

Minnesota Highway Safety Plan 2021

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

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

**Minnesota Department of Public
Safety / Office of Traffic Safety**

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The Minnesota Department of Public Safety Office of Traffic Safety is pleased to submit our Federal Fiscal Year 2021 annual Highway Safety Plan. As we begin preparations for the new fiscal year we remain focused on our traffic safety mission while also acknowledging the many challenges that are currently facing our state and the county as a whole. The effects of the COVID-19 pandemic remain unknown and the societal changes that are taking place must be recognized and accounted for as we implement our programs in the coming months.

One of the key pillars of our Highway Safety Plan is the recently completed 2020-2024 State Strategic Highway Safety Plan in cooperation with the Minnesota Department of Transportation and Department of Health. The SHSP sets out the strategies and tactics that are at the forefront of the HSP planning process. All projects and programs found in this HSP are designed to support the goals and objectives of the SHSP. This is a plan for all of Minnesota and is designed for all of our traffic safety partners at the state, county, and local levels as well as for all users of our transportation systems.

The Strategic Highway Safety Plan as well as this annual Highway Safety Plan directly reflect the input and guidance from literally thousands of Minnesota residents and traffic safety stakeholders. This input helped to guide and shape the strategies and tactics that can be implemented by all traffic safety partners representing multiple disciplines.

Minnesota remains focused of the four primary contributing factors that lead to the majority of serious injury and fatal motor vehicles crashes; Speed, Distraction, Impaired Driving, Occupant Protection nonuse. Our enforcement and public outreach programs are specifically designed to address these behaviors and to further reduce their prevalence on our roadways. Each of these enforcement and education programs have been carefully researched and the projects were developed based on data analysis. Data driven approaches remain the foundation of our planning and implementation processes.

Building on our 2020 Highway Safety Plan, Minnesota will continue to seek new and innovative approaches to address ongoing and emerging traffic safety issues and challenges. Certainly the COVID-19 pandemic and other societal influences will impact our partners and we will focus on flexibility and accountability in all of our programs. Reinforcing our program evaluation process, Minnesota OTS will continue to focus on the following program areas as we work toward our ultimate goal of zero serious injury and fatal crashes.

As the Minnesota of Office of Traffic Safety moves onward with our mission in 2021 we recognize that improvements in a number of our program areas will need to be made. The Office of Traffic Safety is committed to a thorough evaluation of each of our projects and programs in order to ensure that we are doing everything possible to improve overall traffic safety across all of Minnesota. Specifically we will be evaluating and making adjustments in the following performance target areas:

Traffic Fatalities

In the area of traffic fatalities, we will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. We will work closely with our Regional TZD Coordinators to identify and offer solutions to local concerns.

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 2021.

Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	387	361	411	392	358	381	364	375*	352*
5-Year Averages	396	384	384	389	382	380	381	380*	368*
PM Target						381	377	375*	352.4*

*Projected

In the past decade, Minnesota has seen a lower fatality rate due to a decreasing number of fatalities and an increased VMT. 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 2021.

C-3 Fatality Rate									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatality Rate	0.68	0.63	0.72	0.66	0.60	0.63	0.634	0.582*	0.582*
5-Year Averages	0.70	0.68	0.67	0.68	0.66	0.654	0.646	0.638*	0.630*
PM Target						0.620	0.630	0.626*	0.582*

*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.

C-4 Unrestrained Occupant Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	80	93	85	74	71	96	73	61*	70*
5-Year Averages	103	99	93	87	81	84	71	79*	80*
PM Target						76	70	65*	75*

*Projected

The number of alcohol impaired driving fatalities continues with a 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.

C-5 Alcohol Impaired Driving Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	95	108	115	95	85	105	107	84*	93*
5-Year Averages	111	111	108	105	100	99	100	93*	96*
PM Target						99	96	93*	90*

*Projected

Speed related fatalities continue to plague our entire state. In 2020 the Office of Traffic Safety will improve our outreach and educational efforts while also looking for additional ways to support enforcement efforts.

C-6 Speeding Related Fatalities									
Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	84	111	82	92	89	113	75	90*	88*
5-Year Averages	90	94	91	92	92	92	92	93*	92*
PM Target						92	92	93*	87*

*Projected

In addition to these core areas, we are also focused on Motorcycle Safety, Teen Driver Safety, and Pedestrian/Bicycle safety. The DPS/OTS supported Motorcycle Safety Task Force and our newly created Teen Driver Safety Task Force will help to further our efforts to reduce motorcycle and teen driver involved serious and fatal crashes. Working with our Toward Zero Deaths partner agencies we will continue our pedestrian/bicycle education and outreach efforts coupled with targeted, data driven enforcement projects.

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The Office conducts research to identify pervasive traffic safety problems and sets realistic targets based on that research. Looking at the targets, we decide on countermeasures/strategies that are likely to improve the problems. The strategies in turn lead us to seek specific projects and vendors to conduct them.

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

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

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

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

Below are the performance target areas most closely considered in the planning process for 2021.

- In the area of traffic fatalities, we will leverage current, new, and emerging data sets to more specifically identify root causal factors and then apply appropriate strategies to prevent them. We will work closely with our Regional TZD Coordinators to identify and offer solutions to local concerns.
- While our occupant restraint compliance rate increased in 2019, 73 unrestrained vehicle occupants were killed. Outreach and education opportunities will increase as well as the outreach to our law enforcement partners.
- In 2019, 89 persons were killed as a result of impaired driving. We will continue to advocate for policy and legislative solutions that will strengthen our current laws and make them more effective.
- Speed related fatalities continue to plague our entire state. In 2019, 75 people were killed in speeding related crashes. Improvement to our outreach and educational efforts while also looking for additional ways to support enforcement efforts. Minnesota OTS will also continue to explore other speed management projects.
- In the area of Motorcycle Safety, we will continue to work closely with rider advocacy groups and industry professionals to educate all riders about the importance of helmets and high visibility gear.
- Thirty-one people were killed in teen driver crashes last year. In 2021, OTS will work closely with our newly formed Teen Driver Safety Task Force and with our partner agency Driver and Vehicle Services (DVS) to study and improve teen driver education and testing for all new drivers.
- Minnesota is following the national upward trend in the number pedestrian and bicycle fatalities. Minnesota and our partnership with the Minnesota Department of Transportation (MnDOT) will expand both education and outreach projects as well as enforcement efforts.

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

Chiefs' and Sheriffs' Associations:

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

Child Passenger Safety Advisory Taskforce:

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

CODES Board of Directors:

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

DWI Task Force:

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

Enforcement:

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

MMAP (Mobility for Minnesota's Aging Population):

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

Motorcycle Safety Advisory Taskforce:

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

National Highway Traffic Safety Administration:

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

Open Solicitation of Projects:

Each year, OTS solicits ideas for the next year's traffic safety projects. The solicitation is kept informal; proposals are limited to two pages including information on the proposer, the problem addressed, the target market, a brief project description, and an estimate and explanation of funding needed.

Toward Zero Deaths Conference:

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

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

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

Toward Zero Death Leadership Committee:

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

Toward Zero Death Program Committee:

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

Traffic Records Coordinating Committee:

Representatives from local law enforcement, DOT, Health, DPS divisions, and the courts worked together to develop a strategic plan which prioritizes projects to ensure that any proposed changes to data systems related to traffic safety are reviewed by, and acceptable, to all. The TRCC recommends that projects be conducted using Section 405c funding. During 2019, an assessment of traffic records in the state was conducted via internet by an outside panel of national experts.

University of Minnesota:

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

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

NOVEMBER / DECEMBER

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

JANUARY / FEBRUARY

Host an annual planning meeting with partners to obtain input. Review program data and targets to determine funding distribution and overall direction of the program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year's HSP approval letter, and applicable Program assessments.

MARCH

Establish a draft budget.

APRIL / MAY

Create specific plans and projects within each program area.

JUNE

Draft the HSP and 405 application for review.

JULY

Submit HSP to regional office for approval.

AUGUST / SEPTEMBER

Print, distribute and implement grants and contracts.

SEPTEMBER / OCTOBER

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

Occupant Protection

Performance Measure C-1 Number of Traffic Fatalities, C4 Unrestrained Passenger Motor Vehicle Occupant Fatalities

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

Age and Gender

Young people are especially at risk; 36 percent of motor vehicle occupants killed or severely injured in Minnesota were aged 15-29. Tragically, less than 50 percent of them were known to be buckled up. Males of all ages are less likely than females to wear their seat belts. Of all the motor vehicle occupants killed or injured in 2018 crashes, a larger percentage of males were not properly buckled up.

Time of Day

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

Safety equipment/ seatbelt use by motor vehicle occupants killed or injured by region of the State 2018:

EMS Region	%Used	% Not Used	%Unknown	Number of People
Metropolitan	82.1%	3.5%	14.4%	15,032
Central	86.9%	6.3%	6.8%	3,468
Northeast	83.7%	5.9%	10.3%	1,266
Northwest	74.8%	10.9%	14.3%	441
South Central	82.5%	6.9%	10.6%	990
Southeast	87.6%	6.5%	6.0%	2,046
Southwest	80.4%	10.1%	9.5%	1,185
West Central	83.2%	8.3%	8.5%	852
Statewide	83.2%	5.0%	5.0%	25,280

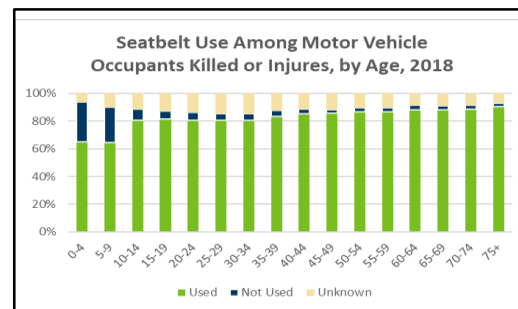
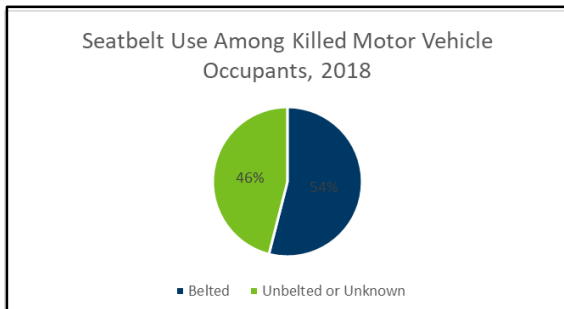


Observational Seatbelt Survey Data

Each year, a statewide survey is conducted observing motor vehicle occupant seatbelt use. This study provides reporting and analysis of seatbelt use in Minnesota unrelated to crashes. These invaluable data help OTS identify issues and implement proven countermeasures.

Vehicle Type

From our 2019 Observational Study of seat belt use, we found that males in the general population buckle up less often than females. In 2019, 95% of females observed were buckled up, compared to 92 % of males (up 2% from the previous year) Pickup truck drivers buckled up less than drivers of other vehicles by 5.5 percentage points (88.5% of pickup truck drivers buckled up, up 3.3% from 2018).



Summary

The crash data and observational study provide evidence that, while seatbelt use in Minnesota has greatly increased over the past 20 years, there is room for improvement, particularly among specific demographic groups in high-risk locations. This data tell us that our occupant protection campaigns should target mostly young men in greater Minnesota. Enforcement should focus on high-risk times, locations and vehicle types. In addition, programming that promotes the motor vehicle safety of children in Minnesota must be maintained, as the safety and well-being of our youth continue to be of the highest priority.

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Impacted Projects: 21-02-01, 21-02-04, 21-02-07

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

Learning and sharing best practices allows technicians in the state to keep up-to-date, helps keep kids safe when traveling in cars, and reduces fatalities amongst children between the ages of zero and seven years old. In Minnesota crashes from 2014 – 2018, 87% of the 17,237 children ages zero to seven that were properly restrained were not injured, while another ten percent sustained only possible injuries. This is evidence that when children are properly restrained, their chances of being injured in a traffic are drastically reduced.

Minnesota is confident in supporting child passenger safety advocates who serve to promote child passenger safety in the southern, northern, and northeastern portions of the state. The advocates conduct Children and Restraint Systems (C.A.R.S.) trainings throughout the state to caregivers and parents. In 2019, there were 5,753 verified attendees that successfully completed the C.A.R.S. training. OTS CPS advocates were also able to offer the National Child Passenger Safety Certification trainings, with low or local fee to incoming students.

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

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects: 21-02-08

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

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment, and not buckling up increases one's chances of being killed or injured in a crash, and makes roadways less safe for everyone. In 2019, 93.4% of drivers and passengers buckled up. Yet, 37% of traffic fatalities were not restrained. This demonstrates the importance of identifying the groups that are still not buckling up, and targeting enforcement and outreach efforts accordingly. Minnesota has had successful outcomes when using data to drive strategies for education, outreach, and enforcement.

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

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

Impaired Driving 164 Alcohol and 405d
Performance Measure C5 Impaired Related Fatalities

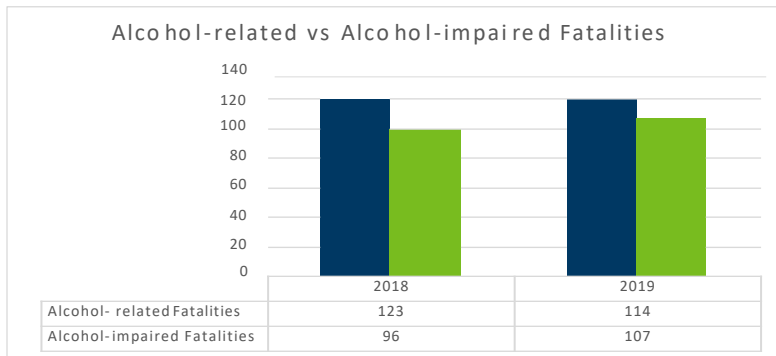
Overview

Impaired driving remains a serious threat on Minnesota roadways, accounting for one fourth of all traffic deaths annually. Although progress has been made in combatting impaired driving, Minnesota, like other states, is experiencing an increase in impairment caused by substances other than alcohol. In 2019, 27,975 motorists were arrested for DWI, compared with 26,825 in 2018. That's a 4.2 percent increase.

Minnesota, like 49 other states, has a .08 BAC limit for drivers. Motorists can be arrested with a BAC under .08 if impairment is determined by a combination of impaired driving conduct and / or field sobriety testing, or if operating a commercial vehicle or school bus. If a motorist's alcohol concentration is at or above .08, this constitutes a criminal offense ranging from a misdemeanor to a felony. This also triggers civil penalties including, but not limited to, loss of driving privileges, ignition interlock sanctions, and vehicle forfeiture.

Alcohol fatalities

Alcohol-related fatalities decreased from 123 in 2018 to 114 in 2019, and alcohol impaired fatalities increased from 96 in 2018 to 107 in 2019, a 4.2% increase. Severe injuries where alcohol was perceived to be involved decreased slightly from 385 in 2018 to 336 in 2019. While these numbers are moving in the right direction, every life lost to impaired driving is preventable and we must not become complacent in our mission to drive deaths toward zero.



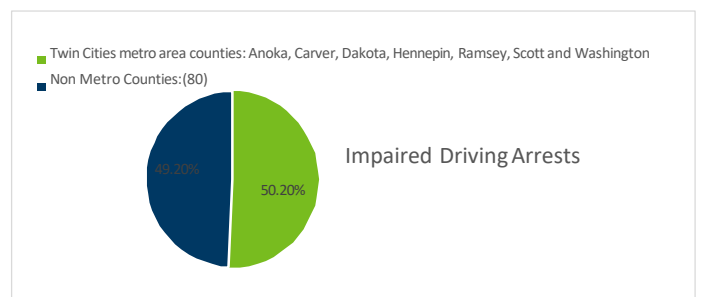
The most significant area of concern remains the 20-29 year-olds; nearly 30% percent of all alcohol impaired fatalities are in that age group compared with 18% percent of all traffic crash fatalities in that age group.

Overall, males and young adults are overrepresented in impaired-related crashes and account for a disproportionate share of fatalities. For instance, in 2018 males accounted for 89 percent of killed drivers who tested positive for alcohol.

In 2017, the seven county Twin Cities metro area had 50.8% of the impaired driving arrests and the remaining 80 county non-metro area had 49.2 percent.

Enforcement

Minnesota has 58 Enforcement groups and an additional 24 DWI Officer grantees throughout the state. The Enforcement groups conduct High Visibility Saturation campaigns to detect and arrest impaired drivers. During FFY19, the Enforcement's High Visibility patrols netted 1,838 impaired driving arrests, while the DWI Officers accounted for 1,794 impaired driving arrests. These totals accounted for 13% of the statewide impaired driving arrests recorded during the fiscal year.



