level Report

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 targets are set between the projections based on yearly numbers and those based on 5-year averages and in conjunction with DOT for 2020.

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

### Program-Area-Level Report

The five year average target was no more than 1,950 serious injuries and Minnesota had 1,235. Minnesota began using the MMUCC Suspected Serious Injury definition on January 1, 2016.

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: Met

### Program-Area-Level Report

The five year average target was no more than 0.65 fatalities per 100 million VMT and Minnesota's rate was 0.63.

### Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

### Program-Area-Level Report

The five year average target was no more than 82 unrestrained passenger vehicle occupant fatalities Minnesota's actual was 81.

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

Progress: Met

### Program-Area-Level Report

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: Not Met

### Program-Area-Level Report

The five year average target was no more than 87 speeding related fatalities; Minnesota's actual was 92. This will be addressed in the speed component of the traffic safety enforcement program.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

### Program-Area-Level Report

The five year average target was no more than 60 motorcyclist fatalities; Minnesota's actual was 56. This will

remain relatively flat for the next few years.

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

The five year average target was no more than 40 unhelmeted motorcyclist fatalities; Minnesota's actual was 35. As with motorcyclist fatalities this number is expected to remain flat.

### Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

#### Program-Area-Level Report

The five year average target was no more than 47 drivers age 20 or younger involved in fatal crashes; Minnesota's actual was 48. This was a decrease from 60 in 2015.

### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

The five year average target was no more than 34 pedestrian fatalities; Minnesota's actual was 36. This is being addressed with some targeted pedestrian programs in 2020.

### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Met

#### Program-Area-Level Report

### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

#### Program-Area-Level Report

As can be expected, once Minnesota reached a 90%+ rate the increases in belt use will be harder to obtain. Minnesota has set a maintenance goal of 92%. Seat belt enforcement continues to be part of the traffic safety enforcement program.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	375.00

2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1,714.00
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.626
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	65.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	93.00
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	93.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	56.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	38.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	48.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	45.00

11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	7.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	92.00

## Performance Measure: C-1) Number of traffic fatalities (FARS)

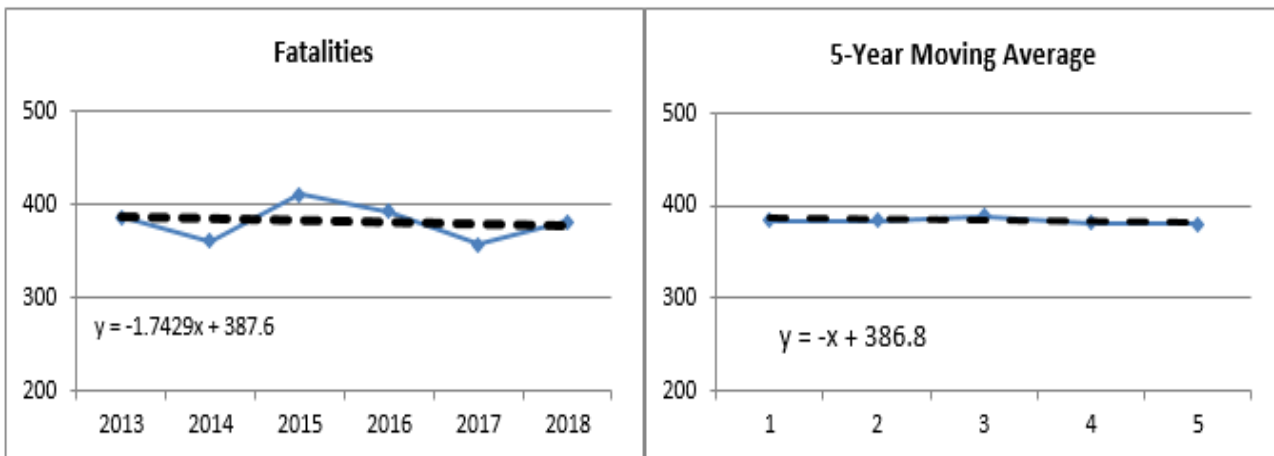
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	375.00	5 Year	2016

### Performance Target Justification

Forecast Year			1	2	3	4	5	6	7
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	395	387	361	411	392	357	381	377*	375*
5-Year Averages	410	396	384	384	389	382	380	381*	380*
PM Target							381	377	375.4

\*Projected



## Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

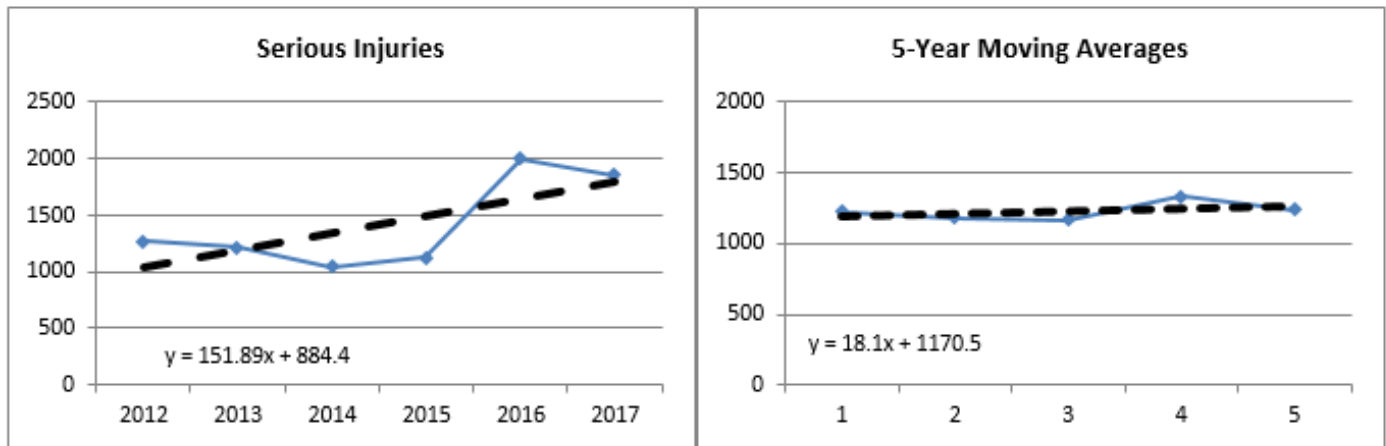
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1,714.00	5 Year	2016

### Performance Target Justification

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Injuries	1,268	1,216	1,044	1,127	1,992	1,849	1,795*	1,947*	2,099*
5-Year Averages	1,288	1,221	1,176	1,163	1,329	1,235	1,279*	1,297*	1,315*
PM Target							1,795	1,750	1,714.2

\*Projected



Although serious injuries have not enjoyed as dramatic a decline in recent years in Minnesota the trend is still a downward one. The performance measure targets reflect a change in Serious Injury definition implemented in MNCrash in 2016 and in conjunction with DOT for 2020.

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	0.626	5 Year	2016

### Performance Target Justification

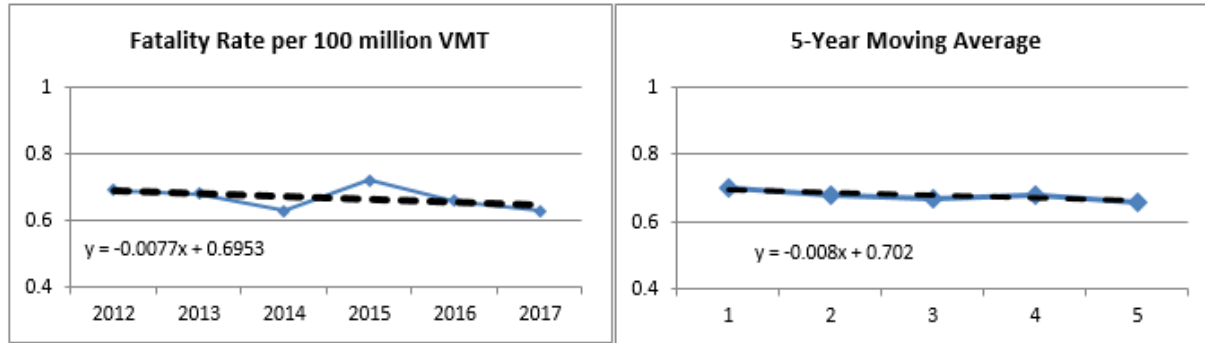
### Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

#### Performance Target details



Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality Rate	0.69	0.68	0.63	0.72	0.66	0.63	0.641*	0.634*	0.626*
5-Year Averages	0.72	0.70	0.68	0.67	0.68	0.66	0.654*	0.646*	0.638*
PM Target							0.641	0.634	0.626

\*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 to align with the projections based on yearly numbers and those based on 5-year averages and in conjunction with DOT for 2020.