DWI Courts and Judicial Ignition Interlock

DWI Courts aim to reduce impaired driving recidivism by providing participants with much needed assistance. The DWI Court teams consist of a judge, state court employees, department of corrections employees, law enforcement, prosecuting authorities, defense attorneys, chemical dependency counselors and mental health experts. There are nearly 300 participants, who have a recidivism rate of only 11%, far below the statewide rate of 40%.

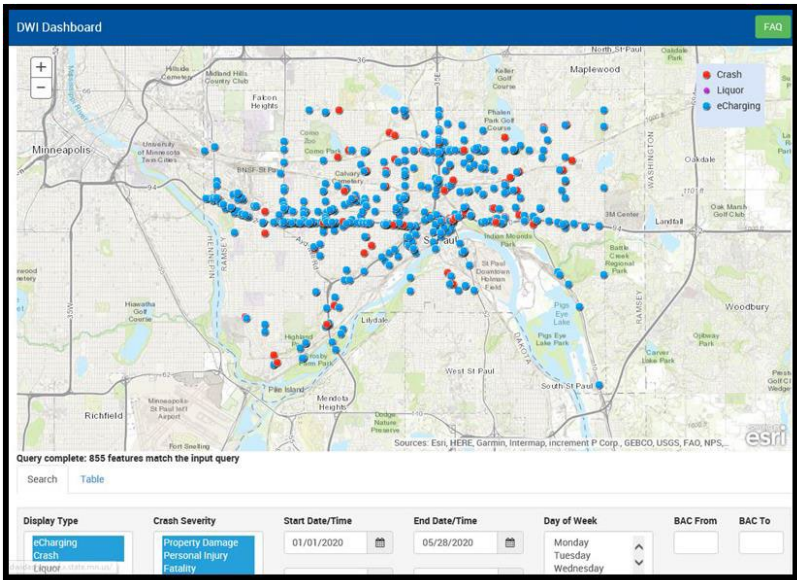
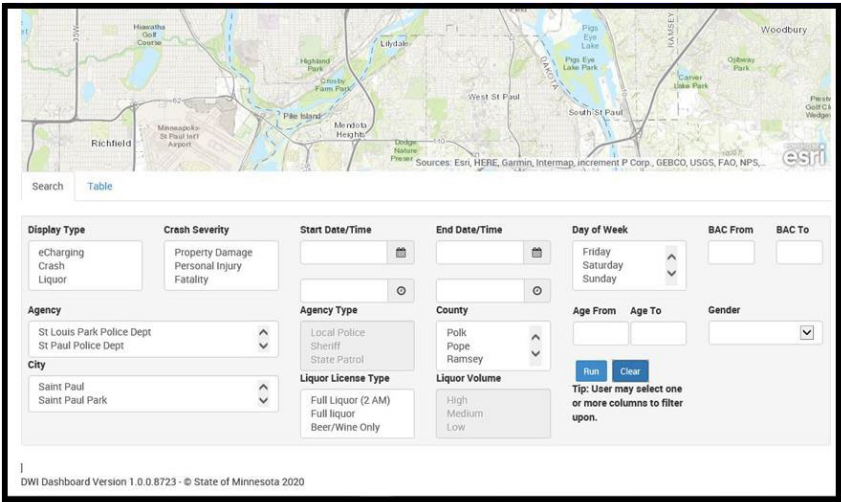
Judicial Ignition Interlocks ensure eligible impaired driving offenders have their vehicles equipped with an alcohol detecting device. In FFY19, participation in this program increased from just under 400 participants to over 450 by the end of the fiscal year. The ignition interlock devices not only reduce recidivism, they contribute to a reduction in impaired driving fatalities.

eCharging and DWI Mapping

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

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

- City of St. Paul 1/1/2020 to 5/28/2020
- All agencies
- All DWI arrests
- All alcohol-drug related crashes (PD, PI,fatal)



Summary

While Minnesota recorded a 7% decrease in alcohol-related fatalities from 2018, there is room for improvement, particularly among specific demographic groups in high-risk locations. These data highlight the importance of focusing enforcement efforts on the deadliest counties and high-risk times. In addition, programming that promotes the responsible service of alcohol at participating establishments helps to prevent alcohol-related crashes by reducing the number of impaired drivers on the roadways.

Countermeasure Strategy: DWI Courts

Impacted Projects: 21-03-01

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

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

Minnesota is one of the top states in the nation in terms of the number of designated DWI courts. Last year, there were 172 participants with 125 graduates, only 6 of whom incurred an additional DWI arrest. Participants complete treatment programs and participate in mandatory group therapy sessions. They are also regularly monitored and tested for drug and alcohol use. They receive support in achieving legal driving status and are closely monitored by probation officers, who conduct random alcohol checks. OTS funds lab technicians at the BCA to complete this testing and other drug and alcohol tests related to impaired driving.

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

Countermeasure Strategy: Impaired Data Collection and Analysis

Impacted Projects: 21-03-02, 21-03-09, 21-03-14

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

Last year 70.9% of DWI locations reported in eCharging were located and matched in the dashboard. These data were used to concentrate DWI enforcement efforts, helping Minnesota achieve the goal of reducing impaired-related fatalities and injuries. Another important part of the data collection and analysis process is alcohol and drug testing. To that end, OTS funds two BCA lab technicians to conduct alcohol and drug testing related to impaired driving. Finally, Impaired Driving Facts, a comprehensive report detailing conditions, demographics, locations of impaired-driving incidents, was last published in 2018 and will be produced again in 2020.

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

Countermeasure Strategy: Ignition Interlock

Impacted Projects: 21-03-05, 21-03-13

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

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

In Minnesota, an ignition interlock law has been in place since June, 2011, wherein repeat offenders and offenders with high BAC are required to install ignition interlock in order to reinstate driving privileges. It is also mandatory for drivers whose licenses have been cancelled inimical to public safety. The ignition interlock program has been expanding in Minnesota since its launch. Last year, a record participant number of 11,785 drivers was achieved.

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

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement

Impacted Projects: 21-03-03, 21-03-10

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

Impaired driving remains a serious threat on Minnesota roadways, and alcohol plays a role in about one-third of all traffic deaths annually. One of the key strategies for deterring impaired driving is enforcement. Since 1998, drunk driving related fatalities have decreased by nearly 60%, due in part to enforcement efforts.

One way that OTS supports impaired driving enforcement is by funding the invaluable eCharging system. The eCharging system connects with the driver license database to immediately provide driver license information to law enforcement, including arrest data and prior DWI convictions. eCharging automates, simplifies and expedites an otherwise complex and time consuming arrest process. This makes enforcing impaired driving easier, more efficient, and more effective.

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

Countermeasure Strategy: Prosecution and Adjudication Liaisons

Impacted Projects: 21-03-15, 21-03-21

The purpose of this innovative countermeasure is to improve the prosecution and adjudication process by enlisting a traffic safety resource prosecutor and a judicial liaison to provide training, case consultation and other resources to county and city prosecutors, judges, and other court personnel. The goal is to equip these prosecutors and judges with the essential information regarding DWI laws, precedents, and to provide assistance as needed in order to successfully prosecute impaired-related offenders. This is thought to not only ensure serious consequences for impaired drivers but also to deter potential offenders.

Impaired driving remains a serious threat on Minnesota roadways, accounting for one-fourth of all traffic deaths annually. There are approximately 25,000 DWI arrests annually, and only 85% of those result in an impaired-related conviction. Increasing this conviction rate has the potential to have a deterrent effect on current or future offenders, thereby decreasing the number of impaired drivers on the roadways and reducing the number of impaired-driving related fatalities and injuries.

Minnesota provides a traffic safety resource prosecutor who will serve as a liaison between NHTSA and OTS, and the county and city prosecutors. The resource prosecutor will provide training and assistance to city and county prosecutors. He/she will also conduct outreach to communities regarding DWI laws, publish a monthly newsletter, and maintain a website containing a variety of resources for prosecutors, officers, and the community. In addition, OTS will fund a judicial liaison, who will provide similar impaired driving related outreach and training to judges and other court personnel.

Minnesota believes that equipping city and county prosecutors, judges, and enforcement officers with the tools necessary to consistently prosecute impaired related offenses will lead to fewer impaired drivers on the roadways, and therefore, fewer impaired-related traffic fatalities and injuries.

Countermeasure Strategy: Responsible Beverage Service

Impacted Projects: 21-03-18

The purpose of this countermeasure is to prevent impaired driving through the implementation of over-serving policies in establishments that serve alcohol, and providing responsible-server training for restaurant/bar staff. This countermeasure is most effective when the training provided is intensive and in-person, and when the policies are supported on an on-going basis by management.

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

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

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

Police Traffic Service

Performance Measure C-1 Number of Traffic Fatalities, C4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian

Overview

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

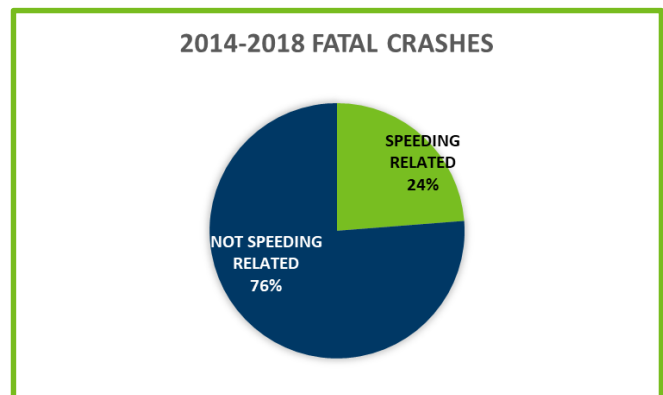
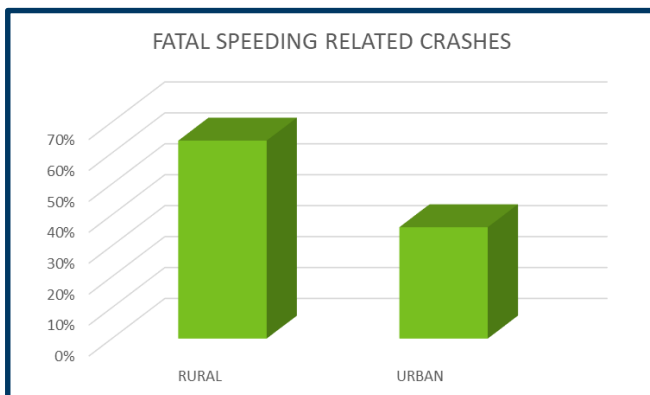
In Minnesota, speed related fatalities continue to plague our entire state. Therefore, it is necessary to focus on improving our outreach and educational efforts while also looking for additional ways to support enforcement efforts. This will be key to reducing lives lost on the roadways due to excessive speed.

NHTSA research shows motorists wrongly believe speeding is not as great a risk to safety as other traffic violations. That simply is not true. The consequences of excessive speed include:

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

Speeding-Related Fatalities:

- In 2014–2018 in Minnesota, illegal or unsafe speed was a contributing factor in 415 fatal crashes resulting in 462 deaths.
- Illegal or unsafe speed is a leading contributing factor in fatal crashes.
- 183 of the 560 fatal alcohol-related crashes from 2014-2018 were also speeding-related.
- Over the five-year period, 2014–2018, 64 percent of the speed-related fatal crashes occurred in rural areas (less than 5,000 population).



Enforcement

In 2019, OTS provided 56 multi-jurisdictional law enforcement grants comprising of 309 agencies in addition to 11 State Patrol districts. Collaboration created strong high-visibility enforcement programs not only with others in their grant, but with neighboring grants as well. As part of the grant requirements, these agencies report their enforcement activity at the conclusion of six annual mobilizations (two seat belts campaigns resulting in 10,151 seatbelt citations, two impaired driving campaigns resulting in 1,981 impaired driving arrest, and a distracted driving and speed campaign resulting in 12,926 speeding citations).

Summary

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

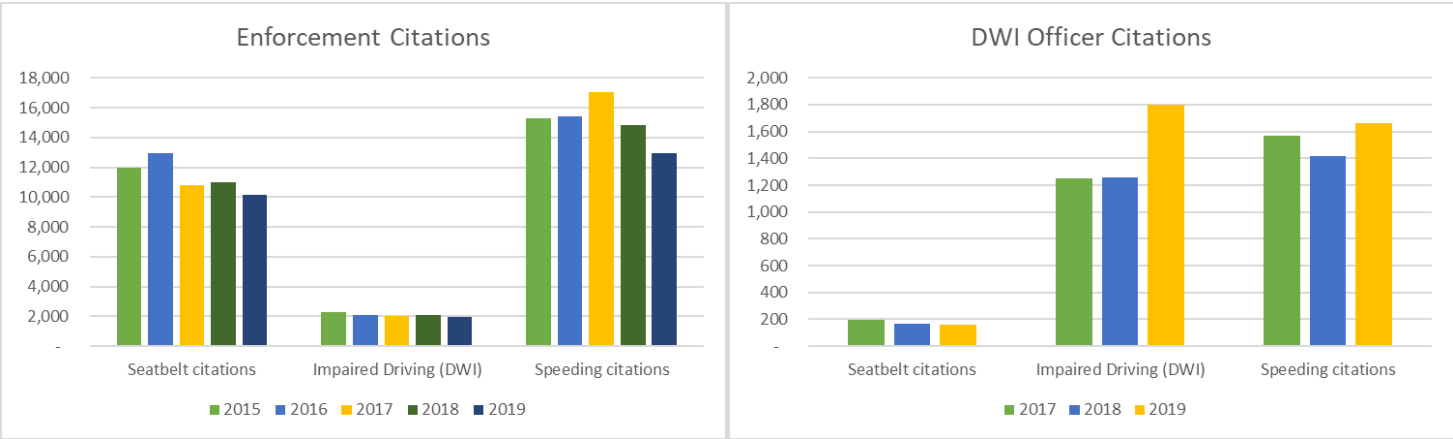
Overview

A significant portion of Minnesota’s highway safety grant funding is awarded to law enforcement agencies each year. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state’s highwaysafety program, Minnesota has designed an enforcement plan that incorporates data driven problem identification. Data driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine what is occurring, where , when, why and how it occurring and who is involved. Deployment of resources are based on these analyses and the plan is continuously monitored and adjusted as warranted. The state uses data to determine which 15 counties have had the most alcohol-related traffic fatalities and serious injuries. Funding for enforcement and outreach is then concentrated in these counties. In addition, local law enforcement and other traffic safety stakeholders conduct reviews of fatal and serious injury crashes to determine when and where the majority occur, and direct resources based on these results.

The counties with the highest number of alcohol-related fatalities and severe injuries are eligible for additional funding for sustained year –round impaired driving enforcement; addition speeding enforcement funding is allocated for counties that are at or above the state average for speed-related fatalities and serious injuries and counties with highest number of pedestrian fatalities and serious injuries are eligible for additional funding for motorist and pedestrian behavior. To further enhance location-based crash analysis, a public crash portal with mapping capabilities will become available in 2021.

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

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



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

Impacted Projects: 21-03-12, 21-04-01, 21-04-08

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

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

All Minnesota law enforcement officers who participate in grant-funded enforcement programs by OTS are required to receive SFST, ARIDE, and OPUE training. These courses are peer-taught by trained troopers, local and tribal officers, and county deputies. In addition, DRE certification programs are offered to qualified officers. By the end of FFY19, there were 248 certified DREs representing 110 agencies. Finally, the DWI EZ guide, a user-friendly app to assist with DWI procedures, and landing pages including DWI information and policies, are planned for the upcoming fiscal year.

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

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

Impacted Projects: 21-04-01, 21-04-08

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

Less than 8% of motor vehicle occupants are not properly restrained, according to Minnesota's annual observational survey, yet a disproportionate percentage of people killed in crashes are not buckled up. In 2018, 258 motor vehicle occupants were killed in traffic crashes, 37% of whom were unbelted. Therefore, it is vital that, despite Minnesota's high overall seatbelt use rate (which climbed from 64% in 1998 to 93.4% in 2019), we continue to target locations and demographics that have been shown to have lower belt use with enhanced enforcement and outreach.

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

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

Countermeasure Strategy: Short-Term, High Visibility Enforcement

Impacted Projects: 21-04-01, 21-04-08, 21-08-01, 21-08-02, 21-08-03

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

Speeding is a factor in one in four fatal crashes in Minnesota (2014-2018). Ensuring that drivers obey the speed limits and exercise due care when driving greatly impacts the safety of all roadway users. Minnesota saw a downward trend in speeding-related fatalities between 2008 and 2017, and then experienced an uptick in 2018. Therefore, efforts to enforce speeding violations must be renewed in order to reach our performance goals.