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	65.00	5 Year	2016

### Performance Target Justification

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

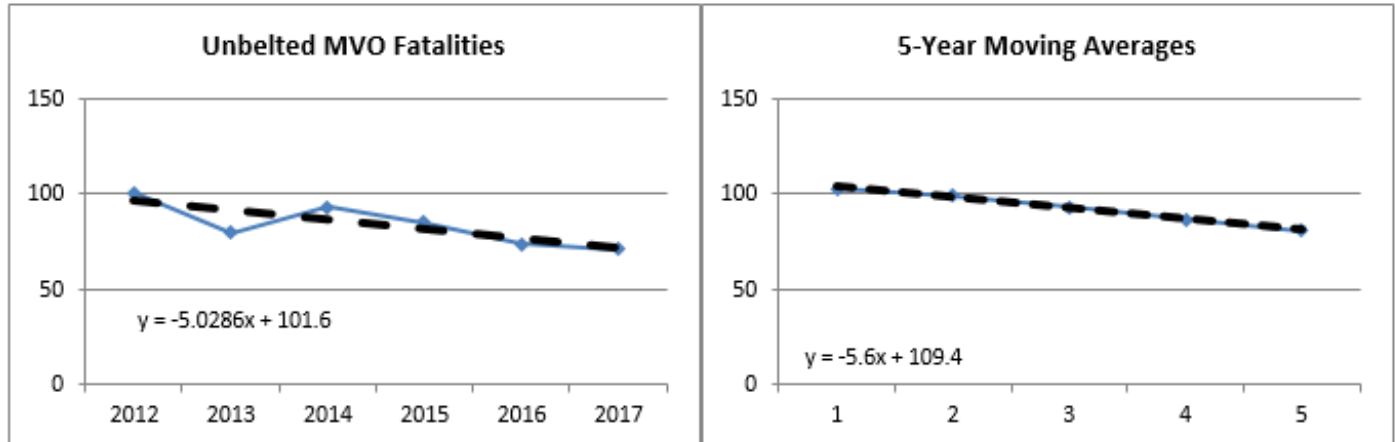
#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	93.00	5 Year	2016

### Performance Target Justification

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	101	80	93	85	74	71	71*	66*	61*
5-Year Averages	112	103	99	93	87	81	76*	70*	65*
PM Target							76	70	65

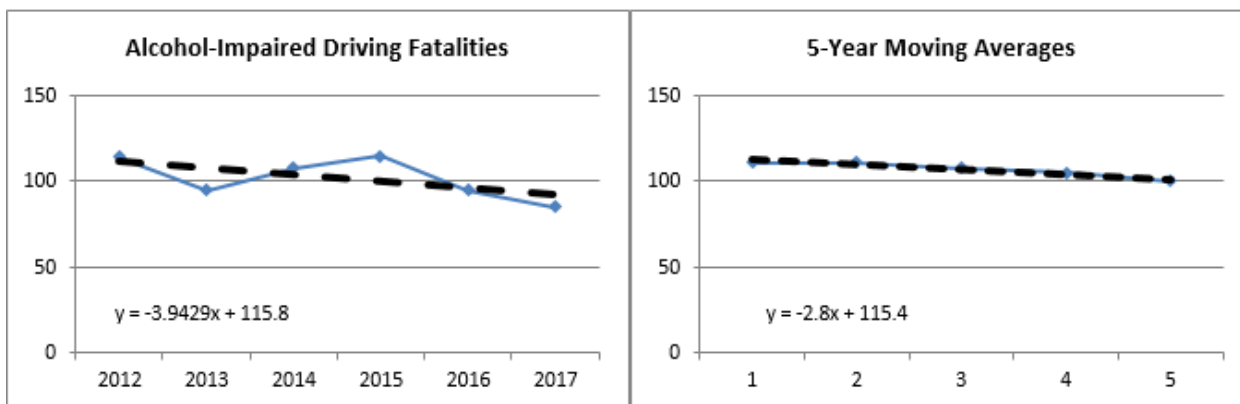
\*Projected



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 targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	114	95	108	115	95	85	92*	88*	84*
5-Year Averages	118	111	111	108	105	100	99*	96*	93*
PM Target							99	96	93

\*Projected



The number of alcohol impaired driving fatalities continues the downward trend. The performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

## Performance Measure: C-6) Number of speeding-related fatalities (FARS)

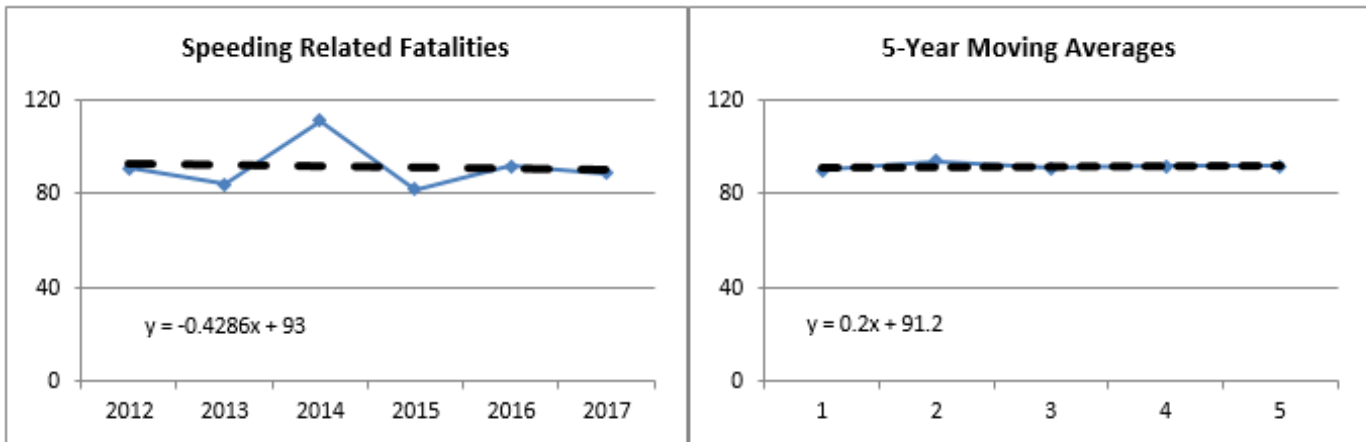
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	93.00	5 Year	2016

### Performance Target Justification

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	91	84	111	82	92	89	90*	90*	90*
5-Year Averages	100	90	94	91	92	92	92*	92*	93*
PM Target							92	92	93

\*Projected



Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller or plateauing. The performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	56.00	5 Year	2016

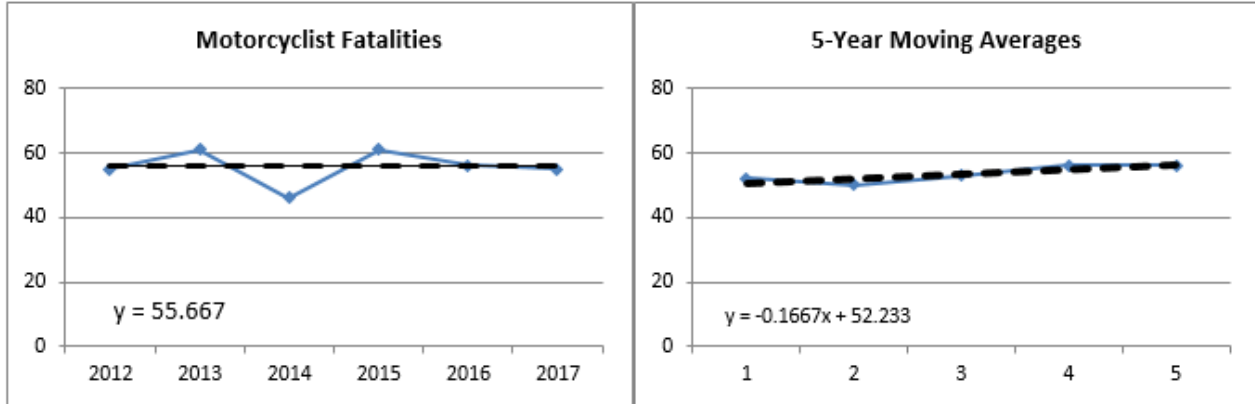
### Performance Target Justification

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

#### Performance Target details

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	55	61	46	61	56	55	56*	56*	56*
5-Year Averages	54	52	50	53	56	56	51*	51*	51*
PM Target							56	56	56

\*Projected



The performance measure targets are set using the projections of the yearly fatalities because the slope has begun to rise rather than fall. The Target is set to stop the increase.

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	38.00	5 Year	2016

### Performance Target Justification

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

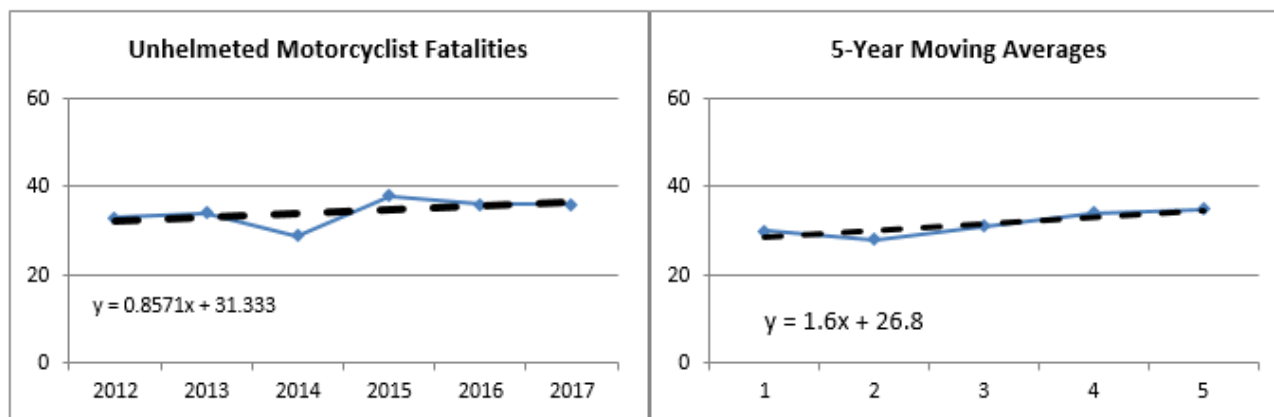
#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	48.00	5 Year	2016
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	48.00	5 Year	2016

### Performance Target Justification

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	33	34	29	38	36	36	36*	37*	38*
5-Year Averages	34	30	28	31	34	35	36*	38*	40*
PM Target							36	38	38

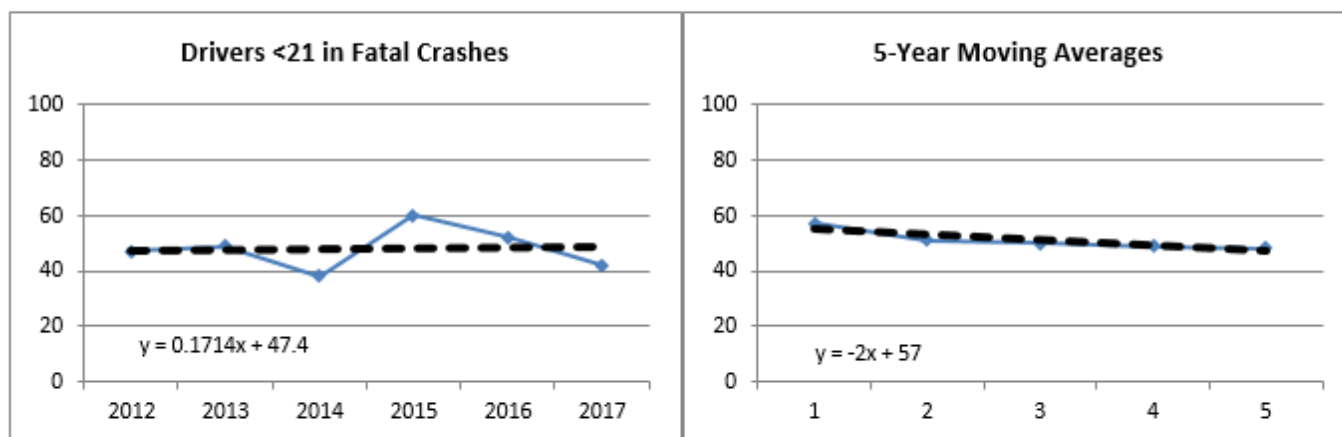
\*Projected



The performance measure targets are aligned with the projection of the yearly number of unhelmeted motorcyclist fatalities and reflect a maintenance target. The performance measure targets are set using the projections of the yearly fatalities because the slope has begun to rise rather than fall. The Target is set to stop the increase.

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Drivers <21	47	49	38	60	52	42	48*	49*	49*
5-Year Averages	61	57	51	50	49	48	45*	43*	43*
PM Target							48	48	48

\*Projected



The performance measure targets are aligned with the projection of the yearly numbers and reflect a maintenance target. The performance measure targets are set using the projections of the yearly fatalities because the slope has begun to rise rather than fall. The Target is set to stop the increase.

## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

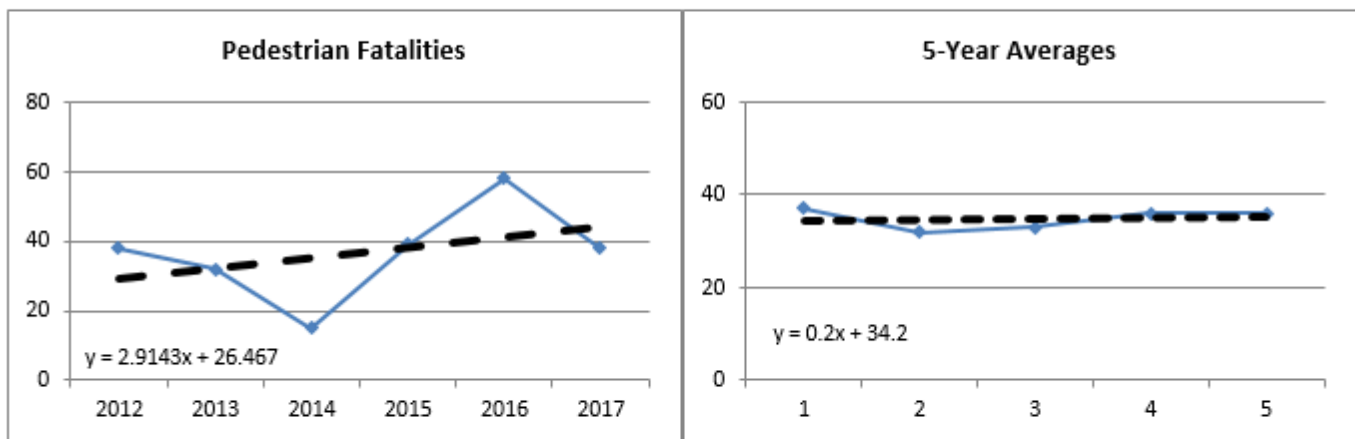
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	45.00	5 Year	2016

### Performance Target Justification

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	38	32	15	39	58	38	44*	47*	50*
5-Year Averages	36	37	32	33	36	36	35*	36*	36*
PM Target							44	45	45

\*Projected



The performance measure targets are aligned with the projection of the yearly numbers and reflect a maintenance target. The performance measure targets are set between the two projections because the slope has plateaued. The Target is set to stop the increase.

## Performance Measure: C-11) Number of bicyclists fatalities (FARS)

### Performance Target details

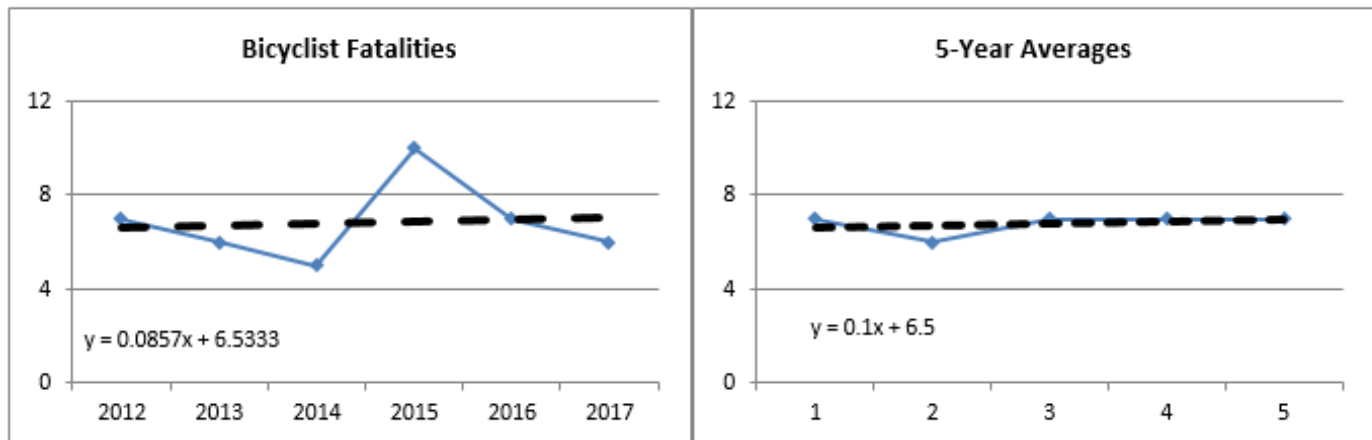
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	7.00	5 Year	2016

### Performance Target Justification

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	7	6	5	10	7	6	7*	7*	7*
5-Year Averages	9	7	6	7	7	7	7*	7*	7*
PM Target							7	7	7

\*Projected



Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller or plateauing. The performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets. OTS will review this if the number rises because of increased societal emphasis on cycling.