Distraction is a factor in 12% of fatal crashes in Minnesota (2014-2018), and is known to be under-reported. Ensuring the drivers obey cell phone use restrictions and exercise due care when driving greatly impacts the safety of all roadway users. The number of distraction-related traffic fatalities has decreased since 2014. However, the launch of a new crash reporting system (MnCrash) likely contributed to under-reporting of distraction due to different data value options in the distracted driving field. A hands-free law was passed in the summer of 2019 and, while sufficient data has not yet been collected to identify changes in violation rates, we expect that this law, in conjunction with enhanced enforcement campaigns, will increase the number of violations given, while reducing distracted driving overall, and helping Minnesota achieve its performance targets.

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

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

Countermeasure Strategy: Pedestrian Safety Enforcement Strategies

Impacted Projects: 21-04-01, 21-04-05, 21-04-07

This aim of this countermeasure is to increase compliance with traffic laws that have the largest impact on pedestrian safety by enhancing enforcement in targeted areas that have large volumes of pedestrian traffic. The enforcement should be accompanied by education and outreach to the targeted communities in order to increase understanding of pedestrian safety laws and awareness of the enforcement campaigns. The idea is to encourage safe driving and walking behavior by equipping drivers and pedestrians with knowledge of pedestrian-related traffic laws and to deter non-compliance with a heightened risk of citation.

Over the past ten years, approximately 40 pedestrians were killed each year on Minnesota traffic ways. Many factors contribute to this unacceptable number, an important one being the failure on behalf of both drivers and pedestrians to observe traffic laws that impact pedestrian safety. In part due to enhanced pedestrian enforcement measures, pedestrian fatalities declined from 60 in 2016 to 45 in 2018.

Extra enforcement activities will take place in the two largest Minnesota cities: Minneapolis and St. Paul. The vast majority of pedestrian crashes occur in urban areas, and these cities are the most populous urban areas in the state. This campaign will focus on areas of the city with high pedestrian traffic, such as college campuses, and will target both pedestrians and drivers. Enforcement is coupled with outreach and education in order to increase community awareness of these campaigns.

Minnesota is confident in using Countermeasure That Work (Chapter 8: Pedestrians Safety; 4. All Pedestrians; 4.4 Enforcement Strategies). We have chosen this countermeasure as one of our strategies as it has been shown to have positive impacts that continue beyond the enhanced enforcement period. OTS believes that this countermeasure will help keep pedestrians safe and move Minnesota toward reaching our pedestrian fatality performance target.

Countermeasure Strategy: Supporting Enforcement/ Professional Development

Impacted Projects: 21-04-03, 21-04-09, 21-06-13

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

Encouraging law enforcement agencies to perform top notch enforcement and cultivate positive traffic safety culture within their communities can greatly improve safety on Minnesota roadways by mitigating dangerous driving behaviors and preventing crashes from occurring. Between 1998 and 2018, traffic fatalities declined by 41%, in part due to excellent enforcement. Recognizing this excellence encourages its continuation and provides motivation for other agencies to follow suit.

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

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

Minnesota is confident in using this countermeasure is meant to support and motivate enforcement officers to perform at the highest level possible, thereby reducing fatalities and injuries, making our roadways safer, and helping Minnesota achieve our traffic fatality performance target.

Traffic Records

Performance Measure C-1 Number of Traffic Fatalities

Overview

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

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

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

Summary

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

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects , 21-05-01, 21-05-02,21-05-03, 21-05-04, 21-05-05, 21-05-06. 21-05-07, 21-05-11

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

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment, and not buckling up increases one's chances of being killed or injured in a crash, and makes roadways less safe for everyone. In 2018, 92.4% of drivers and passengers buckled up. Yet, 37% of traffic fatalities were not restrained. This demonstrates the importance of identifying the groups that are still not buckling up, and targeting enforcement and outreach efforts accordingly. Minnesota has had successful outcomes when using data to drive strategies for education, outreach, and enforcement.

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

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

Community Projects

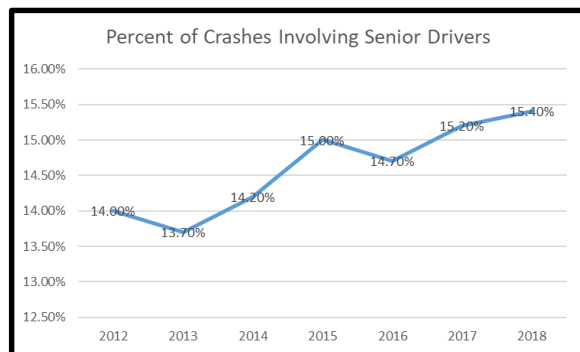
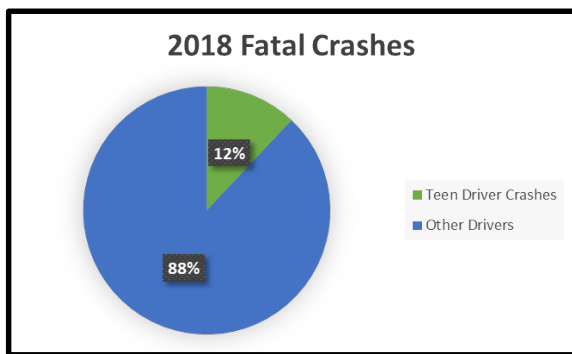
Performance Measure C-1 Number of Traffic Fatalities, C-4 Number of unrestrained fatalities, C-5 Number of impaired-related fatalities, C-10 Number of Pedestrian Fatalities

Overview

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

Young drivers are more likely than other age groups to be involved in crashes, often with serious consequences. Consistently, teen drivers make up a disproportionate percentage of crash-involved drivers on Minnesota roadways. In 2018 alone, there were 42 fatal crashes involving teen drivers.

Senior drivers are involved in approximately 15% of all traffic crashes in Minnesota, and as the senior population slowly increases, so does senior involvement in crashes.



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

Minnesota believes providing local education and outreach through a variety of community programs will provide the biggest impact to the Toward Zero Death goal set by Minnesota over 15 years ago.

Community events need to be local and streamlined with consistent messages tailored to each unique audience. Local traffic safety professionals know the people in their community, identify with them, and are better equipped to meet them where they are.

The Minnesota Toward Zero Death (TZD) program consists of community stakeholders from professional fields of education, enforcement, engineering, and emergency medical services, as well as employers, the judicial system, and media. Reaching ZERO traffic deaths and serious injuries requires traffic safety partners across all levels of government, communities and disciplines working in a coordinated effort.

Summary

The projects, priorities, strategies and tactics are intended to foster the coordination between local communities and four E's Education, Emergency Response, Enforcement, Engineering, with Everyone completing the five E's in traffic safety. The Community Program projects allows the local committee members to implement and lead change in their community. Determining public perceptions regarding the risk of engaging in risky driving behaviors and of receiving a citation, and measuring the frequency in which people engage in dangerous driving behaviors, direct outreach and education in order to target misconceptions and make our roadway safer.

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

Impacted Projects: 21-06-05

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

Young drivers are more likely than other age groups to be involved in crashes, often with serious consequences. Consistently, teen drivers make up a disproportionate percentage of crash-involved drivers on Minnesota roadways. In 2018 alone, there were 42 fatal crashes involving teen drivers. OTS is dedicated to improving teen-driver safety in order to protect our youth and everyone else on the roadways. These efforts have paid off: the proportion of teen-drivers involved in crashes, while still high, has been steadily decreasing over the past several years. Furthermore, the number of teens killed in traffic crashes has decreased by 28% since 2012.

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

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

Countermeasure Strategy: Older Drivers General Communications and Education

Impacted Projects: 21-06-06

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

With a growing population of older drivers, it is important to prioritize safe driving behaviors among this group and to equip the drivers, families, and law enforcement with the tools needed to identify changing capabilities. Many older drivers will self-restrict to adapt to these changes. Senior drivers are involved in approximately 15% of all traffic crashes in Minnesota, and as the senior population slowly increases, so does senior involvement in crashes. However, the rate of senior drivers in crashes (15 per 1,000 licensed seniors) has remained steady since 2011. Making senior driver safety a priority will help reduce this rate and keep seniors and all roadway users safer. In fact, in FFY19, work funded through this project contributed to reducing the percentage of drivers in fatal crashes who were 85 years or older to 1.5%. This was less than the target of 3.0%.

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

Minnesota is confident in using Countermeasure That Work (Chapter 7: Older Drivers; 1.2 General Communications and Education). We have chosen this countermeasure as one of our strategies as our senior driving population is steadily increasing, so it is vital to educate seniors, communities, and law enforcement on the risks specific to aging drivers and provide strategies to improve driving behavior, thereby helping to reduce traffic crashes, fatalities and injuries.

Countermeasure Strategy: Data Collection and Analysis

Impacted Projects: 21-06-11

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

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment, and not buckling up increases one's chances of being killed or injured in a crash, and makes roadways less safe for everyone. From 2014-2018, speeding was a factor in one in four fatal crashes, distraction contributed to 12% of fatal crashes, and about a quarter of fatal crashes involved impairment. Everyone knows that these behaviors are unsafe. However, determining public perceptions regarding the risk of engaging in these behaviors and of receiving a citation, and the measuring the frequency in which people engage in dangerous driving behaviors, can help direct outreach and education in order to target misconceptions and make our roadways safer. Minnesota has had successful outcomes when using data to drive strategies for education, outreach, and enforcement.

Minnesota conducts an annual, randomized telephone survey to gauge public opinion on a variety of traffic safety issues. The results of the survey are analyzed and used to identify problem areas and target demographics. The medium of the survey is currently being reevaluated to maximize response rates and effectiveness.

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

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Impacted Projects: 21-06-01, 21-06-02, 21-06-03, 21-06-04, 21-06-07, 21-06-08, 21-06-10

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

We know that engaging in dangerous driving behaviors, such as speed, distraction, impairment, and not buckling up increases one's chances of being killed or injured in a crash, and makes roadways less safe for everyone. From 2014-2018 about a quarter of fatal crashes involved impairment and the approximately thirty percent of motor vehicle occupants killed did not buckle up. However, partially due to outreach and communications, the numbers of both impaired-related fatalities and unbelted motor vehicle fatalities have declined significantly in the past 20 years, as have traffic fatalities overall.

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

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

Media / Communication

Performance Measure C-1 Number of Traffic Fatalities, C4 Unrestrained Passenger Motor Vehicle Occupant Fatalities C-5 Number of impaired-related fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

Overview

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

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

Paid / Relations and Creative Media

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

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

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

Summary

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

Countermeasure Strategy: Mass Media Campaigns

Impacted projects 21-08-01, 21-08-02, 21-08-03

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

Alcohol use remains a serious threat on Minnesota roadways, contributing to one-third of all traffic deaths annually. Furthermore, drunk-driving (BAC .08 or above) contributes to a quarter of all traffic fatalities. One in seven Minnesota drivers has a DWI on record and about half of whom will re-offend. Reducing the number of drinking drivers on our roads will have a direct impact on our efforts to decrease traffic fatalities and injuries. In fact, in large part due to media campaigns running in conjunction with enhanced enforcement, drunk driving related fatalities have decreased by nearly 60%.

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

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

Planning and Administration

21-01-01	Planning and Administration			
Amount	Source	Use	Match	FAIN
\$494,000.00	FAST Act NHTSA 402	Planning and Administration	247,000.00	69A37518300004020MN

This project supports the individuals acting in administrative, financial and leadership roles within OTS.

Planning and administration staffwill:

- Develop and submit the annual Highway Safety Plan
- Oversee completion of the Annual Report and biennialstate budget
- Ensure all deadlines are met
- Ensure sound problem identification for each project
- Ensure State and NHTSA programmatic and financial policies, procedures, rules and regulations are met The leadership team will:
 - Hire and supervise employees
 - Make final decisions on projects to be conducted and set project budgets
 - Testify at the legislature (OTS director)
 - Participate in the development of the Statewide Strategic Highway Safety Plan

All funding is split 50/50 between federal NHTSA funds and state Trunk Highway Funds. Funds are used for salaries, fringe benefits and indirect costs (under 9%) coordinators and one half time of an accounting officer. In addition, the project also covers rent, office supplies, communications (phone, postage, voice mail, email), necessary office supplies, computers, software, and in-state travel to conduct oversight of all programs, and OTS staff attendance at traffic safety seminar/conferences.

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

Multiple Program Areas

21-0X-22	Office of Traffic Safety Staff			
Counter Measure Strategy: Program Management				
Activity #	Amount	Source	Use /Program Area	FAIN
21-02-22	\$120,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	69A37518300004020MN
21-03-22	\$220,000.00	Fast Act 405d Impaired	405d Impaired Driving Low	69A3751930000405DMNL
21-03-22	\$220,000.00	164 Alcohol	164 Transfer Funds	69A37519300001640MN
21-04-22	\$220,000.00	FAST Act NHTSA 402	Police Traffic Services (FAST)	69A37518300004020MN
21-05-22	\$325,000.00	Fast Act 405c	405c Traffic Records	69A3751830000405CMN0
21-05-22	\$150,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37518300004020MN
21-06-22	\$320,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37518300004020MN
21-07-22	\$110,000.00	FAST Act NHTSA 402	Motorcycle Programs (FAST)	69A37518300004020MN

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

The coordinator for each program area will:

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

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities. Software related to the program area is also funded.

Intended sub recipient: Office of Traffic SafetyStaff

Occupant Protection

21-02-01 Child passenger Hospital Support

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Match / Local	Fain
\$120,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	20% 100%	69A37518300004020MN0

This project will provide outreach and education on proper restraint systems to parents of children under the age of nine.

Activities include but are not limited to:

- Assistance with the installation of proper restraints
- Holding CPS clinics
- Other classroom education as necessary to reach parents

Funds will cover costs related to CPS support materials, reasonable in / out state travel, registration fees related to attendance at local and national traffic safety seminars, and salary/ fringe for researchers, managers and directors for providing oversight and supporting data collection/ analysis, and child passenger safety technicians and instructors.

Intended Sub recipient TBD

21-02-04 Liaison Occupant Protection

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Match / Local	Fain
\$140,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	10% 100%	69A37518300004020MN0

The goal of this project is to promote occupant protection in more rural areas of the state and ensure that occupant protection services received are as high quality and readily available as the metro area services.

The project activities will include:

- Traditional and nontraditional instruction
- Recruiting
- Mentoring
- Facilitating planning for a variety of outreach and education opportunities

Funds will cover salary, fringe and indirect costs, if applicable, for a liaison, the awarding agency grant representative, and support staff. It will also fund reasonable in / out state travel and registration fees for attendance at local and national traffic safety seminars and conferences to assist in reaching Minnesota goal for unrestrained motor vehicle occupants.

Intended sub recipient: TBD

21-02-07 Support Occupant Protection

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Match / Local	Fain
\$40,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	100% 50%	69A37518300004020MN0

This project will support educational opportunities through school programs and community education and will be accomplished through inspection stations and formal classroom education.

Funds will cover LATCH manuals, and other instruction related items, such as classroom props, printing, supplies (noodles, car seats, demo dolls) and supplies (paper, pens, clipboards, ink cartridges), reasonable in state / out state travel, and instructor stipends to assist in reaching Minnesota goal for unrestrained motor vehicle occupants.

Intended sub recipient: TBD

21-02-08 Seat Belt Survey

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$75,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	0% 0%	69A37518300004020MNO

This NHTSA approved observation of statewide seat belt use survey captures data that assists in evaluating the success of applied occupant protection related efforts, as well as identifying opportunities to implement future strategies related to encouraging Minnesotans to buckle-up.

The activities include:

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

Funds will be used for the salary for survey preparation, survey conduct, survey analysis and reporting, and in-state travel.

Intended sub recipient: TBD

Child Seats for Needy Children

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

Amount	Source	Use	Match / Local
\$60,000.00	State	Occupant Protection	100% / 100%

This project will support a variety of agencies to provide child seats to families in need. Education component on the installation of the seat that is provided will take place.

Funds will cover car seats from a state dedicated penalty fund.

Intended sub recipient: based on need

21-02-00 Occupant Protection Assessment

Countermeasure Strategy: Program management

Amount	Source	Use	Match / Local	Fain
\$30,000.00	FAST Act NHTSA 402	Occupant Protection (FAST)	10% / 0%	69A37518300004020MNO

This project will support the overall assessment of the Occupant Protection program.

Funds will cover salary, fringe and indirect costs, if applicable, for a liaison, the awarding agency grant representative, and support staff. It will also fund in / out state travel.