## seat outboard occupants (survey)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	92.00	5 Year	2016

### Performance Target Justification

**Certification:** 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.

I certify: Yes

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

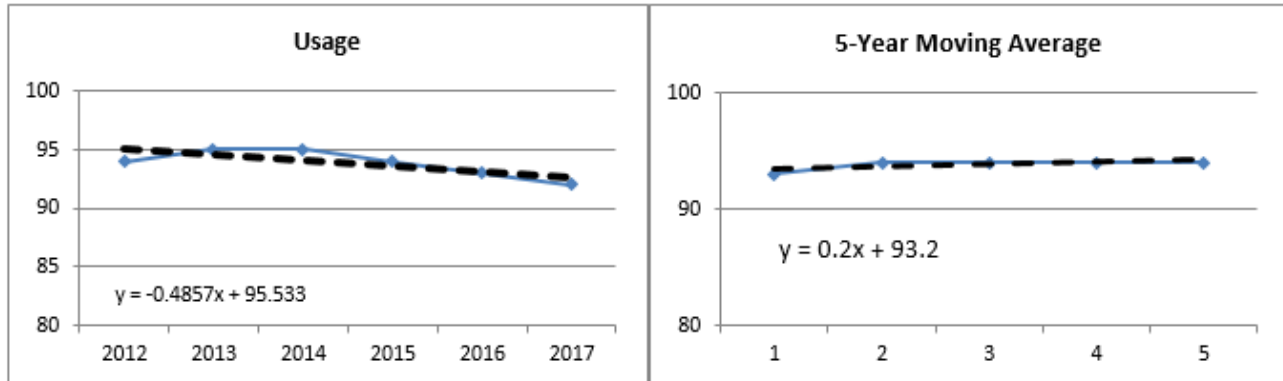
Seat belt citations: 11,075

Fiscal Year A-1: 2018

### Seat Belt Use

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2012	2013	2014	2015	2016	2017	2018	2019	2020
Seat Belt Use	94	95	95	94	93	92	92	92*	92*
5-Year Averages	91	93	94	94	94	94	93	95*	95*
PM Target									92

\*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.

#### A-2) Number of impaired driving arrests made during grant-funded enforcement activities\*

Impaired driving arrests: 3,292

Fiscal Year A-2: 2018

#### A-3) Number of speeding citations issued during grant-funded enforcement activities\*

Speeding citations: 16,091

Fiscal Year A-3: 2018

## Program areas

### Program Area: Planning & Administration

#### Description of Highway Safety Problems

No organization can be successful or stay in business unless programs are efficiently and effectively managed. The Office of Traffic Safety operations must support the effectiveness of traffic safety program, areas, as well as projects, and work steadily towards meeting our goals and objectives.

#### Associated Performance Measures

#### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
20-01-01	Planning and Administration	



## Planned Activity: Planning and Administration

Planned activity number: 20-01-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

The individuals funded by this project will: Develop and submit annual Highway Safety Plan, Annual Report and biennial state budget. Participate in development of Statewide Strategic Highway Safety Plan. Ensure deadlines are met. Ensure sound problem identification has been used for individual projects. Ensure State and NHTSA programmatic and financial policies and procedures and rules and regulations are met. The leadership team is responsible for hiring and supervising employees. The leadership team is responsible for final decisions on projects to be conducted and setting budgets for project. The director is responsible for testifying at the legislature.

All funding is split 50/50 between federal NHTSA funds and state Highway Truck Funds. Funds are used for salaries, fringe benefits and indirect costs (under 8%) coordinators and one half time of an accounting officer. In addition, the project also for rent, office supplies in-state travel, communications (phone, postage, voice mail, email) office equipment, and miscellaneous costs of the Office of Traffic Safety's full complement of eighteen positions

### Intended Subrecipients

The Staff of Office of Traffic Safety and outside vendors TBD

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Planning and Administration	\$574,000.00	\$574,000.00	\$0.00
2017	FAST Act NHTSA 402	Planning and Administration	\$574,000.00	\$574,000.00	\$0.00

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

### Description of Highway Safety Problems

Occupant Protection Enforcement will assist will assist in raising current 92% seat belt use so we can reach our goal of 95% seat belt use, using counter measures that work.

According to 2013-2017 Minnesota Seat Belt Facts, of the 1,335 vehicle occupants killed, only 54 % were known to be belted; and during this period, 220 motorists were killed during nighttime hours (9p- 3a) and only 39% of these victims were known to be belted.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	65.00
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### Countermeasure Strategies in Program Area

Countermeasure Strategy
Occupant Protection Projects

### Countermeasure Strategy: Occupant Protection Projects

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

#### Project Safety Impacts

Minnesota believes promoting child passenger safety through supporting nationally certified Safe Kid technicians throughout the State will assist in reaching the performance measure through counter measures that work.

Performance Measure C4 Unrestrained Passenger Motor Vehicle Occupant Fatalities

#### Linkage Between Program Area

According to 2013-2017 Minnesota Seat Belt Facts, of the 1,335 vehicle occupants killed, only 54 % were known to be belted; and during this period, 220 motorists were killed during nighttime hours (9p– 3a) and only 39% of these victims were known to be belted.

#### Rationale

Minnesota believes in Counter Measures that work Chapter 2 Seat Belts and Child Restraints 2 Seat Belt Enforcement 6 Communication and Outreach 7 Other Strategies.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-02-01	Child passenger Hospital Support
20-02-02	Belt Enforcement for Cities and Counties
20-02-03	Enforcement Occupant Protection
20-02-04	Liaison Occupant Protection
20-02-05	State Patrol Enforcement Occupant Protection
20-02-06	State Patrol Sustained Belt Enforcement
20-02-07	Support Occupant Protection / Professional Development
20-02-08	Survey Seat Belt Use
20-02-22	Staff of Office of Traffic Safety /OP

#### Planned Activity: Child passenger Hospital Support

Planned activity number: 20-02-01

Primary Countermeasure Strategy ID: Occupant Protection Projects

## Planned Activity Description

Provides support of staff and supplies for child passenger safety.

## Intended Subrecipients

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## Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$150,000.00	\$0.00	\$150,000.00

## Planned Activity: Belt Enforcement for Cities and Counties

Planned activity number: 20-02-02

Primary Countermeasure Strategy ID: Occupant Protection Projects

## Planned Activity Description

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 in September 18-20, 2020.

## Intended Subrecipients

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## Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP High	405(b) FAST Act Occupant Protection High	\$850,000.00	\$0.00	\$0.00
2017	FAST Act NHTSA 402	Occupant Protection	\$100,000.00	\$0.00	\$0.00

## Planned Activity: Enforcement Occupant Protection

Planned activity number: 20-02-03

Primary Countermeasure Strategy ID: Occupant Protection Projects

## Planned Activity Description

Provide enforcement specific to occupant protection

## Intended Subrecipients

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## Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$100,000.00	\$0.00	\$0.00

## Planned Activity: Liaison Occupant Protection

Planned activity number: 20-02-04

Primary Countermeasure Strategy ID: Occupant Protection Projects

## Planned Activity Description

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 of people throughout the rural portions of the state.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$270,000.00	\$0.00	\$0.00

## Planned Activity: State Patrol Enforcement Occupant Protection

Planned activity number: 20-02-05

Primary Countermeasure Strategy ID: Occupant Protection Projects

## Planned Activity Description

Provide enforcement specific to occupant protection

## Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP High	405(b) FAST Act Occupant Protection High	\$285,000.00	\$0.00	\$0.00
2017	FAST Act 405b OP High	405(b) FAST Act Occupant Protection High	\$285,000.00	\$0.00	\$0.00
2017	FAST Act NHTSA 402	Occupant Protection	\$100,000.00	\$0.00	\$0.00
2017	FAST Act NHTSA 402	Occupant Protection	\$100,000.00	\$0.00	\$0.00

## Planned Activity: State Patrol Sustained Belt Enforcement

Planned activity number: 20-02-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

## Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

### Funding sources

## Planned Activity: Support Occupant Protection / Professional Development

Planned activity number: 20-02-07

Primary Countermeasure Strategy ID: Occupant Protection Projects

### Planned Activity Description

Training, School Programs, Caregiver classes and inspection stations, LATCH manuals and other instruction related items. Attendance for limited numbers of advocates at Traffic Safety conferences/Seminars for

registration and limited accommodation costs.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$60,000.00	\$0.00	\$60,000.00

### Planned Activity: Survey Seat Belt Use

Planned activity number: 20-02-08

Primary Countermeasure Strategy ID:

### Planned Activity Description

NHTSA required survey

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$80,000.00		\$0.00
2017	FAST Act NHTSA 402	Occupant Protection	\$80,000.00	\$0.00	\$0.00

### Planned Activity: Staff of Office of Traffic Safety /OP

Planned activity number: 20-02-22

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Office of Traffic Safety Staff focusing on Occupant Protection and Child Restraints

### Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Occupant Protection Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Occupant Protection	\$120,000.00	\$0.00	\$0.00

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

### Description of Highway Safety Problems

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 peoples drinking and driving behavior. It is vital for reducing impaired driving fatalities and severe injuries. Repeat DWI offenders continue to be an area of concern, analytics, DWI courts, e-charging, education and outreach enforcement, Ignition Interlock, Liaisons, and research are part of the strategic plan leading to zero deaths.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	93.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Impaired Driving Projects

## Countermeasure Strategy: Communication Campaign

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Click or tap here to enter text.

### Linkage Between Program Area

Click or tap here to enter text.

## Rationale

Click or tap here to enter text.

### Planned activities in countermeasure strategy

## Countermeasure Strategy: Impaired Driving Projects

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Minnesota believes Impaired driving remains a serious threat on Minnesota roads, accounting for one-third of all traffic deaths annually. One in seven Minnesota drivers has a DWI on record and 40 percent of those will re-offend. Further, each year, 40,000 Minnesotans are convicted driving with an invalid license.

Performance Measure C5 Impaired Related Fatalities

### Linkage Between Program Area

In 2017 an increase of 3% of drivers were arrested for DWI, 20% of fatalities were drunk driving related. In addition Minnesota is experiencing a steady increase in drugged-driving the number of DWI –CS (controlled substance) more than tripled between 2008-2017 alone, the number of DRE (drug recognition evaluations) increased over 25%.

## Rationale

MN believes in Counter Measures that work, in Chapter 1 Alcohol -and Drug Impaired Driving; 2 Enforcement .1 High Visibility Saturation Patrol .3 Breath Test Devices 3 Prosecution and Adjudication .1 DWI Courts 4 DWI Offender Treatment, Monitoring and Control 5 Prevention, Intervention, Communication and Outreach 7 Drug Impaired.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-03-01	Courts Alcohol Impaired
20-03-01	Courts Alcohol / Drug Impaired
20-03-02	Dashboard Alcohol Impaired
20-03-03	Enforcement Alcohol Impaired Officer
20-03-04	Enforcement Cities and Counties Alcohol Impaired
20-03-06	Liaisons Alcohol Impaired Enforcement
20-03-07	MNIT Support and Services /EZ guide
20-03-08	State Patrol Alcohol Impaired Driving Enforcement
20-03-09	BCA Lab Technicians Administrative Drug Impaired Support
20-03-10	E-Charging Alcohol / Drug Impaired
20-03-12	Drug Recognition Enforcement DRE & Traffic Law Enforcement Training
20-03-13	Ignition Interlock (Judicial)
20-03-14	Impaired Driving Facts
20-03-15	Liaison Judicial



20-03-16	MNIT Support and Services / Landing Pages
20-03-17	Recognition Alcohol/ Drug Impaired Enforcement
20-03-18	Responsible Server Training Impaired
20-03-19	State Patrol Alcohol/ Drug Impaired Professional Development
20-03-20	Support Alcohol/Drug Impaired Professional Development
20-03-21	Traffic Safety Resource Prosecutor TSRP (includes Law & Legal)
20-03-22	Project Directors to Conferences
20-03-23	Staff of Office of Traffic Safety /AL
20-03-02	Dashboard Alcohol Impaired
20-03-03	Enforcement Alcohol Impaired Officer
20-03-04	Enforcement Cities and Counties Alcohol Impaired
20-03-05	Ignition Interlock (Vendor Oversight)
20-03-21	Traffic Safety Resource Prosecutor TSRP (includes Law & Legal)

## Planned Activity: Courts Alcohol Impaired

Planned activity number: 20-03-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

## Planned Activity: Courts Alcohol / Drug Impaired

Planned activity number: 20-03-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

Court team will assist and support participants in achieving legal driving status.

### Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Dashboard Alcohol Impaired

Planned activity number: 20-03-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Enforcement Alcohol Impaired Officer

Planned activity number: 20-03-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Enforcement Cities and Counties Alcohol Impaired

Planned activity number: 20-03-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 the day before Thanksgiving and continues on weekends in December, 2019; and additional campaign leading up to the Labor Day holiday, 2020.

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.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

### Planned Activity: Liaisons Alcohol Impaired Enforcement

Planned activity number: 20-03-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

#### Planned Activity: MNIT Support and Services /EZ guide

Planned activity number: 20-03-07

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

#### Planned Activity: State Patrol Alcohol Impaired Driving Enforcement

Planned activity number: 20-03-08

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: BCA Lab Technicians Administrative Drug Impaired Support

Planned activity number: 20-03-09

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: E-Charging Alcohol / Drug Impaired

Planned activity number: 20-03-10

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Drug Recognition Enforcement DRE & Traffic Law Enforcement Training

Planned activity number: 20-03-12

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Ignition Interlock (Judicial)

Planned activity number: 20-03-13

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Impaired Driving Facts

Planned activity number: 20-03-14

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Liaison Judicial

Planned activity number: 20-03-15

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

## Planned Activity: MNIT Support and Services / Landing Pages

Planned activity number: 20-03-16

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

## Planned Activity: Recognition Alcohol/ Drug Impaired Enforcement

Planned activity number: 20-03-17

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

## Planned Activity: Responsible Server Training Impaired

Planned activity number: 20-03-18

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: State Patrol Alcohol/ Drug Impaired Professional Development

Planned activity number: 20-03-19

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Support Alcohol/Drug Impaired Professional Development

Planned activity number: 20-03-20

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Traffic Safety Resource Prosecutor TSRP (includes Law & Legal)

Planned activity number: 20-03-21

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.



## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Project Directors to Conferences

Planned activity number: 20-03-22

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Staff of Office of Traffic Safety /AL

Planned activity number: 20-03-23

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

### Planned Activity: Dashboard Alcohol Impaired

Planned activity number: 20-03-02

Primary Countermeasure Strategy ID: Impaired Driving Projects

### Planned Activity Description

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

## Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$150,000.00		\$0.00
2017	405d - Impaired Driving	405(d) FAST Act Impaired Driving Low Alcohol HVE	\$150,000.00	\$0.00	\$0.00

## Planned Activity: Enforcement Alcohol Impaired Officer

Planned activity number: 20-03-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

## Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$1,500,000.00		\$0.00
2017	405d - Impaired Driving	405(d) FAST Act Impaired Driving Low Alcohol HVE	\$575,000.00	\$0.00	\$0.00

## Planned Activity: Enforcement Cities and Counties Alcohol Impaired

Planned activity number: 20-03-04

Primary Countermeasure Strategy ID:

## Planned Activity Description

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 the day before Thanksgiving and continues on weekends in December, 2019; and additional campaign leading up to the Labor Day holiday, 2020.

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.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$2,500,000.00		\$0.00
2017	405d - Impaired Driving	405(d) FAST Act Impaired Driving Low Alcohol HVE	\$500,000.00	\$0.00	\$0.00

## Planned Activity: Ignition Interlock (Vendor Oversight)

Planned activity number: 20-03-05

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

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

In addition to vendor oversight, the project will fund training and education to inform people of the program.

They also provide outreach at correctional facilities to inform inmates due for release on the process of enrolling in the ignition interlock program and obtaining a valid license. Funds also provide training for the

employees in the division.

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

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$700,000.00		\$0.00

### Planned Activity: Traffic Safety Resource Prosecutor TSRP (includes Law & Legal)

Planned activity number: 20-03-21

Primary Countermeasure Strategy ID: Impaired Driving Projects

### Planned Activity Description

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.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Impaired Driving Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$120,000.00		\$0.00
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$240,000.00	\$0.00	\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

Speeding, failure to yield, and inattention or distracted driving are the driver behaviors cited most frequently as causal factors in all types of crashes.

Research shows people are most likely to change their driving behavior if they perceive they will receive a ticket or be arrested for non-compliance with traffic laws.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	65.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Police Traffic Service Projects

## Countermeasure Strategy: Communication Campaign

Program Area: Police Traffic Services

### Project Safety Impacts

Minnesota believes media will assist in reducing the number of distracted and other aggressive driving behaviors, printed materials, website or other venues conducting a paid advertising campaign; and including messaging in every news release and interview on benefits of safe driving habits. Including helmet use on motorcycle, proper restraint use, avoid distraction and impairment.

Performance Measures C1 Total Traffic Fatalities

### Linkage Between Program Area

Media provides the highest yield for reaching the specific high-risk audience with our traffic safety messages.

The only good way to ensure the messages will be seen by the target audience is by placing it in locations and media platforms favored by that audience. The Office of Communications, OTS and the professionals under contract to DPS will assess the best plan for advertising for the various campaigns within the available funding

## Rationale

MN believes in counter measures that work Communication and Outreach are listed in Chapter 1 Alcohol and Drug Impaired 5.2 Mass Media Campaigns Chapter 3 Speeding and Speed Management 4 Communication and Outreach.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-08-05	Creative Media Contract
20-08-09	Media / Focus Groups

## Planned Activity: Creative Media Contract

Planned activity number: 20-08-05

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

### Funding sources

## Planned Activity: Media / Focus Groups

Planned activity number: 20-08-09

Primary Countermeasure Strategy ID: Communication Campaign

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

### Funding sources

## Countermeasure Strategy: Police Traffic Service Projects

Program Area: Police Traffic Services

## Project Safety Impacts

Year round enforcement will assist in reducing the number of distracted and other aggressive driving behaviors so we can reach our performance goal through counter measures that work.

Performance Measure C6 Speed Related Fatalities.

## Linkage Between Program Area

The 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 September, 2020. 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.