Intended sub recipient: TBD

Impaired Driving Projects

21-03-01 Impaired Driving Courts

Countermeasure Strategy: DWI Courts

Amount	Source	Use	Match	Local	Fain
\$ 1,600,000.00	164 Alcohol	164 Transfer Funds	30%	0%	69A37519300001640MNA
\$ 425,000.00	Fast Act 405d	405d Impaired Driving Low	30%	0%	69A3751830000405DMNL

This project is split funded; 79% 164AL / 21% 405d, as 21% of participants were admitted to the program following a drug impaired DWI or the DWI Court Team discovered an underlying drug addiction concern.

This projects supports participants as they 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 teams will assist and support participants in achieving legal driving status.

Funds will cover salary and fringe of the DWI Court coordinator and reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences. to assist in reaching Minnesota goal for impaired related fatalities. Office printing/copying, postage, software related to traffic safety projects are also funded.

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

21-03-02 Dashboard

Countermeasure Strategy: Impaired Data Collection and Analysis

Amount	Source	Use	Match	Local	Fain
\$25,000.00	164 Alcohol	164 Transfer Funds	0%	0%	69A37519300001640MNA
\$25,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL

This project is split funded 50% 164AI / 50% 405d due to an increased number of drivers being impaired by other than alcohol necessitating more frequent use of the search warrant application in eCharging.

This project for DWI analytics is ongoing. The crash reporting system has been integrated into the dashboard and mapping of old crashes continues.

Funds will cover salary and fringe for the data analyst and reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences. to assist in reaching Minnesota goal for impaired related fatalities. Related office printing/copying, postage, and software related to traffic safety projects are also funded.

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

21-03-03 Enforcement Impaired

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement

Amount	Source	Use	Match	Local	Fain
\$1,250,000.00	164 Alcohol	164 Transfer Funds	20%	0%	69A37519300001640MNA
\$350,000.00	Fast Act 405d	405d Impaired Driving Low	20%	0%	69A3751830000405DMNL

This project is split funded; 80% 164 Alcohol / 20% 405d based on the DWI Officer statistical finding that 19% of total arrests in FY20 were for substances other than alcohol, an increase over FY19.

- To generate the greatest impact, full time DWI enforcement will be implemented 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.

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

Intended sub recipient: Various city and county agencies within the 15 deadliest counties.

21-03-05 Ignition Interlock (VendorOversite)

Countermeasure Strategy: Ignition Interlock

Amount	Source	Use	Match	Local	Fain
\$450,000.00	164 Alcohol	164 Transfer Funds	20%	100%	69A37519300001640MNA

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

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation at traffic safety seminars/conferences ,to assist in reaching Minnesota goal for impaired related fatalities. Travel to the over 190 service centers across the state. Communication/phone charges, vehicle lease payments, office printing/copying, and postage related to the MN ignition interlock program are also funded.

Intended sub recipient: TBD

Department of Public Safety Driver and Vehicle Services

21-03-09 BCA Lab Technicians

Countermeasure Strategy: Impaired Data Collection and Analysis

Amount	Source	Use	Match	Local	Fain
\$180,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL

This project funds a lab technician at the BCA who preform vital drug and alcohol testing. Activities will include:

- Drug screening and confirmatory tests of samples beyond the triage point
- The ongoing study of drug use by category

Funds will cover salary and fringe of the lab techs and reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for impaired related fatalities. Related office printing/copying, postage, software related to traffic safety projects are also funded.

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

21-03-10 eCharging

Countermeasure Strategy: Alcohol and Drug Impaired Driving Enforcement

Amount	Source	Use	Match	Local	Fain
\$450,000.00	164 Alcohol	164 Transfer Funds	20%	0%	69A37519300001640MNA
\$375,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL
\$400,000.00	Fast Act 405c	405c Traffic Records	0%	0%	69A3751830000405CMNO

This project is split funded; 33% 164AL, 33% 405c and 34% 405d based on allowed expenses per funding regulation and the planned activities associated with the detailed work plan.

This project covers the ongoing system updates 164 will be used for breath test replacement, and 405d for other updates required from pending DWI law changes resulting from the legislative session and the training for law enforcement officers with 405D funds and administrative users of the eCharging system for new staff and agencies.

This grant will fund a full citation module re-write, with 405c which covers all citations issued throughout the state of MN that are submitted to the MN CIS/State Court admin Odyssey System. Over 80% of all citations written and submitted through eCharging are traffic, alcohol, or DWI related.

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for impaired related fatalities. Office printing/copying, postage, and software related to traffic safety projects are also funded. Minnesota continues to see a higher percentage of alcohol DWI's, however drug impaired driving is on the rise.

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

21-03-12 Drug Recognition/ DRE support**Countermeasure Strategy: Enforcement of Drug Impaired Driving/ Law Enforcement Training**

Amount	Source	Use	Match	Local	Fain
\$500,000.00	Fast Act 405d	405d Impaired Driving Low	0%	40%	69A3751830000405DMNL

The project provides funding for State Patrol personnel to coordinate, train instructors, and supply materials for traffic law enforcement training courses. Classes are provided without charge to state, municipal, and county officers as requested, with a priority given to enforcement officers that are required to take courses prior to working OTS/NHTSA funded overtime shifts.

These courses include:

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

Funds will cover salary and fringe for one SFST/DRE Coordinator, reasonable in / out state travel and registration for attendance at traffic safety conferences to assist in reaching Minnesota goal for impaired related fatalities. Office printing/copying, postage and materials related to this project are also funded.

Intended sub recipient: TBD

21-03-13 Ignition Interlock (Judicial)

Amount	Source	Use	Match	Local	Fain
\$450,000.00	164 Alcohol	164 Transfer Funds	20%	100%	69A37519300001640MNA
\$100,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL

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

The program plans to target first time adult DWI offenders with a BAC at or above .16, with a test refusal, or repeat offenders. Voluntary offenders will also be accepted into the program targeting offenders with multiple DWIs with a license status of "Cancelled Inimical to Public Safety" who are no longer monitored by a probation agency.

Enrollment in the ignition interlock program is coordinated with the current administrative ignition interlock program conducted at Driver and Vehicle Services. See project 03-05 Ignition Interlock (vendor oversight).

Coordinators will:

- Assist participants with enrollment process
- Assist participants with the installation of the device
- Monitor participation

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation at traffic safety seminars/conferences to assist in reaching Minnesota goal for impaired related fatalities. Funds will be used to cover a portion of an ignition interlock installment fee, monthly service fee, and removal fee. Participant enrollment may be based on a financial eligibility (no more than 400% of the Federal Poverty Level). Payment may be on a sliding scale, for a period up to one year.

Intended sub recipient: Arrowhead Regional Corrections
Dakota County Community Corrections
2nd, 3rd, 4th, 5th, 9th and 10th Judicial District/Wright County

21-03-14 Impaired Driving Facts publication

Countermeasure Strategy: Impaired Data Collection and Analysis

Amount	Source	Use	Match	Local	Fain
\$2,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL

This project funds the publication of a printed version of Impaired Driving Facts. Funds will cover printing costs.

Sub recipient: MinnCor

21-03-18 Responsible Server Training

Countermeasure Strategy: Responsible Beverage Service

Amount	Source	Use	Match	Local	Fain
\$100,000.00	164 Alcohol	164 Transfer Funds	10%	100%	69A37519300001640MNA

This project supports a Server Training Program providing train the trainer to individuals in each region of Minnesota to prepare them to provide consistent, quality training to local servers and managers on the responsible service of alcohol.

Training curriculum developed will continue to be updated and focus on preventing impaired driving crashes, injuries and deaths by training the staff of on-sale establishments to recognize impairment and providing them with strategies to prevent over-serving alcohol to their customers.

Funds will cover salary and fringe based on grant activity hours, reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for impaired related fatalities. Office printing/ copying, postage, software related to traffic safety projects are also funded.

Intended sub recipient: Minnesota DPS /Alcohol and Gambling Enforcement

21-03-21 Traffic Safety Resource Prosecutor

Countermeasure Strategy: Prosecution and Adjudication Liaisons

Amount	Source	Use	Match	Local	Fain
\$120,000.00	164 Alcohol	164 Transfer Funds	20%	100%	69A37519300001640MNA
\$120,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL

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

TSRP will provide:

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

Funds will cover salary and fringe, reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars / conferences to assist in reaching Minnesota goal for impaired related fatalities. Office printing/ copying, postage, and software related to traffic safety projects are also funded. This project is split funded; 50 / 50 based on the planned activities of the project and the regulations for these funding groups.

Intended sub recipient: Minnesota County Attorneys Association/Bill Lemons

21-03-00 Impaired Driving Program Assessment

Countermeasure Strategy: Program management

Amount	Source	Use	Match	Local	Fain
\$30,000.00	Fast Act 405d	405d Impaired Driving Low	3,000.00	0	69A3751830000405DMNL

This project will support the overall assessment of the Impaired Driving program.

Funds will cover salary, fringe and indirect costs, if applicable, for a liaison, the awarding agency grant representative, and support staff, in / out state travel.

Intended sub recipient: TBD

Police Traffic Services

21-04-01 Enforcement Cities & Counties

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

Amount	Source	Use	Match	Local	Fain
\$200,000.00	Fast Act 405h	Pedestrian (FAST)	20%	100%	69A3752030000405HMNO
\$2,608,350.00	164 Alcohol	164 Transfer Funds	20%	100%	69A37519300001640MN
\$950,000.00	Fast Act 405b OP high	OP(FAST)	20%	100%	69A3751830000405BMNH
\$283,300.00	Fast Act 405d	405d Impaired Driving Low	20%	100%	69A3751830000405DMNL 20.616
\$798,300.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	20%	100%	69A37518300004020MNO 20.600

This project is split funded; 80% 164 / Alcohol 20% 405d based on the DWI Officer statistical finding that 19% of total arrests in FY20 were for substances other than alcohol, an increase over FY19.

This project will support extra enforcement activities and high Visibility Enforcement to cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired-related crashes, or crashes involving other identified contributing factors. Counties that experience among the highest numbers of traffic deaths and severe injuries also qualify for extra enforcement. High visibility enforcement will include but will not be limited to "Click it or Ticket" and Labor Day and winter holiday Drive Sober or get Pulled over" National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar see Appendix C.

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

Intended sub recipient: City and county law enforcement agencies.

21-04-03 Enforcement Recognition

Fain

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local
\$7,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	0% 100%
\$10,000.00	Fast Act 405d	405d Impaired Driving Low	0% 100%

This project is split funded based on recognition of enforcement activity.

The 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.

Funds will cover related expenses for reasonable in state travel to traffic safety conference to assist in reaching Minnesota goal for traffic fatalities, award items, and costs associated with the luncheon event.

Intended sub recipient: TBD

21-04-05 Law Enforcement Liaison

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Match	Local	Fain
\$180,000.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	0%	100%	69A37518300004020MNO
\$150,000.00	164 164 Alcohol	164 Transfer Funds	0%	100%	69A37519300001640MNA

This project is split funded based on planned activities tracked through progress reports and activity logs.

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

The LELs provide the following information and technical assistance to law enforcement personnel:

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

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

Intended sub recipient: TBD

21-04-07 State Patrol Administrative Support

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local	Fain
\$62,000.00	FAST Act NHTSA 402	Police Traffic Services (FAST)	0% 0%	69A37518300004020MNO

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

Funds will cover salary and fringe for administrative grant activity.

Intended sub recipient: Minnesota State Patrol

21-04-08 Minnesota State Patrol Enforcement

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

Amount	Source	Use	Match / Local		Fain
\$516,000.00	164 Alcohol	164 Transfer Funds	25%	0%	69A37519300001640MN
\$310,000.00	Fast Act 405b OP high	Occupant Protection (FAST)	25%	0%	69A3751830000405BMNH
\$266,000.00	Fast Act 405d	405d Impaired Driving Low	25%	0%	69A3751830000405DMNL
\$437,500.00	FAST Act NHTSA 402	Police Traffic Service (FAST)	25%	0%	69A37518300004020MNO

This project is split funded to include; 80% 164 Alcohol 20% 405d based on the DWI Officer statistical finding that 19% of total arrests in FY20 were for substances other than alcohol, an increase over FY19.

The project has dedicated funds for High Visibility Enforcement to include but will not be limited to "Click it or Ticket" and Labor Day and winter holiday Drive Sober or get Pulled over" following the National Campaign Calendar, as well as the OTS enforcement calendar see Appendix C. Enforcement will be combined with public information and outreach conducted by the Office of Communication.

Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December, 2020, in addition to a campaign leading up to the Labor Day holiday in 2021.

Funds will cover enhanced enforcement activities.

Intended sub recipient: Minnesota State Patrol

21-04-09 State Patrol Professional Development

Fain

Countermeasure Strategy: Communication and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local		
\$15,000.00	Fast Act 405d	405d Impaired Driving Low	0%	0%	69A3751830000405DMNL
\$10,000.00	FAST Act NHTSA 402	Police Traffic Services (FAST)	0%	0%	69A37518300004020MNO

The Office of Traffic Safety is confident in using succession planning and continued education in all areas. The individuals selected to travel in each of these projects will be selected through a process of application, nomination or job description/succession planning. The ability to learn from other traffic safety professionals, share best practice and network is a proven strategy for growth.

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

Intended sub recipient: Minnesota State Patrol

Traffic Records

21-05-01 Crash Outcome Data Evaluation System / CODES

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$100,000.00	Fast Act 405c	405c Traffic Records	0% / 0%	69A3751830000405CMN0

See MN_ISS-01 Traffic Safety Strategic Plan / appendix F, page 19

Intended sub recipient: Department of Health

21-05-0X MnIT Support and Services

Countermeasure Strategy: Data Collection and Analysis

	Amount	Source	Use	Fain
21-05-02 General	\$5,000.00	164 Alcohol	164 Transfer Funds	69A37519300001640MN
21-05-02 General	\$15,000.00	Fast Act 405d	405d Impaired Driving Low	69A3751830000405DMNL
21-05-02 General	\$25,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37518300004020MN0
21-05-03 ROAR	\$30,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37518300004020MN0
21-05-04 E-grants	\$40,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	69A37518300004020MN0
MnCrash Tester	\$141,000.00	State	State 100% Match	0% Local

MnIT is the information technology resource for the Department of Public Safety. The Commissioner requires the use of MnIT for all technology needs. The traffic safety programs rely heavily on IT for records management, application creation and enhancement, along with general office support.

General is split funded based on planned activities. Activities include:

- Development and maintenance of landing page and EZ guide for officers funds will be split 75% 405d and 25% AL based on alcohol and impaired (which could be other substance) information. Web-based learning management system will be funded with 402 funds providing an automated process for traffic safety educational programs and training needs (certificates for education credits and recertification reminders), including, but not limited to, DriveSmartMN.org web page, creative materials and messaging.

ROAR

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

E-grants

- An online system designed to automate the entire grant and project management process from application to closeout.

MnCrash Tester

- The MnCrash system is flexible and changeable as needs are identified. The work done under this project will address data accuracy issues identified that require a technology solution. The number of MnCrash integrations will be tracked as well. This position is funded with state funds.

Intended sub recipient: Minnesota Department of Public Safety MnIT

21-05-05 Traffic Incident Management / TIM

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$100,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	0% / 0%	69A37518300004020MN0

See MN_CR_02 Traffic Record Strategic Plan / appendix F, page 18

21-05-06 Pursuit Study

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$175,000.00	FAST Act NHTSA 402	Traffic Records (FAST)	0% / 0%	69A37518300004020MN0

This project will cover a study to identify the reasons why pursuits have increased considerably in Minnesota. The anticipated results will offer critical information to help reduce the number of pursuits in Minnesota by uncovering the decision process for fleeing law enforcement and serve to better inform law enforcement officers of the associated risk factors resulting in vehicle pursuits.

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

Intended sub recipient: University of Minnesota College of Science and Engineering

21-05-07 MnCrash Updates

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$30,000.00	Fast Act 405c	405c Traffic Records	0%	69A3751830000405CMN0
100,000.00	Fast Act NHTSA 402	Traffic Records (FAST)	0% / 0%	69A37518300004020MN0
\$200,000.00	State	Traffic Records	100% / 0%	

This project will cover a business analyst who will to work with the MnCrash data to enhance the extraction and distribution of data to the public and other stakeholders. Since 2016, many of improvements have been made to MnCrash. Currently, there are 11 enhancements in process, and 23 additional enhancements pending on the development list. The 405c funds will be used in part to develop a public portal, This site currently does not exists so the baseline is 0. The goal of this public portal is to provide 100% of grantees access to crash data. Other enhancements will be funded based on each enhancement, 402 will cover ease of use, and 405c will cover enhancement directly related to core data base system improvements based performance area.