## Rationale

Minnesota believes in Counter Measures that work Chapter 2 Seat Belt and Child Restraints .2 Law Enforcement 3 Speeding and Speed Management .2 Enforcement Chapter 4 Distracted and Drowsy 1.2 Cell Phone and Text Messaging Laws, 1.3 High Visibility cell phone/ text messaging enforcement

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-04-01	Enforcement Cities and Counties TZD
20-04-02	Enforcing Pedestrian Laws
20-04-02	Enforcing Pedestrian Laws
20-04-03	Enforcement Recognition Commissioners Award
20-04-03	Enforcement Recognition Commissioners Award
20-04-09	State Patrol TZD Enforcement
20-04-09	State Patrol TZD Enforcement
20-04-10	State Patrol Distracted Driving Enforcement
20-04-10	State Patrol Distracted Driving Enforcement
20-04-22	Staff Office of Traffic Safety PT
20-04-11	Distraction Project Enforcement

## Planned Activity: Enforcement Cities and Counties TZD

Planned activity number: 20-04-01

Primary Countermeasure Strategy ID:

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

### Funding sources

### Planned Activity: Enforcing Pedestrian Laws

Planned activity number: 20-04-02

Primary Countermeasure Strategy ID: Police Traffic Service Projects

### Planned Activity Description

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 to be determined for enhanced enforcement of pedestrians and drivers not obeying pedestrian laws.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$200,000.00	\$0.00	\$0.00

### Planned Activity: Enforcing Pedestrian Laws

Planned activity number: 20-04-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
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Police Traffic Service Projects

Funding sources

Planned Activity: Enforcement Recognition Commissioners Award

Planned activity number: 20-04-03

Primary Countermeasure Strategy ID: Police Traffic Service Projects

Planned Activity Description

Recognition of 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.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	402 PTS-Police Traffic Services	402 PTS Police Traffic Services	\$10,000.00	\$0.00	\$0.00

Planned Activity: Enforcement Recognition Commissioners Award

Planned activity number: 20-04-03

Primary Countermeasure Strategy ID:

Planned Activity Description

Click or tap here to enter text.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

Funding sources

Planned Activity: State Patrol TZD Enforcement

Planned activity number: 20-04-09

Primary Countermeasure Strategy ID: Police Traffic Service Projects

### Planned Activity Description

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 hands free law. In addition, a Hands Free and Wireless Communication Enforcement Week - To mark the one-year anniversary of the Hands Free legislation, a one-week campaign begins with a statewide enforcement day on Aug. 1 and continues through Aug. 8, 2020. Enhanced speed enforcement will be conducted June 22-July 19, 2020. 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, Carver, Cass, Carleton, Clay, Crow Wing, Dakota, Goodhue, Hennepin, Itasca, Olmsted, Otter Tail, Pine, Ramsey, St. Louis, Scott, Sherburne, 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.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	402 PTS-Police Traffic Services	402 PTS Police Traffic Services	\$350,000.00	\$0.00	\$0.00

### Planned Activity: State Patrol TZD Enforcement

Planned activity number: 20-04-09

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

## Funding sources

### Planned Activity: State Patrol Distracted Driving Enforcement

Planned activity number: 20-04-10

Primary Countermeasure Strategy ID: Police Traffic Service Projects

#### Planned Activity Description

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 hands free law. In addition, a Hands Free and Wireless Communication Enforcement Week - To mark the one-year anniversary of the Hands Free legislation, a one-week campaign begins with a statewide enforcement day on Aug. 1 and continues through Aug. 8, 2020. Enhanced speed enforcement will be conducted June 22-July 19, 2020. 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, Carver, Cass, Carleton, Clay, Crow Wing, Dakota, Goodhue, Hennepin, Itasca, Olmsted, Otter Tail, Pine, Ramsey, St. Louis, Scott, Sherburne, 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.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$14,500.00	\$0.00	

### Planned Activity: State Patrol Distracted Driving Enforcement

Planned activity number: 20-04-10

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Click or tap here to enter text.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Police Traffic Service Projects

[Funding sources](#)

**Planned Activity: Staff Office of Traffic Safety PT**

Planned activity number: 20-04-22

Primary Countermeasure Strategy ID:

[Planned Activity Description](#)

Click or tap here to enter text.

[Intended Subrecipients](#)

Click or tap here to enter text.

[Countermeasure strategies](#)

Countermeasure Strategy
Police Traffic Service Projects

[Funding sources](#)

**Planned Activity: Distraction Project Enforcement**

Planned activity number: 20-04-11

Primary Countermeasure Strategy ID: Police Traffic Service Projects

[Planned Activity Description](#)

Click or tap here to enter text.

[Intended Subrecipients](#)

Click or tap here to enter text.

[Countermeasure strategies](#)

Countermeasure Strategy
Police Traffic Service Projects

[Funding sources](#)

**Program Area: Traffic Records**

**Description of Highway Safety Problems**

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

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	375.00
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### Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Records Projects

### Countermeasure Strategy: Traffic Records Projects

Program Area: Traffic Records

#### Project Safety Impacts

Although data improvement projects are not specified in the Countermeasures That Work document, high quality data analysis is the backbone of a data driven traffic safety program. Crash data is the most widely used dataset and where the Research staff concentrates its work.

Performance Measure C1 Total Traffic Fatalities C2 Serious Traffic Injuries

#### Linkage Between Program Area

Monitoring the data helps drive countermeasure selection.

#### Rationale

Minnesota believes in Counter Measures that work and although data improvement projects are not specified high quality data is the backbone of a data driven traffic safety program. Counter Measure that work Introduction speaks to the importance of data.

Counter Measures Data timeliness, integration, quality.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-05-14	MNIT Support and Services / Egrants
20-05-15	MnIT Contracts / Training Services
20-05-22	Office of Traffic Safety Staff/ TR
20-05-23	Office of Traffic Safety Staff / TR

### Planned Activity: MNIT Support and Services / Egrants

Planned activity number: 20-05-14

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Click or tap here to enter text.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Traffic Records Projects

Funding sources

Planned Activity: MnIT Contracts / Training Services

Planned activity number: 20-05-15

Primary Countermeasure Strategy ID:

Planned Activity Description

Click or tap here to enter text.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Traffic Records Projects

Funding sources

Planned Activity: Office of Traffic Safety Staff/ TR

Planned activity number: 20-05-22

Primary Countermeasure Strategy ID:

Planned Activity Description

Click or tap here to enter text.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Traffic Records Projects

Funding sources

Planned Activity: Office of Traffic Safety Staff / TR

Planned activity number: 20-05-23

Primary Countermeasure Strategy ID: Planning and Administration

Planned Activity Description

Click or tap here to enter text.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Traffic Records Projects

Funding sources

## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

There are few deaths more violent than those associated with traffic crashes; there a 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 resource 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 it quality of living.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	375.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1,714.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Traffic Safety Program

### Countermeasure Strategy: Community Traffic Safety Program

Program Area: Community Traffic Safety Program

### Project Safety Impacts

Minnesota believes a community collations/ groups can impact one community at a time spreading traffic safety messages through different outlets based on the needs of the group.

Performance Measures C1 Total Traffic Fatalities C2 Serious Traffic Injuries

### Linkage Between Program Area

In 2017 a decrease of 9% in traffic fatalities and injuries, this is still an unacceptable level, serving as a call to action from all motorist to buckle up, drive at safe speeds, pay attention and never drive impaired.

### Rationale

MN believes in Counter Measures that work, several Chapters have a section that general communication and outreach specific projects would be covered with counter measures more specific Chapter 4 3.1 Distracted and Drowsy Driving Employer Programs, Chapter 6 3.1 Parental Roles in Teaching and Managing Young Drivers , Chapter 7 2.2 Referring Older Drivers to Licensing Agencies.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
-------------------	-----------------------

20-06-01	Conference Annual Toward Zero Death
20-06-02	Identifying Driver Drowsiness
20-06-03	MNIT Support and Services /Contracts (micropage)
20-06-04	Network of Employers for Traffic Safety/ NETS
20-06-11	Study's /Behavior Surveys and Evaluation
20-06-05	Novice Drivers Education and Outreach
20-06-06	Older Driver Working Group
20-06-10	Pedestrian Outreach
20-06-09	Professional Development Project Directors
20-06-07	Regional Coordinators Toward Zero Death
20-06-22	Staff of Office of Traffic Safety /CP

## Planned Activity: Conference Annual Toward Zero Death

Planned activity number: 20-06-01

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

## Planned Activity: Identifying Driver Drowsiness

Planned activity number: 20-06-02

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

## Planned Activity: MNIT Support and Services /Contracts (micropage)

Planned activity number: 20-06-03

Primary Countermeasure Strategy ID: Community Traffic Safety Program



### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Network of Employers for Traffic Safety/ NETS

Planned activity number: 20-06-04

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Study's /Behavior Surveys and Evaluation

Planned activity number: 20-06-11

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Novice Drivers Education and Outreach

Planned activity number: 20-06-05

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Older Driver Working Group

Planned activity number: 20-06-06

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Pedestrian Outreach

Planned activity number: 20-06-10

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Outreach and Education focusing on pedestrian safety, laws and best practices.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

### Funding sources

### Planned Activity: Professional Development Project Directors

Planned activity number: 20-06-09

Primary Countermeasure Strategy ID: Community Traffic Safety Program

### Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

## Funding sources

### Planned Activity: Regional Coordinators Toward Zero Death

Planned activity number: 20-06-07

Primary Countermeasure Strategy ID: Community Traffic Safety Program

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

## Funding sources

### Planned Activity: Staff of Office of Traffic Safety /CP

Planned activity number: 20-06-22

Primary Countermeasure Strategy ID: Planning and Administration

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Community Traffic Safety Program

## Funding sources

### Program Area: Motorcycle Safety

#### Description of Highway Safety Problems

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. Registration is down which represents lower state funding. Fatalities and Injuries maintain constant, training is vital to keep motorcyclist safe.

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	56.00

## Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Motorcycle Rider Training

### Countermeasure Strategy: Communication Campaign

Program Area: Motorcycle Safety

#### Project Safety Impacts

Click or tap here to enter text.

#### Linkage Between Program Area

Click or tap here to enter text.

#### Rationale

Click or tap here to enter text.

#### Planned activities in countermeasure strategy

### Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

#### Project Safety Impacts

The number of motorcycle rider and passenger fatalities decreased from 54 in 2016 to 52 in 2017. Almost one third of the fatalities in 2017 died in single vehicle, lane departure crashes while negotiating a curve.

Crash fatalities per 10,000 registered motorcycles remained the same from 2016 to 2017 at 2.3 per 10,000 registered motorcycles.

Performance Measures C7 Motorcyclist Fatalities

#### Linkage Between Program Area

Minnesota will provide high quality rider training opportunities for riders of all skill levels, and make this training available to the majority of our motorcyclists by having training available in counties that contain the majority of the state's registered motorcycles.

#### Rationale

Minnesota believes counter Chapter 5 Motorcycle Safety 3.2 Motorcycle Rider Training will reduce the incidence of motorcycle run off the road crashes.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-07-01	Motorcycle Rider Training

20-07-01	Motorcycle Rider Training
20-07-22	Staff of Office of Traffic Safety

## Planned Activity: Motorcycle Rider Training

Planned activity number: 20-07-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

### Funding sources

## Planned Activity: Motorcycle Rider Training

Planned activity number: 20-07-01

Primary Countermeasure Strategy ID: Motorcycle Rider Training

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

### Funding sources

## Planned Activity: Staff of Office of Traffic Safety

Planned activity number: 20-07-22

Primary Countermeasure Strategy ID: Motorcycle Rider Training

### Planned Activity Description

The Office of Traffic Safety Staff focusing on Motorcycle projects

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	NHTSA 402	Motorcycle Safety	\$110,000.00	\$0.00	\$0.00

## Program Area: Communications (Media)

### Description of Highway Safety Problems

Minnesota believes media will assist in reducing the number of distracted and other aggressive driving behaviors, printed materials, website or other venues conducting a paid advertising campaign; and including messaging in every news release and interview on benefits of safe driving habits. Including helmet use on motorcycle, proper restraint use, avoid distraction and impairment.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	375.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

## Countermeasure Strategy: Communication Campaign

Program Area: Communications (Media)

### Project Safety Impacts

Minnesota believes media will assist in reducing the number of distracted and other aggressive driving behaviors, printed materials, website or other venues conducting a paid advertising campaign; and including messaging in every news release and interview on benefits of safe driving habits. Including helmet use on motorcycle, proper restraint use, avoid distraction and impairment.

Performance Measures C1 Total Traffic Fatalities

### Linkage Between Program Area

Media provides the highest yield for reaching the specific high-risk audience with our traffic safety messages. The only good way to ensure the messages will be seen by the target audience is by placing it in locations and media platforms favored by that audience. The Office of Communications, OTS and the professionals under contract to DPS will assess the best plan for advertising for the various campaigns within the available funding.

### Rationale

MN believes in counter measures that work Communication and Outreach are listed in Chapter 1 Alcohol and Drug Impaired 5.2 Mass Media Campaign Chapter 3 Speeding and Speed Management 4 Communication and Outreach.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-08-01	Creative Media Contract Alcohol
20-08-02	Media Relations at OOC Alcohol
20-08-03	Paid Media Alcohol
20-08-04	Paid Media Contract
20-08-05	Creative Media Contract
20-08-09	Media / Focus Groups
20-08-10	Media Relations at OOC
20-08-11	Paid Media / Includes Distraction

### Planned Activity: Creative Media Contract Alcohol

Planned activity number: 20-08-01

Primary Countermeasure Strategy ID: Communication Campaign

#### Planned Activity Description

Click or tap here to enter text.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

#### Funding sources

### Planned Activity: Media Relations at OOC Alcohol

Planned activity number: 20-08-02

Primary Countermeasure Strategy ID: Communication Campaign

#### Planned Activity Description

Click or tap here to enter text.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Communication Campaign

#### Funding sources

### Planned Activity: Paid Media Alcohol

Planned activity number: 20-08-03

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

### Planned Activity: Paid Media Contract

Planned activity number: 20-08-04

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

### Planned Activity: Creative Media Contract

Planned activity number: 20-08-05

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

## Funding sources

### Planned Activity: Media / Focus Groups

Planned activity number: 20-08-09

Primary Countermeasure Strategy ID: Communication Campaign



## Planned Activity Description

This project will support a group focus on a specific target demographic to find out what will likely change their behavior. With recent deaths and severe injuries at a plateau, we need to reach the demographic that continue to “tune out” current messaging and consequences.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Community Traffic Safety Project	\$195,000.00	\$0.00	\$0.00

## Planned Activity: Media Relations at OOC

Planned activity number: 20-08-10

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

## Planned Activity: Paid Media / Includes Distraction

Planned activity number: 20-08-11

Primary Countermeasure Strategy ID: Communication Campaign

## Planned Activity Description

Click or tap here to enter text.

## Intended Subrecipients

Click or tap here to enter text.

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign

## Funding sources

### Program Area: Roadway Safety/Traffic Engineering

#### Description of Highway Safety Problems

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	375.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1,714.00

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Roadway Safety/ Traffic Engineering

### Countermeasure Strategy: Roadway Safety/ Traffic Engineering

Program Area: Roadway Safety/Traffic Engineering

#### Project Safety Impacts

Minnesota believes in providing the opportunity for peer training, education and technical support for traffic safety professionals, which will assist in reaching our performance measure through counter measures that work.

#### Linkage Between Program Area

At the end of 2017 there were 78,465 traffic crashes; 358 people died and 29,412 people were injured in those crashes (MN Crash Facts 2017). This conference shares best practices among engineering, enforcement, education and emergency services, thus promoting cooperation among all levels of government. This collaboration will be required to progress towards zero traffic related deaths.

#### Rationale

Minnesota believes in Counter Measures that work Chapter 1 Alcohol and Drug Impaired Driving 5 Prevention, Intervention, Communication and Outreach Chapter 2 Seat Belts and Child Restraints 6 Communication and Outreach Chapter 3 Speeding and Speed Management 4 Communication and Outreach Chapter 4 Distracted and Drowsy Driving 2 Communication and Outreach Chapter 5 Motorcycle Safety 4 Communication and Outreach Chapter 7 Older Drivers 1 Communication and Outreach providing opportunity to attend, plan and present traffic safety messages at a variety venues disseminates best practices, the latest research and new interventions for reducing traffic fatalities and serious injuries. It promotes cooperation and collaboration among all the E's Education, Emergency Medical Service, Enforcement, Engineering to further MN's progress towards zero

death.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20-09-01	Administrative Support TZD Outreach /Center for Transportation Studies CTS
20-09-02	Professional Development Office of Traffic Safety Staff

### Planned Activity: Administrative Support TZD Outreach /Center for Transportation Studies CTS

Planned activity number: 20-09-01

Primary Countermeasure Strategy ID: Roadway Safety/ Traffic Engineering

#### Planned Activity Description

Provides support of staff and supplies for "toward zero death" initiatives including but not limited to leadership meetings and the annual conference.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
Roadway Safety/ Traffic Engineering

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Roadway Safety (FAST)	\$200,000.00	\$0.00	\$0.00

### Planned Activity: Professional Development Office of Traffic Safety Staff

Planned activity number: 20-09-02

Primary Countermeasure Strategy ID: Roadway Safety/ Traffic Engineering

#### Planned Activity Description

Professional Development / including but not limited to travel, registration, in house and other seminars needed for succession planning of the Office of Traffic Safety.

#### Intended Subrecipients

Click or tap here to enter text.

#### Countermeasure strategies

Countermeasure Strategy
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Roadway Safety/ Traffic Engineering
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### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402	Roadway Safety (FAST)	\$75,000.00	\$0.00	\$0.00

### Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

#### Crash Analysis

Click or tap here to enter text.

#### Deployment of Resources

Click or tap here to enter text.

#### Effectiveness Monitoring

Click or tap here to enter text.

### High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
Communication Campaign
Communication Campaign
Impaired Driving Projects

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

#### 405(b) Occupant protection grant

##### Occupant protection plan

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 Name
Occupant Protection (Adult and Child Passenger Safety)

#### Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
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.
Chisholm Police Dept.
Carlton Co. Sheriffs Office
Cannon Falls Police Dept.
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
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
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.
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.
Elk River Police Dept.
Elko New Market 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.
Lake Shore Police Dept.
Lakes Area Police Dept.

Lakeville Police Dept.
Le Sueur Co. Sheriffs Office
Le Sueur Police Dept.
Lester Prairie 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.
Moorhead Police Dept.
Minnesota State Patrol
Minnetonka Police Dept.
Minnetrista Public Safety Dept.
Moose Lake Police Dept.
Morris Police Dept.
Morrison Co. Sheriffs Office
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.
North Mankato Police Dept.
North St. Paul Police Dept.
Northfield Police Dept.
Oak Park Heights Police Dept.
Olmsted Co. Sheriffs Office
Onamia Police Dept.
Orono Police Dept.
Olivia Police Dept.
Osakis Police Dept.
Osseo Police Dept.
Otter Tail Co. Sheriffs Office
Owatonna Police Dept.
Park Rapids Police Dept.
Parkers Prairie 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.
Rogers Police Dept.