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

See MN_CR_01 Traffic Records Strategic Plan

Intended sub recipient: TBD

21-05-11 Trauma Data Improvements

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local	Fain
\$150,000.00	Fast Act 405c	405c Traffic Records	0% / 0%	69A3751830000405CMN0

See MN_ISS_02 Traffic Records Strategic Plan / appendix F, page 20

Community Programs

21-06-01 Conference Annual Toward ZeroDeath

Countermeasure Strategy: Communications and Outreach, Supporting Enforcement

Amount	Source	Use	Match / Local	Fain
\$260,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0% 0%	69A37518300004020MNO

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

- This conference provides the latest information on traffic safety initiatives and strategies, and training on traffic safety topics.
- This opportunity gives attendees the ability to network with other participants who share similar goals throughout the state.
- The project coordinator and support staff will plan and facilitate the annual conference, and oversee the communication and marketing of the event.

Funds will cover salary and fringe, reasonable in / out state travel, facilitation at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities Related office and conference supplies, printing/copying, postage, software related to traffic safety projects, award plaques / certificates are also funded.

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

21-06-02 Multicultural Driver Education Pilot Project

Countermeasure Strategy: Communications and Outreach

Amount	Source	Use	Match / Local	Fain
\$12,500.00	FAST Act NHTSA 402	Community Programs (FAST)	0% 100%	69A37518300004020MNO

This project will implement a pilot program to provide driver education for multicultural community members ages 18 or older with the objective of reducing crashes, injuries and deaths involving multicultural drivers.

Available crash data includes role, gender and age, but does not provide ethnicity or cultural information. Therefore we are unable to identify problems associated with ethnic or cultural differences. The project will use pre and post-class quizzes to evaluate changes in participant knowledge.

The single sub recipient will be selected through a competitive grant application process. The grantee will be a 501C3 qualified non-profit or governmental entity with traffic safety, community outreach and driver education experience.

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

Intended sub recipient: TBD

21-06-03 Professional Development Office of Traffic Safety Staff

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local	Fain
75,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0% 0%	69A37518300004020MNO

The work Office of Traffic Safety staff perform requires interacting with colleagues and co-workers through seminars, conferences and other community events to stay up to date with methods and data used to help reduce traffic crashes.

Funds will reasonable in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities.

Intended sub recipient: Staff of OTS

21-06-04 Network of Employers for Traffic Safety/NETS
Countermeasure Strategy: Communications and Outreach

Amount	Source	Use	Match / Local	Fain
\$60,000.00	FAST Act NHTSA	402Community Programs (FAST)	0%	100%

69A37518300004020MNO

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

The project coordinator and support staff will:

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

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

Intended sub recipient: Minnesota Safety Council

21-06-05 Novice Drivers Education and Outreach
Countermeasure Strategy: Young Drivers: Parental Role in Teaching and Managing Young Drivers

Amount	Source	Use	Match / Local	Fain
\$50,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0%	100%

69A37518300004020MNO

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

Funds will cover salary and fringe, reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesota goal for traffic fatalities. Related office printing/copying, postage, software related to traffic safety projects are also funded.

Intended sub recipient: TBD

21-06-06 Senior Driver Working Group

Countermeasure Strategy: Older Drivers General Communications and Education

Amount	Source	Use	Match / Local	Fain
\$25,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0% 100%	69A37518300004020MNO

This project is designed to provide profession-specific awareness education describing physical and cognitive changes that occur with aging and their affect on safe driving.

- Education will include a screening tool (*DOSCI or other appropriate tool for the identified professional group*), information about how ability to drive is affected with age, clues that indicate potential risk of unsafe driving, and actions this group can take if there is concern.
- We will continue to identify and expand our resource list related to older drivers, including driver evaluation tools, resources to promote safe driving, transportation resources/alternatives to driving, and links to other agencies that work to educate older drivers, family members, members of the community and others about safe driving.
- The project will fund promotion and implementation of a cognitive screening program by engaging an additional 20 enforcement agencies to view the program that describes how age-related cognitive changes affects driving, use of the DOSCI screening tool and actions totake.

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

Intended sub recipient: Emergency Nurses Association Minnesota State Council

21-06-07 Regional Coordinators Toward Zero Death

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local	Fain
\$425,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0% 100%	69A37518300004020MNO

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

Funds will cover salary and fringe, reasonable in / out state travel for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences to assist in reaching Minnesotagoal for traffic fatalities.

Intended sub recipient: Minnesota Department of Transportation / OTS staff

21-06-08 Safe Roads Coalitions

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local		Fain
\$550,000.00	FAST Act NHTSA 402	Community Programs (FAST)	50%	100%	69A37518300004020MNO

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

Safe Roads Grantees must work on the identified problems with the greatest need in the area served based on 2014-2018 Minnesota Crash Statistics by the Minnesota Department of Public Safety. Additional points are awarded to the applicants based on the crash data indicating that the county is at or above the statewide average for fatalities.

The coalition coordinator and support staff will:

- Target areas for improvement using data driven approaches, while employing proven countermeasures
- Focus on the identified problem in the area they serve
- Provide education and outreach during the high visibility enforcement efforts
- Arrange for victim impact speakers to inspire and motivate communities

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

Intended sub recipient: Public Health, Public Schools, Sheriff's Office

21-06-10 Professional Development Stakeholders to Conference

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local		Fain
\$43,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0%	0%	69A37518300004020MNO

This project will award a limited number of scholarships to attend traffic safety conferences/seminars. These scholarships will include registration and limited accommodation costs. Selection will be made based on financial need and essays written by the applicants. Applications are rated by a selection committee.

Intended sub recipient: Traffic Safety Stakeholders selected on nomination/ and or financial need and in recognition for hard work and commitment to local traffic safety.

21-06-11 Behavior/ Attitude Study

Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Match / Local		Fain
\$70,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0%	0%	69A37518300004020MNO

This project will fund a statistically sound reflective survey of Minnesota drivers regarding their behaviors as they relate to a variety of traffic safety issues, as well as their awareness of various efforts to promote safer driving in the state. The survey will be conducted using a mixed-mode approach in which roughly half of responses are collected via telephone (including both landlines and cell phones) and half are collected using an online survey research panel. By blending these two approaches, we will be able to compare results to past surveys conducted via telephone while also seeing the benefits of online surveys.

Funds will cover contract services to perform the survey to include salary, in / out state travel. Related office printing/copying, postage, and software for this projects are also funded.

Intended sub recipient: TBD

21-06-13 Administrative Support TZD

Countermeasure Strategy: Communications and Outreach: Supporting Enforcement

Amount	Source	Use	Match / Local		Fain
\$200,000.00	FAST Act NHTSA 402	Community Programs (FAST)	0%	0%	69A37518300004020MNO

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

This project will include:

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

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

Intended sub-recipient: MnDOT

Motorcycle Safety

Motorcycle Rider Training

Countermeasure Strategy: Motorcycle Rider Training

Amount	Source	Use	Match / Local
\$487,137.00	State	Motorcycle Rider Training	100% / 0%

This project will provide classroom and training range facilities and 103 RiderCoaches for basic, skills re-test, intermediate, advanced and expert courses at locations throughout Minnesota in addition to private training providers. Additionally, this project will provide for RiderCoach professional development and training and for the training of new RiderCoaches.

Intended sub recipient: Minnesota State Colleges and Universities

Motorcycle Safety Public Information and Media Relations

Amount	Source	Use	Match / Local
\$175,000.00	State	Education and Outreach	100% / 0%

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

Intended sub recipient: DPS Office of Communications

Motorcycle Rider Training Equipment and Supplies

Amount	Source	Use	Match / Local
\$10,000.00	State	Motorcycle Rider Training	100% / 0%

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

Intended sub recipient: DPS Office of Traffic Safety

Motorcycle Equipment and Transport

Amount	Source	Use	Match / Local
\$23,000.00	State	Motorcycle Rider Training 1	100% / 0%

This project will provide training equipment transportation to, from, and between training sites which will enable them to conduct rider training courses

Intended sub recipient: Starr Cycle

Motorcycle Mechanical Services

Amount	Source	Use	Match / Local
\$130,000.00	State	Motorcycle Rider Training	100% / 0%

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

Intended sub recipient: Starr Cycle

Motorcycle Rider Testing and Licensing

Countermeasure Strategy: Motorcycle Licensing

Amount	Source	Use	Match / Local
\$30,000.00	State	Rider Testing and Licensing	100% / 0%

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

Intended sub recipient: DPS Driver and Vehicle Services

Media / Education and Outreach

21-08-01 Creative Media Contract

Countermeasure Strategy: Mass Media Campaigns

Amount	Source	Use	Fain
\$50,000.00	164 Alcohol	164 Transfer Funds	69A37519300001640MN
\$150,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37519300004020MN0
\$50,000.00	Fast Act 405d Impaired	405d Impaired Driving Low	69A3751830000405DMNL

This project is split funded based on planned activities.

This project focuses on advertising to include but not limited to outreach during at enforcement campaigns including but not limited to “Click it or Ticket” and Labor Day and winter holiday Drive Sober or get Pulled over” following the National Campaign Calendar, as well as the OTS enforcement calendar see Appendix C.

The contracted creative agency, Linnihan Foy Advertising will develop impaired driving, seat belt, motorcycle, speed, distracted driving and pedestrian creative concepts to place across mediums (TV, radio, print/out-of-home, web, etc.) including:

- Public service announcements (PSAs)
- Websites and other productions
- Brochure/collateral development
- Infographics
- Social media concepts/strategies/direction/input
- Photo/video shoots
- Video/audio/photo editing
- Public relations events
- Ideas and execution
- Other miscellaneous creative projects as requested by DPS

The contracted creative agency will lead full-scale pre through post-production efforts on all projects that could include:

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

Intended sub recipient: Linnihan Foy Advertising

21-08-02

Media Relations at OOC

Countermeasure Strategy: Mass Media Campaigns

Amount	Source	Use	Fain
\$120,000.00	164 Alcohol	164 Transfer Funds	69A37519300001640MN
\$181,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37519300004020MNO
\$90,000.00	Fast Act 405d Impaired	405d Impaired Driving Low	69A3751830000405DMNL
\$50,000.00	FAST Act 405h	405h Nonmotorized Safety	69A3752030000405HMNO

This project is split funded based on planned activities.

This project focuses on advertising to include but not limited to outreach during at enforcement campaigns including but not limited to “Click it or Ticket” and Labor Day and winter holiday Drive Sober or get Pulled over” following the National Campaign Calendar, as well as the OTS enforcement calendar see Appendix C.

This project will be a comprehensive public information and education plan to develop traffic safety messages and pursue personal impact stories.

Activities will include:

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

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

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

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

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

21-08-03

Paid Media

Countermeasure Strategy: Mass Media Campaigns

Amount	Source	Use	Fain
\$90,000.00	FAST Act 405f	Motorcycle Programs (FAST)	69A3751830000405FMNO
\$900,000.00	164 Alcohol	164 Transfer Funds	69A37519300001640MN
\$992,000.00	FAST Act NHTSA 402	Community Programs (FAST)	69A37519300004020MNO
\$90,000.00	Fast Act 405d Impaired	405d Impaired Driving Low	69A3751830000405DMNL
\$10,000.00	Fast Act 405e	405e Special Distracted Driving	18X920405eMN17

This project is split funded based on planned activities.

This project includes on advertising to include but not limited to outreach for distraction, occupant protection, speed, pedestrian, motorist awareness of motorcycles as well as during at enforcement campaigns including but not limited to “Click it or Ticket” and Labor Day and winter holiday Drive Sober or get Pulled over” following the National Campaign Calendar, as well as the OTS enforcement calendar see Appendix C.

Due to the Covid19 pandemic the national Click it or Ticket campaign was moved and the additional belt campaign funds are added to this year’s media calendar.

The project focuses on paid advertising for distraction, occupant protection, speed, pedestrian, motorcycle safety, training, awareness, and impaired driving campaigns.

These paid media include:

- TV/cable
- Radio
- Print
- Online
- Cinema
- Out-of-home

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

Intended sub recipient: Linnihan Foy Advertising



Appendix A

Acronyms and Definitions



Acronym	Definition
ACR	Ambulance Child Restraint
AIIPA	Association of Ignition Interlock Program Administrators
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicle
B2B	Border to Border
BAC	Blood Alcohol Content
BCA	Bureau of Criminal Apprehension
BRC2u	Basic Rider Course 2
BRCu	Basic Rider Course
CARE	Collision Awareness Reduction Efforts
CARS	Children and Restraint Systems
CEU	Continuing Education Unit
CFF	Critical Flicker Frequency
CHQ	Central Headquarters
CLEO	Chief Law Enforcement Officer
CODES	Crash Outcome Data Evaluation System
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CTS	Center for Transportation Studies
CVO	Criminal Vehicular Operation
DCTC	Dakota County Technical College
DMV	Department of Motor Vehicles
DOSCI	Driver Orientation Screen for Cognitive Impairment
DOT	Department of Transportation
DPS	Department of Public Safety
DRE	Drug Recognition Evaluators
DVS	Driver and Vehicle Services
DWI	Driving While Impaired
EC	East Central (TZD Region)

Acronym	Definition
EMS	Emergency Medical Services
ENA	Emergency Nurses Association
FARS	Fatality Analysis Reporting System
FAST	FAST Enterprises (Software vendor for DVS)
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
GHSA	Governors Highway Safety Association
HS	High School
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
KIM	Kidz In Motion
LATCH	Lower Anchors and Tethers for Child Restraints
LEL	Law Enforcement Liaison
MAAA	Metropolitan Area Agency on Aging
MC	Motorcycle
MDH	Minnesota Department of Health
MEMSA	Minnesota EMS Association
MIDAS	Minnesota Interactive Data Access System
MMAP	Mobility for Minnesota's Aging Population
MMSP	Minnesota Motorcycle Safety Program
MMUCC	Model Minimum Uniform Crash Criteria
MN	Minnesota
MnDOT	Minnesota Department of Transportation
MSP	Minnesota State Patrol
NCDC	National Center for DWI Courts
NE	North East (TZD Region)
NETS	Network of Employers for Traffic Safety
NGA	National Governor's Association
NHIS	National Health Interview Survey

Acronym	Definition
NHTSA	National Highway Traffic and Safety Administration
NW	North West (TZD Region)
OOC	Office of Communications
OOH	Out of Home
OP	Occupant Protection
OPUE	Occupant Protection Usage and Enforcement
OTS	Office of Traffic Safety
OTT	Over the Top
PBT	Preliminary Breath Testing
PD	Police Department
PeCANS	Pedestrian and Cyclist Awareness Notification System
POST	Peace Officer Standards and Training
PSA	Public Safety Announcement
RFP	Request For Proposal
RMS	Risk Management Solutions
ROAR	Real-Time Officer Activity Reporting
SAS	Statistical Analysis Software
SCI	Spinal Cord Injury
SE	South East (TZD Region)
SFST	Standardized Field Sobriety Test
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan
SO	Sheriff's Office
SW	South West (TZD Region)
TBI	Traumatic Brain Injury
TRCC	Traffic Records Coordinating Committee
TRF	Traffic Records Forum
TRPs	Target Rating Points
TSRP	Traffic Safety Resource Prosecutor
TZD	Toward Zero Deaths
UTV	Utility Terrain Vehicle
VMT	Vehicle Miles Traveled
WC	West Central (TZD Region)
YUM	Young Unmarried Male

Performance Measures

NHTSA and the GHSA have recommended Core Performance Measures to be included in State Highway Safety Plans beginning in 2010. Quality data sources include the FARS Final or Annual File (all fatality measures), State Observational Survey of Seat Belt Use (seat belt use rate), and the state crash data file. Minnesota has used the agreed upon national definitions, which sometimes differ from state definitions. FARS data is currently available through 2018. In the following tables, FARS data is used where applicable through 2018, state data is used for 2019, and projections are used for 2020 and 2021.

Minnesota has made remarkable gains in traffic safety over the past ten years. The commitment to Toward Zero Deaths, the cornerstone program aimed to reduce traffic related crashes in the state of Minnesota for the past 15 years, has been effective in pushing for continuous improvement, creating long lasting partnerships involving the “Four Es” of traffic safety Education, Enforcement, Engineering, and Emergency Medical Services – and implementing data driven solutions to traffic safety issues.

The Minnesota Strategic Highway Safety Plan (SHSP) is a tool that identifies key areas to focus traffic safety resources and provides data driven, actionable strategies to reduce deaths and serious injuries on Minnesota roadways. Every five years, Minnesota updates the SHSP to reflect current and emerging crash trends and incorporate emerging safety strategies. The 2020-2024 Minnesota SHSP was developed by blending crash data analysis with input from the many diverse stakeholders working toward zero deaths on Minnesota roads. Targeted input to shape the SHSP’s focus areas, strategies, and tactics was gathered from stakeholders through multiple activities and venues, including the 2018 and 2019 TZD Statewide Conferences, the 2019 TZD Regional Workshops, and meetings with the SHSP Steering Committee.

The design of the SHSP was intended to foster coordination among stakeholders, leading to decisions to identify local traffic safety problems and implement the countermeasure strategies and tactics that bring about positive change at the local level. This is vital to reducing fatal and serious injury crashes in Minnesota.

In addition to the updated SHSP, new initiatives in Minnesota will make advances in traffic safety possible. An in-depth review of the highly successful Toward Zero Deaths (TZD) program is planned in 2020-2021 to reinvigorate the organization’s structure and coalitions. A reassessment of the division of federal funds between Public Safety and MnDOT will allow for optimal utilization of traffic safety funding in Minnesota.

Through the process of setting our 2025 fatality and serious injury goals, TZD stakeholders recognized the importance of setting the bar high. If future goals and targets are based only on past performance, the results will be the same as they have been in the past. That said, Minnesota also understands current outcomes and has analyzed past data to ensure safety goals are attainable. A goal of no more than 225 fatalities and 980 serious injuries by 2025 is aggressive, but it is attainable considering both past performance and new approaches the program is taking as identified in the SHSP. Minnesota then established the 2021 targets by projecting a trend from current 2019 outcomes to the 2025 targets. Thus the proposed 2021 targets will measure Minnesota’s progress toward this statewide goal. Minnesota is committed to pushing towards these ambitious goals.



Appendix B

Performance Measures / Targets



Performance Measures /Targets

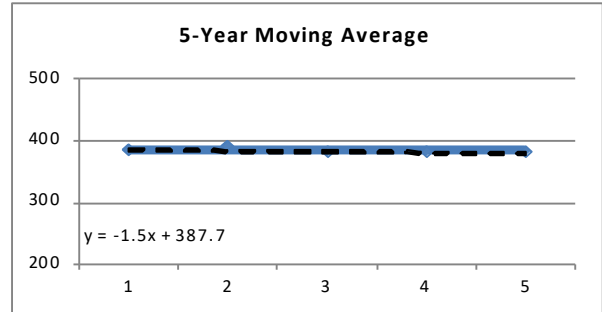
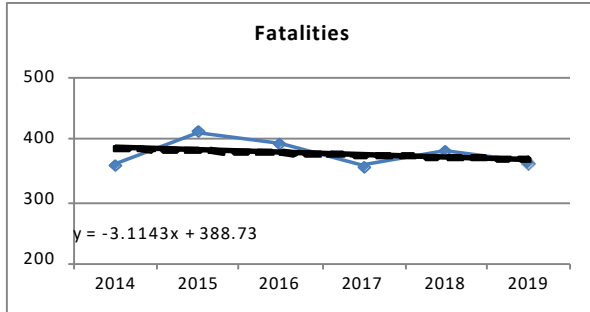
Performance Measure Name	Target Period	Target Start	Target End	Target Value
C-1) Number of traffic fatalities (FARS)	5-year	2017	2021	352.4
C-2) Number of serious injuries in traffic crashes (State crash data files)	5-year	2017	2021	1629.6
C-3) Fatalities/VMT (FARS/FHWA)	5-year	2017	2021	0.582
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5-year	2017	2021	75
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5-year	2017	2021	90
C-6) Number of speeding-related fatalities (FARS)	5-year	2017	2021	87
C-7) Number of motorcyclist fatalities (FARS)	5-year	2017	2021	52
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5-year	2017	2021	36
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5-year	2017	2021	47
C-10) Number of pedestrian fatalities (FARS)	5-year	2017	2021	43
C-11) Number of bicyclist fatalities (FARS)	5-year	2017	2021	7
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5-year	2016	2020	92.8%
Older Driver: % of drivers in fatal crashes who were 85 or more years old	5-year	2017	2021	3%
Drugged Driving: % of DWI incidents that involved drugs	1-year	2017	2021	3%
CPS: Observed correct use of booster seat of children 4-7 years of age	1-year	2011	2020	78%

Performance Measure Name	2020 Target	Progress
C-1) Number of traffic fatalities (FARS)	375	150
C-2) Number of serious injuries in traffic crashes (State crash datafiles)	2,099	661
C-3) Fatalities/VMT (FARS/FHWA)	0.62	0.78
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	61	36
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	84	3 – don't have BAC results for most yet
C-6) Number of speeding-related fatalities(FARS)	90	49
C-7) Number of motorcyclist fatalities(FARS)	56	18
C-8) Number of unhelmeted motorcyclist fatalities(FARS)	38	14
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	38	14
C-10) Number of pedestrian fatalities(FARS)	50	19
C-11) Number of bicyclist fatalities (FARS)	10	3
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	92%	Study not conducted in 2020
Distracted Driving: % of drivers in crashes that officers noted were "Not Distracted"	65%	69.8%
Older Driver: % of drivers in fatal crashes who were 85 or more years old	3%	1.4%
Drugged Driving:% of DWI incidents that involved drugs	3%	Data N/A
CPS: Observed correct use of booster seat of children 4-7 years of age	78%	N/A

C-1 Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	387	361	411	392	358	381	364	375*	352.4*
5-Year Averages	396	384	384	389	382	380	381	380*	368.4*
PM Target						381	377	375*	352.4*

*Projected

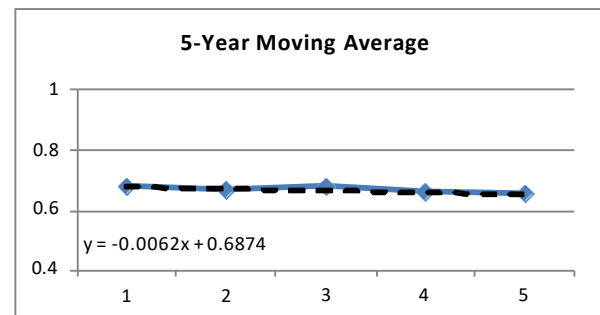
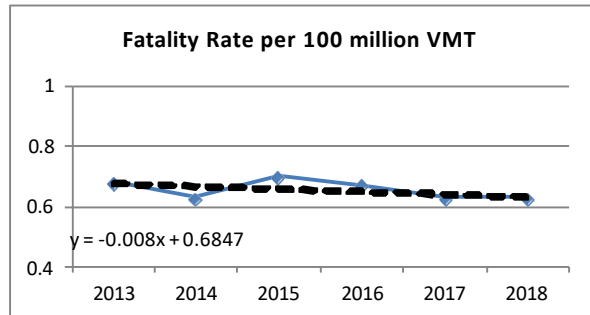


Minnesota has made remarkable gains in traffic safety over the past ten years. As to be expected, the yearly gains are becoming smaller. The performance measure targets are set between the projections based on yearly numbers and those based on 5-year averages and in conjunction with DOT for 2021.

C-3 Fatality Rate

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatality Rate	0.68	0.63	0.72	0.66	0.63	0.63	0.634	0.582*	0.582*
5-Year Averages	0.70	0.68	0.67	0.68	0.66	0.654	0.646	0.638*	0.630*
PM Target						0.641	0.634	0.626*	0.582*

*Projected



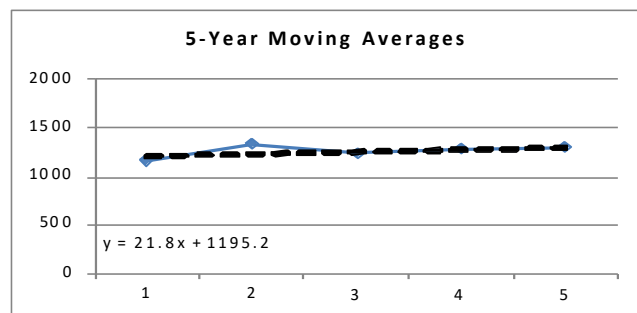
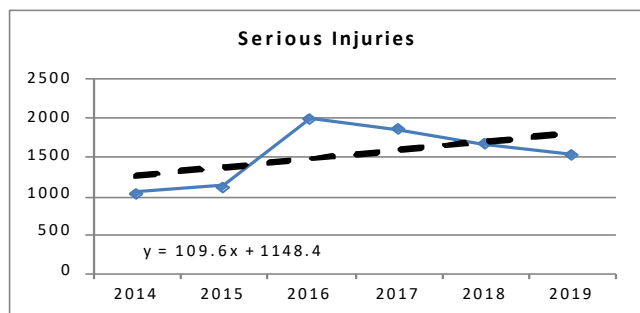
In the past decade, Minnesota has seen a lower fatality rate due to a decreasing number of fatalities and an increased VMT. The performance measure targets are set to align with the projections based on yearly numbers and those based on 5-year averages and in conjunction with DOT for 2021.

C-2 Serious Injuries

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Injuries	1,216	1,044	1,127	1,992	1,849	1,660	1,520	2,099*	1,580*
5-Year Averages	1,221	1,176	1,163	1,329	1,235	1,279	1,297	1,315*	1,650*
PM Target						1,795	1,750	1,714*	1629.6*

*Projected

After a change in Serious Injury definition in 2016, Minnesota is trending downwards for serious injuries. These performance measure targets were developed in conjunction with DOT for 2021.

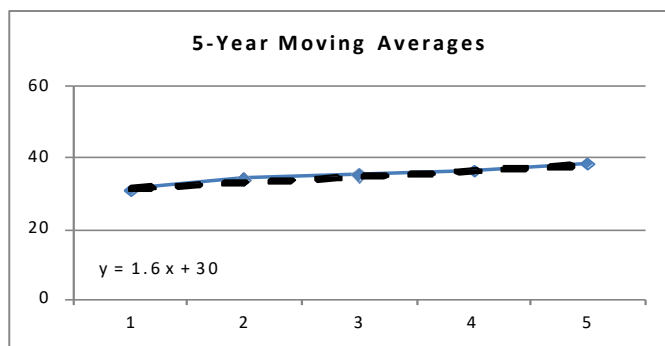
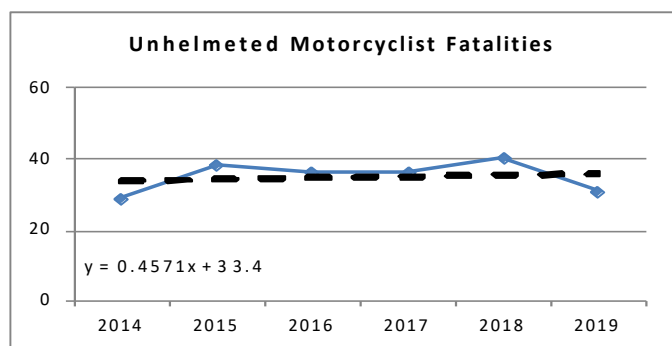


C-4 Unrestrained Occupant Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	80	93	85	74	71	96	73	61*	70*
5-Year Averages	103	99	93	87	81	84	71	79*	80*
PM Target						76	70	65*	75*

*Projected

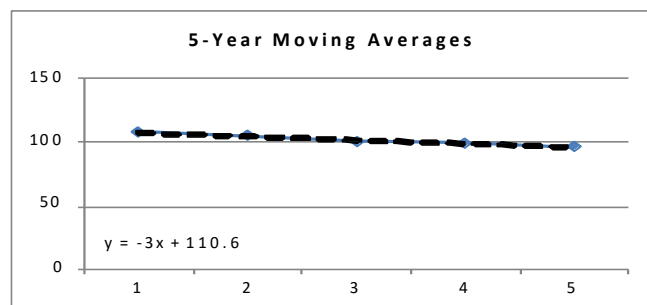
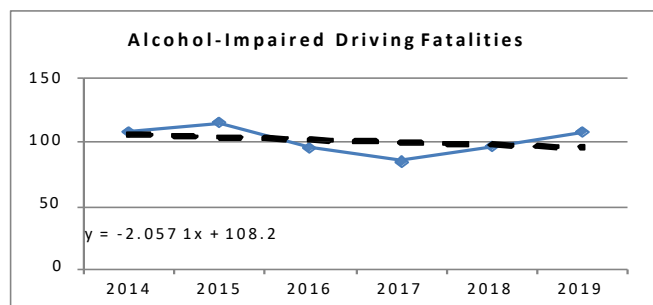
As with many trends in Minnesota, the number of unrestrained occupant fatalities has seen a leveling off after many years of great progress. It is unrealistic to expect high continual gains. The performance measure targets are set at the projections based on moving five year average projection to reflect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



C-5 Alcohol Impaired Driving Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	95	108	115	95	85	96	107	84*	93*
5-Year Averages	111	111	108	105	100	105	100	93*	96*
PM Target						99	96	93*	90*

*Projected

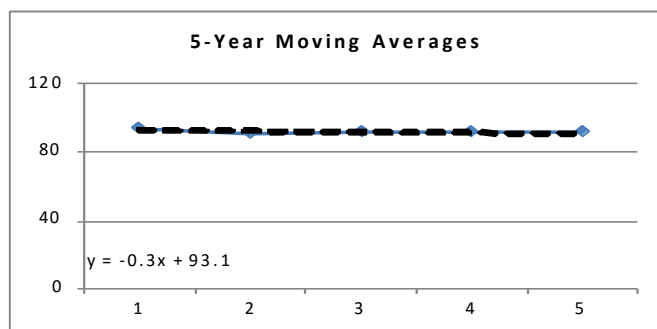
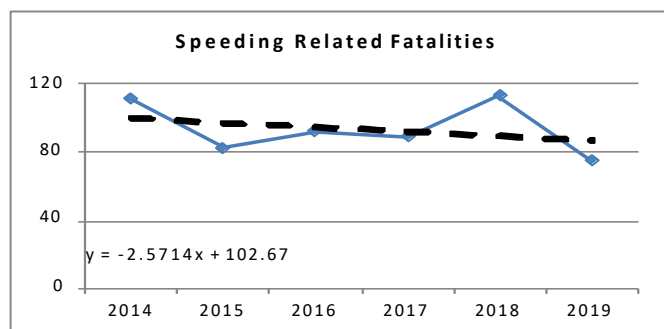


The number of alcohol impaired driving fatalities continues with a downward trend. The performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

C-6 Speeding Related Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	84	111	82	92	89	113	75	90*	88*
5-Year Averages	90	94	91	92	92	92	92	93*	92*
PM Target						92	92	93*	87*

*Projected

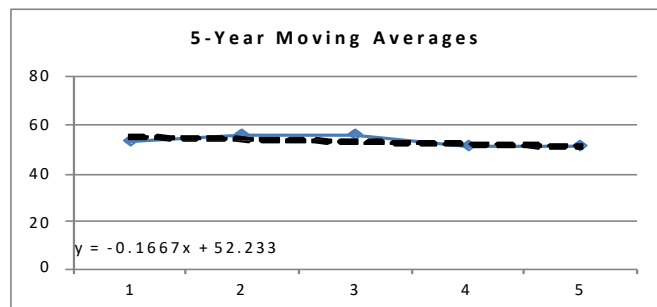
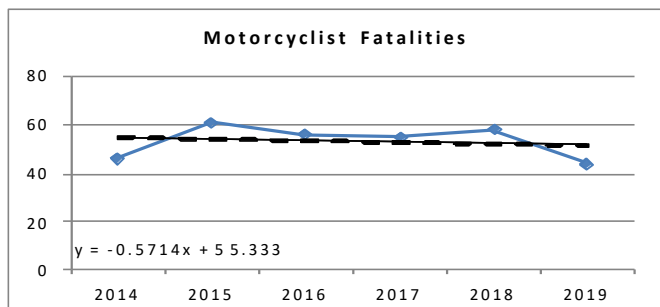


While there have been a few unusual years in the past decade, the overall trend is decreasing for speed related fatalities. Performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

C-7 Motorcyclist Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	61	46	61	56	55	58	44	56*	52*
5-Year Averages	52	50	53	56	56	51	51	51*	52*
PM Target						56	56	56*	52*