Rock Co. Sheriffs Office
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. 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
St. Anthony Police Dept.
St. Charles Police Dept.
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
Washington Co. Sheriffs Office
Wadena Police Dept.
Waite Park Police Dept.
Walker Police Dept.

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.
Zumbrota Police Dept.
Yellow Medicine Co. Sheriffs Office
Wyoming Police Dept.
Wright Co. Sheriffs Office
Worthington Police Dept.
Woodbury Police Dept.
Winsted Police Dept.
Winona Police Dept.
Winona Co. Sheriffs Office
Aitkin Police Dept.
Aitkin Co. Sheriffs Office

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

**Planned Participation in Click-it-or-Ticket**

**List of Task for Participants & Organizations**

**Child restraint inspection stations**

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
Occupant Protection Projects
Police Traffic Service Projects

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 331

**Total number of planned inspection stations and/or events in the State 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

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Occupant Protection Projects
Police Traffic Service Projects

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

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.

## 405(c) State traffic safety information system improvements grant Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
7/10/2018
9/11/2018
12/11/2018

**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

**TRCC members by name, title, home organization and the core safety database represented:**

## List of TRCC members

TSIS System	Role	Division	Agency	First Name	Last Name
Crash	User	U of M HumanFIRS T Lab	U of MN	Nichole	Morris
Crash	Collector/Use r	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/Use r	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	Kaci	Wray
Injury Surveillance/EMS	Collector/Use r	Injury and Violence Prevention	MDH	Anna	Gaichas
Injury Surveillance/EMS	Collector/Use r	Injury and Violence Prevention	MDH	Leslie	Seymour
Injury Surveillance/EMS	Collector/Use r	Office of Rural Health and Primary Care	MDH	Tim	Held
Injury Surveillance/EMS	Collector/Use r	EMS Regulatory Board	EMSRB		
Multiple: All TSIS	User/Databas e	Office of Traffic Safety	DPS	Kathleen	Haney
Multiple: C/A, Crash, DL, VR	Collector/Use r	MN State Patrol Central Office	DPS	Steve	Bluml
Multiple: C/A, Crash, DL, VR	Collector/Use r	MN State Patrol	DPS	Jeff	Huettl
Multiple: Crash, DL, VR	Manager	Driver and Vehicle Services	DPS	Andrea	Fasbender
Roadway	Collector/Use r	MnDOT Office of Traffic, Safety, and Technology (OTST)	MnDOT	Brad	Estochen
Roadway	Collector/Use r	MnDOT OTSM	MnDOT	Peter	Morey
Roadway	Collector/Use r	Washington County	WC	Joe	Gustafson

Roadway	Collector/Use	MnDOT OTST	MnDOT	Eric	DeVoe
DVS Redesign		Driver and Vehicle Services	DPS		
Policy Level Members					
Citation/Adjudication	Colonel	Minnesota State Patrol	DPS	Matt	Langer
Injury Surveillance/ EMS	Manager	Injury and 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

## Traffic Records System Assessment

### Traffic Records for Measurable Progress

#### Crash Recommendations (1)

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

Status: Addressed – Some Progress

State Comments: The Crash Records System replacement project resulted in the ability to more easily track data quality measures on a routine basis. The MNCrash system went live January 1, 2016. The next steps involve assessing data quality.

#### Vehicle Recommendations (1) Status:

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

#### Driver Recommendations (2)

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

Status: Addressed

State Comments: The FAST DS project that replaces the Driver License System resulted in a new data

dictionary to be generated. This is a multi-year endeavor that is State funded.

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.

Roadway Recommendations (4)

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

Status: Addressed – Pending Action

State Comments: The Minnesota Department of Transportation is in the process of moving their data systems off the mainframe and implementing a new Linear Referencing System. Guidelines will be referenced as this moves forward. This is a multi-year endeavor.

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.

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

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.

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

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.

#### EMS / Injury Surveillance Recommendations (2)

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

Status: Addressed – Some progress

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

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.

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.

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.

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.

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.

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. Quality control measures will be



enhanced. This is a multi-year endeavor.

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.

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.

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.

### Traffic Records Supporting Non-Implemented Recommendations

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

Status: Not Addressed - Other

State Comments: The TRCC has chosen to address Crash and Roadway recommendations before resuming work on Citation / Adjudication.

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.

### Traffic Records for Model Performance Measures

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.

Measurement Technique

Calculating the number and percentage of ambulance services reporting NEMSIS 3.4 data set for 2016 through 2018.

Date and Baseline Values for Measure

March 2017 (2016 data measured)

March 2019 (2018 data measured)

### State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
20-05-01	Crash Outcome data Evaluation System/ CODES
20-05-02	Crash Records Analysis/ Human FIRST
20-05-03	Data Linkage NGA
20-03-12	Drug Recognition Enforcement DRE & Traffic Law Enforcement Training
20-03-10	E-Charging Alcohol / Drug Impaired
20-05-04	Local Updates MNDot
20-05-07	MNIT Support and Services / Crash Record Enhancement
20-05-08	Research Analyst for RMS Data/ TIMS

### Quantitative and Measurable Improvement

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.

### State Highway Safety Data and Traffic Records System Assessment

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:

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

### 405(d) Impaired driving countermeasures 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.

## 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:

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

**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

**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

Other approved curricula:

**CERTIFICATION:** The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

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	15,474
Becker	1,683
Beltrami	1,487
Benton	1,772
Big Stone	290
Blue Earth	3,065
Brown	1,823
Carlton	1,496

Carver	3,691
Cass	1,261
Chippewa	760
Chisago	3,408
Clay	2,391
Clearwater	388
Cook	400
Crow Wing	3,323
Dakota	15,119
Dodge	1,200
Douglas	2,139
Faribault	863
Fillmore	1,166
Freeborn	2,077
Goodhue	2,601
Grant	331
Hennepin	33,903
Houston	984
Hubbard	863
Isanti	2,181
Jackson	571
Kanabec	818
Kandiyohi	2,114
Kittson	208
Koochiching	523
Lac Qui Parle	369
Lake	579
Lake of the Woods	183
LeSueur	1,786
Lincoln	388
Lyon	1,213
Mahnomen	143
Marshall	479
Martin	1,196
McLeod	2,266
Meeker	1,483
Mille Lacs	1,429
Morrison	1,649
Mower	2,114
Murray	562
Nicollet	1,645
Nobles	1,106
Norman	290
Olmsted	5,091
Ottertail	2,930

Pennington	665
Pope	692
Ramsey	13,886
Red Lake	269
Redwood	895
Renville	928
Rock	517
Saint Louis	8,635
Scott	6,298
Sibley	861
Stearns	7,157
Steele	2,070
Stevens	391
Swift	545
Todd	1,248
Traverse	191
Wabasha	1,313
Wadena	687
Waseca	929
Washington	10,099
Watonwan	637
Wilkin	439
Winona	2,352
Wright	6,517
Yellow Medicine	667

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 207,320

**Motorcyclist awareness program**

**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.**

**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.**

**Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.**

County or Political Subdivision	# of MCC involving another motor vehicle
Aitken	1
Anoka	17
Becker	1

Beltrami	2
Benton	0
Big Stone	0
Blue Earth	5
Brown	2
Carlton	1
Carver	1
Cass	1
Chippewa	0
Chisago	4
Clay	1
Clearwater	0
Cook	0
Crow Wing	9
Dakota	9
Dodge	0
Douglas	1
Faribault	0
Fillmore	0
Freeborn	1
Goodhue	3
Grant	0
Hennepin	30
Houston	0
Hubbard	2
Isanti	1
Jackson	0
Kanabec	2
Kandiyohi	0
Kittson	0
Koochiching	0
Lac Qui Parle	0
Lake	0
Lake of the Woods	0
LeSueur	2
Lincoln	0
Lyon	0
Mahnomen	0
Marshall	0
Martin	4
McLeod	0
Meeker	3
Mille Lacs	6
Morrison	1
Mower	2

Murray	2
Nicollet	2
Nobles	0
Norman	0
Olmsted	9
Ottertail	5
Pennington	0
Pope	0
Ramsey	23
Red Lake	0
Redwood	0
Renville	0
Rock	0
Saint Louis	2
Scott	8
Sibley	0
Stearns	6
Steele	3
Stevens	0
Swift	0
Todd	2
Traverse	0
Wabasha	5
Wadena	0
Waseca	1
Washington	11
Watonwan	0
Wilkin	0
Winona	0
Wright	3
Yellow Medicine	0

**Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:**

Total # of MCC crashes involving another motor vehicle: 194

**Countermeasure strategies and 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.**

Countermeasure Strategy
Motorcycle Rider Training

### Use of fees collected from motorcyclists for motorcycle programs

**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.**

Use of fees criterion: Data State

**Legal citations for each law state criteria.**

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No

### 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

### Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.