*Projected

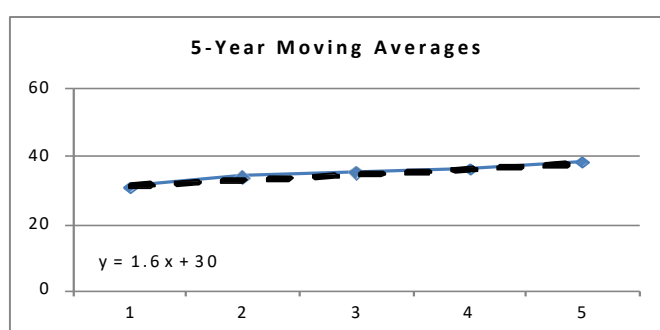
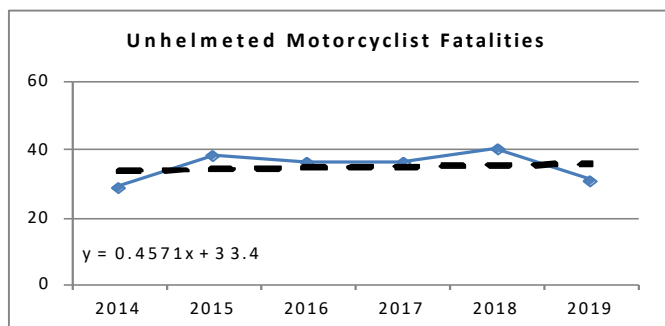


Motorcycle riding season in Minnesota is largely dependent on weather. Due to this, motorcycle fatalities are difficult to forecast. Performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

C-8 Unhelmeted Motorcyclist Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	34	29	38	36	36	40	31	38*	37*
5-Year Averages	30	28	31	34	35	36	38	40*	36*
PM Target						36	38	38*	36*

*Projected

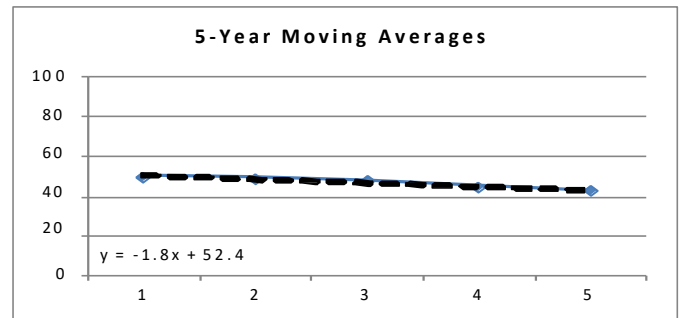
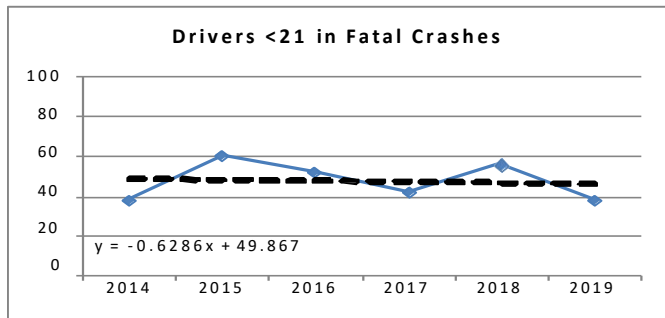


The performance measure targets are aligned with the projection of the yearly number of un-helmeted motorcyclist fatalities and reflect a maintenance target. The performance measure targets are set using the projections of the yearly fatalities because the slope has begun to rise rather than fall. The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

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

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Drivers <21	49	38	60	52	42	56	38	49*	45*
5-Year Averages	57	51	50	49	48	45	43	43*	45*
PM Target						48	48	48*	47*

*Projected

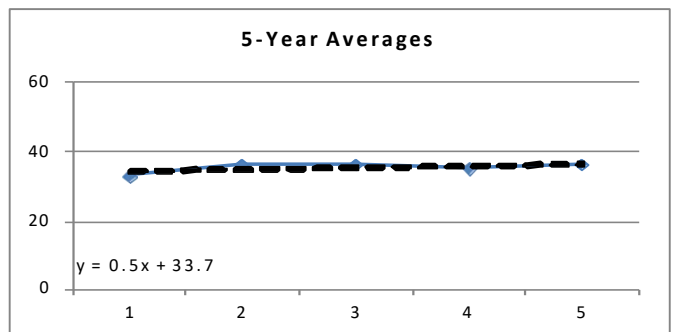
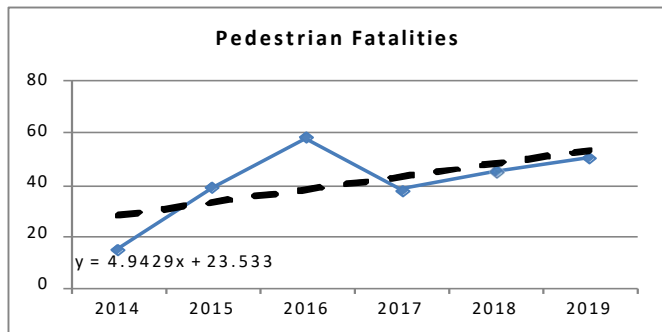


Recent trends display some unpredictability of under age 21 drivers in fatal crashes. Performance measure targets are set at the projections based on moving five year average. The Target is set to stop an increase.

C-10 Pedestrian Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	32	15	39	58	38	45	50	50*	47*
5-Year Averages	37	32	33	36	36	35	36	36*	44*
PM Target						44	45	45*	43*

*Projected

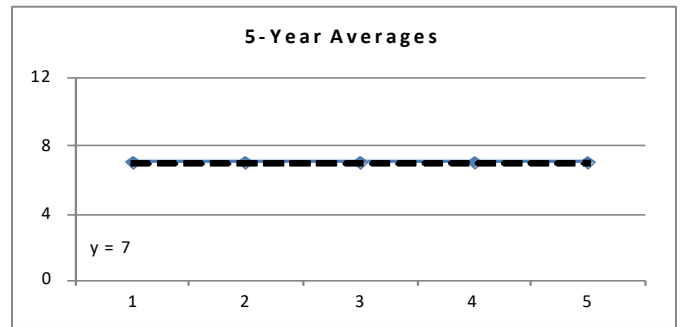
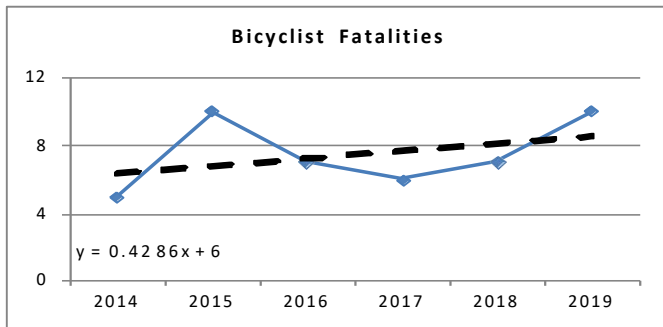


While yearly trends indicate pedestrian fatalities are increasing, rolling five year averages indicate a plateau. Performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

C-11 Bicyclist Fatalities

Forecast Year		1	2	3	4	5	6	7	8
Actual Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	6	5	10	7	6	7	10	7*	8*
5-Year Averages	7	6	7	7	7	7	7	7*	8*
PM Target						7	7	7*	7*

*Projected

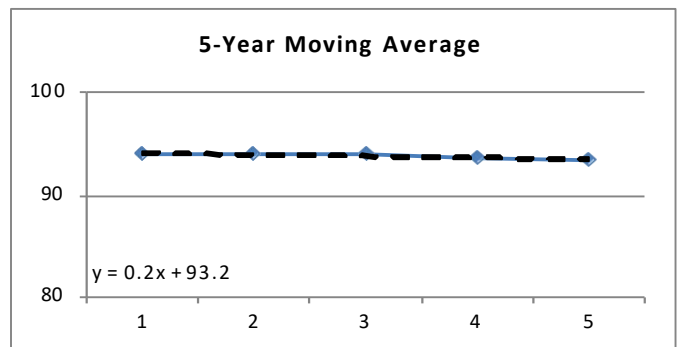
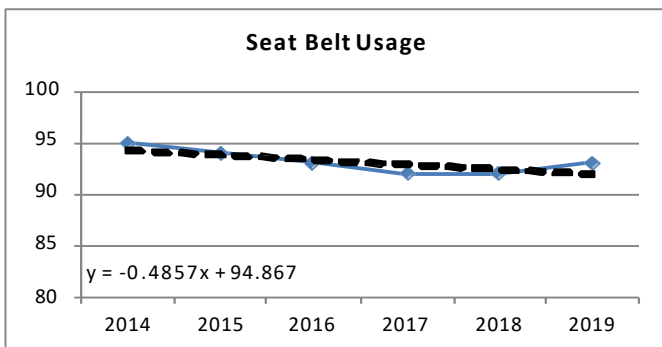


The performance measure targets are set at the projections based on moving five year average projection to reflect the change to a five year average for all Minnesota targets.

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	93	92*
5-Year Averages	91	93	94	94	94	94	93	93	95*
PM Target									92*

*Projected



Minnesota has a high seat belt usage rate. With 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. Due to the COVID-19 pandemic, the observational seat belt study will not be conducted in 2020.



Appendix C

OTS Enforcement Calendar



OTS Enforcement Calendar

Federal Fiscal Year 2021



Enforcement Dates

- DWI (optional): Nov. 5-7; 2020 - deer hunting opener
- Seat belts and child restraints: Nov. 16-29, 2020
- DWI: Nov. 25, 27-28; Dec. 3-5; 10-12; 17-19; 24-26; 31, 2020
- Distracted: April 5-30, 2021
- DWI (optional): May 6 - 8, 2021 - fishing opener
- Seat belts and child restraints: May 24 - June 6, 2021
- Speed: July 1 - 31, 2021
- DWI: Aug. 20 - Sept. 6, 2021
- Move Over (optional): Aug. 31, 2021
- Seat belts and child restraints: Sept. 19-30, 2021

Top 15 Counties: Oct. 31; March 13 or 17; July 3

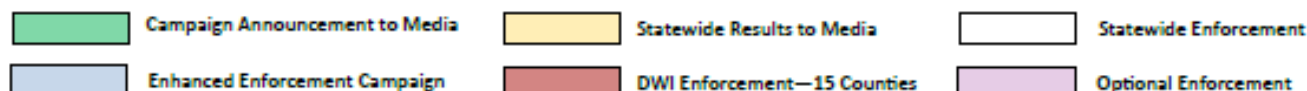
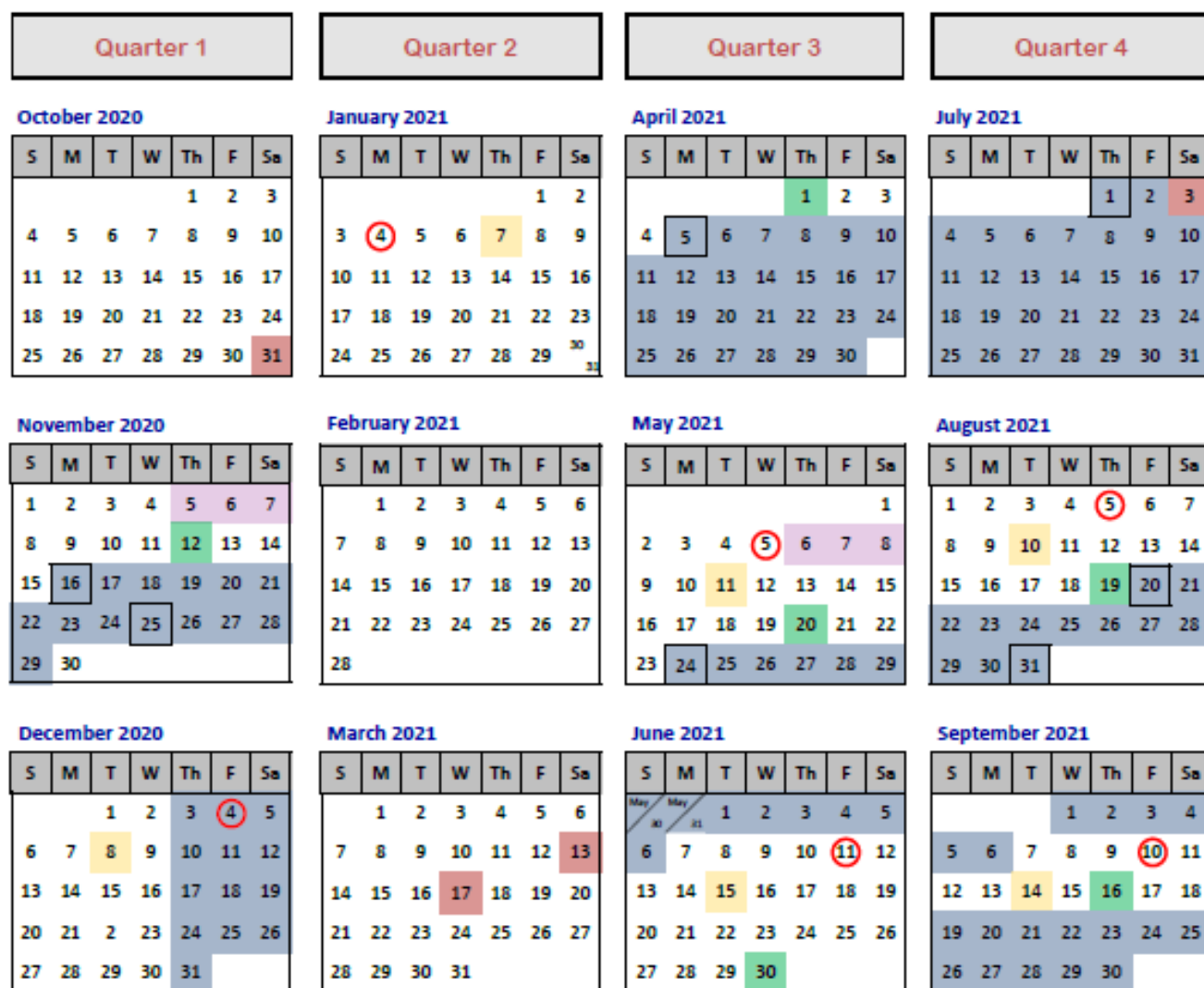
Short Report Due Dates (All agencies required to submit)

- Dec. 4, 2020: Seat belt/child restraints from Nov. 16-29, 2020
- Jan. 4: DWI arrests, highest B.A.C., from Nov. 25 - Dec. 31, 2020
- May 5: Hands-Free citations, from April 5-30, 2021
- June 11: Seat belt/child restraint citations from May 24 - June 6, 2021
- Aug. 5: Speed citations from July 1-31, 2021
- Sept. 10: DWI arrests, highest B.A.C., from Aug. 20 - Sept. 6, 2021
- Oct. 7: Seat belt/child restraint citations from Sept. 19-30, 2021

○ Indicates date short reports are due in calendar below

TZD Conference: Oct. 19-21, 2020

Duluth Entertainment Convention Center





Appendix D

Data Sources



Type of Data	Provider / Owner
Ambulance run reports	EMS Regulatory Board
Attendee Evaluation	Attendees from all DPS/OTS sponsored events
Citations and Convictions	State Court Administration and Project Directors
CODES	Minnesota Department of Health
Countermeasures That Work	NHTSA
Crash Location Mapping	Minnesota DOT
Crash Records	Minnesota DPS (OTS/DVS)
Drivers License Records	Minnesota DPS (DVS Driver's License Data Base)
DWI Offenders	Minnesota DPS (DVS Driver's License Data Base)
Evaluations of Specific Projects	Minnesota DPS and Various contractors
FARS	NHTSA
Observational Studies of Seat Belt Use	Minnesota DPS and Various contractors
Occupation, Cause of Death	County Coroners Report of Death
Population	Minnesota State Demographer
Project Reports	Minnesota DPS and Various contractors
SHSP Focus Areas	Minnesota DOT
Telephone Surveys of Attitudes and Knowledge	Contractors for DPS/OTS
Tribal Boundaries	Minnesota DOT
Vehicles Miles Traveled	Minnesota DOT
Vehicle Registrations	DPS (DVS Vehicle Registration Data Base)



Appendix E

405b application



405b application

Enforcement 21-04-01, 21-04-08

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

Across the state of Minnesota 305 agencies, 68 sheriff departments, 232 local police department, 2 tribal agencies, 3 university police department join together for the Click it or Ticket campaign.

Child restraint Inspection Stations 21-02-01, 21-02-04, 21-02-07

Countermeasure Strategy: Strategies for Child Restraint and Booster Seat Use

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

Learning and sharing best practices allows technicians in the state to keep up-to-date, helps keep kids safe when traveling in cars, and reduces fatalities amongst children between the ages of zero and seven years old. In Minnesota crashes from 2014 – 2018, 87% of the 17,237 children ages zero to seven that were properly restrained were not injured, while another ten percent sustained only possible injuries. This is evidence that when children are properly restrained, their chances of being injured in a traffic crash are drastically reduced.

Minnesota is confident in using supporting child passenger safety advocates who serve to promote child passenger safety in the southern, northern, and northeastern portions of the state. The advocates conduct Children and Restraint Systems (C.A.R.S.) trainings throughout the state to caregivers and parents. In 2019, there were 5,753 verified attendees that successfully completed the C.A.R.S. training. OTS CPS advocates were also able to offer the National Child Passenger Safety Certification trainings, with low or local fee to incoming students.

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

Minnesota plans on holding a total of six Safe Kids certified technician classes. Opportunities for classes will be offered with the goal of training 30 individuals. Associated project 21-02-04, 21-02-07, page 24.

Of the 90 planned inspection stations and events during the coming grand year, 25% (22) will serve urban communities, 25% (22) will serve portions of rural, greater Minnesota in which there is a high unbelted occupant rate and high traffic fatality counts, and 50% (46) will serve American Indian Reservations, and ethnic minority groups, including Somali, Hmong, and Latino communities. Associated project 21-02-01, 21-02-04, 21-02-07 and child seat for needy families (state project), page 24, 25.

Intended Agencies Participating in Click it or Ticket 2021; Associated projects 21-04-01, 21-04-08 page 33

Airport Police Department	Carlton County Sheriff's Department	Emily Police Department
Aitkin Police Department	Carver County Sheriff's Office	Eveleth Police Department
Akeley Police Department	Cass County Sheriff's Office	Fairfax Police Department
Albany Police Department	Centennial Lakes Police Department	Faribault Police Department
Albert Lea Police Department	Champlin Police Department	Farmington Police Department
Alexandria Police Department	Chaska Police Department	Fergus Falls Police Department
Annandale Police Department	Chatfield Police Department	Fillmore County Sheriff's Office
Anoka County Sheriff's Office	Chippewa County Sheriff's Office	Floodwood Police Department

Click it or Ticket Agencies continued

Anoka Police Department	Chisago County Sheriff's Office	Foley Police Department
Apple Valley Police Department	Chisholm Police Department	Fond Du Lac Police Department
Appleton Police Department	Clara City Police Department	Forest Lake Police Department
Arlington Police Department	Clay County Sheriff's Office	Frazee Police Department
Audubon Police Department	Cloquet Police Department	Freeborn County Sheriff's Office
Austin Police Department	Cold Spring Police Department	Fridley Police Department
Avon Police Department	Coleraine Police Department	Gilbert Police Department
Babbitt Police Department	Columbia Heights Police Department	Glencoe Police Department
Barnesville Police Department	Coon Rapids Police Department	Glenwood Police Department
Battle Lake Police Department	Corcoran Police Department	Glyndon Police Department
Baxter Police Department	Cottage Grove Police Department	Golden Valley Police Department
Bayport Police Department	Cottonwood County Sheriff's Office	Goodhue County Sheriff's Office
Becker County Sheriff's Office	Crookston Police Department	Goodhue Police Department
Becker Police Department	Crosby Police Department	Goodview Police Department
Belgrade Police Department	Crosslake Police Department	Grand Rapids Police Department
Belle Plaine Police Department	Crow Wing County Sheriff's Office	Grant County Sheriff's Office
Beltrami County Sheriff's Office	Crystal Police Department	Hastings Police Department
Bemidji Police Department	Cuyuna Police Department	Hawley Police Department
Benson Police Department	Dakota County Sheriff's Office	Hector Police Department
Benton County Sheriff's Department	Danube Police Department	Hemantown Police Department
Big Lake Police Department	Dayton Police Department	Hennepin County Sheriff's Office
Blackduck Police Department	Deephaven Police Department	Henning Police Department
Blaine Police Department	Deer River Police Department	Hibbing Police Department
Bloomington Police Department	Deerwood Police Department	Hill City Police Department
Blue Earth County Sheriff's Office	Detroit Lakes Police Department	Hopkins Police Department
Bovey Police Department	Dilworth Police Department	Houston County Sheriff's Office
Braham Police Department	Dodge County Sheriff's Office	Howard Lake Police Department
Brainerd Police Department	Douglas County Sheriff's Office	Hubbard County Sheriff's Office
Breckenridge Police Department	Duluth Police Department	Hutchinson Police Department
Breezy Point Police Department	Dundas Police Department	Inver Grove Heights Police Department
Breitung Police Department	Eagan Police Department	Isanti County Sheriff's Office
Brooklyn Center Police Department	Eagle Lake Police Department	Isanti Police Department
Brooklyn Park Police Department	East Grand Forks Police Department	Itasca County Sheriff's Office
Buffalo Police Department	East Range Police Department	Jackson County Sheriff's Office
Burnsville Police Department	Eden Prairie Police Department	Janesville Police Department
Caledonia Police Department	Edina Police Department	Jordan Police Department
Callaway Police Department	Elk River Police Department	Kanabec County Sheriff's Office
Cambridge Police Department	Elko New Market Police Department	Kandiyohi County Sheriff's Office
Cannon Falls Police Department	Ely Police Department	Kasson Police Department
Keewatin Police Department	Mower County Sheriff's Office	Robbinsdale Police Department
Kenyon Police Department	Nashwauk Police Department	Rochester Police Department
Kimball Police Department	New Brighton Police Department	Rock County Sheriff's Office
Koochiching County Sheriff's Office	New Hope Police Department	Rogers Police Department
La Crescent Police Department	New Prague Police Department	Rosemount Police Department
Lac Qui Parle County SO	New Richland Police Department	Roseville Police Department
Lake Benton Police Department	New York Mills Police Department	Royalton Police Department
Lake City Police Department	Nicollet County Sheriff's Office	Sartell Police Department

Click it or Ticket Agencies continued

Lake Crystal Police Department	Nisswa Police Department	Sauk Centre Police Department
Lake of the Woods County Sheriff's	Nobles County Sheriff's Office	Sauk Rapids Police Department
Lake Park Police Department	North Branch Police Department	Savage Police Department
Lake Shore Police Department	North Mankato Police Department	Scott County Sheriff's Office
Lakes Area Police Department	North St Paul Police Department	Sebeka Police Department
Lakeville Police Department	Northfield Police Department	Shakopee Police Department
LeSueur County Sheriff's Office	Oak Park Heights Police Department	Sherburne County Sheriff's Office
LeSueur Police Department	Olivia Police Department	Silver Lake Police Department
Lewiston Police Department	Olmsted County Sheriff's Office	South Lake Minnetonka PD
Lincoln County Sheriff's Office	Orono Police Department	South St. Paul Police Department
Lino Lakes Police Department	Osakis Police Department	Spring Grove Police Department
Little Falls Police Department	Osseo Police Department	Spring Lake Park Police Department
Long Prairie Police Department	Otter Tail County Sheriff's Office	St Anthony Police Department
Lonsdale Police Department	Park Rapids Police Department	St Francis Police Department
Lower Sioux Police Department	Parkers Prairie Police Department	St Paul Park Police Department
Lyon County Sheriffs Office	Paynesville Police Department	St Paul Police Department
Madelia Police Department	Pequot Lakes Police Department	St. Charles Police Department
Madison Lake Police Department	Perham Police Department	St. Cloud Police Department
Mankato Department of Public Safety	Pierz Police Department	St. Joseph Police Department
Maple Grove Police Department	Pike Bay TWP Police Department	St. Louis County Sheriff's Office
Mapleton Police Department	Pine County Sheriff's Office	St. Louis County Sheriff's Office
Maplewood Police Department	Pine River Police Department	St. Louis Park Police Department
Marshall Police Department	Pipestone County Sheriff's Office	St. Peter Police Department
McLeod County Sheriff's Office	Plainview Police Department	Staples Police Department
Medina Police Department	Plymouth Police Department	Starbuck Police Department
Melrose Police Department	Polk County Sheriff's Office	Stearns County Sheriff's Department
Menahga Police Department	Pope County Sheriff's Office	Steele County Sheriff's Office
Mendota Heights Police Department	Preston Police Department	Stevens County Sheriff's Office
Minneapolis Park Police Department	Prior Lake Police Department	Stillwater Police Department
Minneapolis Police Department	Proctor Police Department	Thief River Falls Police Department
Minnetonka Police Department	Ramsey County Sheriff's Office	Todd County Sheriff's Office
Minnetrista Public Safety	Ramsey Police Department	Tyler Police Department
Montevideo Police Department	Red Wing Police Department	University of Minnesota - Morris
Moorhead Police Department	Redwood County Sheriff's Office	University of Minnesota - Twin Cities
Morris Police Department	Redwood Falls Police Department	University of Minnesota Duluth PD
Morrison County Sheriff's Office	Renville County Sheriff's Office	Verndale Police Department
Motley Police Department	Rice County Sheriff's Office	Virginia Police Department
Mounds View Police Department	Rice Police Department	Wabasha County Sheriff's Office
Mountain Lake Police Department	Richfield Police Department	Wabasha Police Department
Wadena County Sheriff's Office	West Concord Police Department	Winsted Police Department
Wadena Police Department	West Hennepin Public Safety	Woodbury Police Department
Waite Park Police Department	West St. Paul Police Department	Worthington Police Department
Walker Police Department	White Bear Lake Police Department	Wright County Sheriff's Office
Waseca County Sheriff's Office	Wilkin County Sheriff's Office	Wyoming Police Department
Waseca Police Department	Willmar Police Department	Yellow Medicine County SO
Washington County Sheriff's Office	Winona County Sheriff's Office	Zumbrota Police Department
Wayzata Police Department	Winona Police Department	



Appendix F

Minnesota Traffic Records Strategic Plan

Plan Year 2021

June 9, 2020



Submitted/ Approved

Minnesota Traffic Records Coordinating Committee

*Plan was presented on June 9, revision were made, presented via email on June 22.
approved June 26, 2020*

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State Plan Information

Traffic Records Improvement Program Coordinator:

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

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Title: State Program Manager

Agency:

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Traffic Records Assessment:

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

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

Assessment Last Updated: December 26, 2019

TRCC Operation

Do you have an executive (policy level) TRCC? Yes

If so, how often does it meet? Annually

Do you have a technical (working level) TRCC? Yes

If so, how often does it meet? At least four times per year

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

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

Introduction

The Minnesota Department of Public Safety Office of Traffic Safety supports the State Traffic Records Coordinating Committee (TRCC). The State uses the advisement of the TRCC to guide resources used to improve the traffic records system. The Code of Federal Regulations (CFR) 23.1300.22 requires the State to have a multi-year strategic plan that performs the following:

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

For recommendations that the State does not intend to implement, provides an explanation.

This plan guides the State's traffic records improvement efforts while addressing recommendations from the 2019 Traffic Records Assessment.

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

- Address the opportunities noted in the most recent Traffic Records Assessment
- Identify traffic records improvement projects aimed at addressing these

Minnesota TRCC Background

The Minnesota TRCC is responsible for guiding the overall design and development of the State's traffic safety information systems. This entity was established in 1998 in response to the Transportation Equity Act for the 21st century. The current Code of Federal Regulations (23 CFR 1200.22) maintains the requirement for a State to have a TRCC. Within the TRCC, there is at least one agency representing each of the core traffic records systems. Each is committed to the improvement of timeliness, accuracy, completeness, uniformity, accessibility, and data integration for the systems they represent.

TRCC Governance

The Minnesota TRCC duties and responsibilities are charged by the Minnesota TRCC Charter. Annually, the Policy Level TRCC reviews the TRSP update. The charter does not formally dictate a meeting schedule of the State TRCC for either the policy or program level. In practice, the policy level meets annually and the program level TRCC meets monthly.

TRCC Membership

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

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

TRCC Meeting Schedule FFY2020

The TRCC met six times during FFY2020:

- September 17, 2019
- October 8, 2019
- January 7, 2020
- April 21, 2020
- May 12, 2020
- June 9, 2020

TRCC Roster, 2021

Please see appendix 2 for the full TRCC roster

Project Prioritization

The TRCC received the Traffic Records Assessment report in January 2020. The report was finalized in December 2019 but the TRCC did not meet to see the results until January.

Typically, grant proposals are solicited at the beginning of the calendaryear. A vacancy in the Traffic Records Coordinator position and the on-going Covid-19 Pandemic have led to a deviation in the normal timeline and process for soliciting FFY2021 project proposals.

There was no specific solicitation of ideas in 2020—instead project proposals were submitted via the State Highway Safety Office's idea solicitation process.

The typical grant proposal solicitation process is documented here:

The TRCC working committee meets to prioritize based on the assessment report and the TRCC's goals. The TRCC Chair takes the recommendations back to the State Highway Safety Office for review.

The Policy level committee members review and give approval for the plan update.

The Chair takes the recommendations back to the State Highway Safety Office for inclusion in the Highway Safety Plan.

TRSP Development

February Review TRSP and TRA for High Priorities	also include CDIP, RDIP, and other documents Update 405c funding proposal
March 1st Call for proposals	Collect information on requests for 405c funding Collect information on projects using other funding
April Presentations/ Questions	405 c applicants to present on proposals TRCC to suggest others
May Project Selection/ TRSP Update	Project prioritization and funding are reviewed TRSP Updated accordingly
June Policy Level Presentation and Sign Off	TSRP is presented to for member approval Projects reviewed with SHSO and included in HSP
July HSP in by June 30	Generally no August meeting due to large absences
August/September Contract and Grant Finalization	Grants are handled through the DPS e-grant process Contracts are handled through the FAS process
October Grants/Contracts begin	

Traffic Records Strategic Initiatives

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

TRCC Vision

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

TRCC Mission

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

TRCC Goals

The TRCC does this by:

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

Traffic Record Assessment Update for 2019

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

Crash Recommendations (2)

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

Status: Addressed – Some Progress

State Comments: This recommendation was also in the 2014 TRA and work is on-going. The completion of Crash Analysis has identified areas and strategy to address data quality.

Performance Measure: The performance measure for this project is crash system accessibility (C-X-1), measured by the expansion of MnCrash data access from just government agencies to other interested stakeholders via a public portal. Currently, MnCrash data is unavailable to the public, so the baseline is zero and the goal is to make the crash data portal available to all interested parties.

Linked Items

Type	Label	Name
Project	MN CR 01	MnCrash Updates/ Tester
Project	MN CR 02	MnCrash Updates / Tester

2021 HSP Project: 21-05-07 MnCrash Updates
2021 HSP Project: MnIT MnCrash Tester

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

Status: Addressed – Pending

State Comments: This recommendation is new. The MnCrash enhancement project has several enhancements currently in queue that will improve the quality of crash data.

Performance Measure: The performance measure for this project is crash system accessibility (C-X-1), measured by the expansion of MnCrash data access from just government agencies to other interested stakeholders via a public portal. Currently, MnCrash data is unavailable to the public, so the baseline is zero and the goal is to make the crash data portal available to all interested parties.

Linked Items

Type	Label	Name
Project	MN CR 01	Crash Record Enhancements

2021 HSP Project: Crash Records Enhancements

Vehicle Recommendations (1)

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

Status: Addressed – Some Progress

State Comments: The new MNDRIVE system, scheduled to launch in November 2020, will make many improvements and enhancements to the state's vehicle registration system. The system is being designed to minimize user error, track performance, track errors, and to provide leadership with data and reports to use for auditing and training purposes. The IT team for the project is open to input from the TRCC and a representative from this core system is now a member of the committee.

Performance Measure: The performance measure for this recommendation is vehicle system completeness (V-C-1), measured by the percent of vehicle records with no missing critical data elements. The goal for the new MNDRIVE system is 100% completeness for all critical data elements.

Linked Items

Type	Label	Name
Project	MNDRIVE	MNDRIVE

2021 HSP Project N/A

Driver Recommendations(1)

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

Status: Addressed – Pending Action

State Comments: As with the vehicle system, the new MNDRIVE system, scheduled to launch in November 2020, will continue to make enhancements and improvements. The FAST DS project that replaced the legacy mainframe system resulted in the ability to more easily track data quality measures on a routine basis. The IT team for the project is open to input from the TRCC and a representative from this core system is a member of the committee. This is a multi-year endeavor that is statefunded.

Performance Measure: The performance measure for this recommendation is driver system completeness (D-C-1), measured by the percent of driver records with no missing critical data elements. The FAST DS system, which replaced the legacy mainframe system and will be integrated with the vehicle system in MNDRIVE, does not accept records with missing critical data elements. Records converted from the legacy system were rejected if critical data elements were missing and no new records can be submitted without the completion of every critical element. When MNDRIVE launches, the goal is to maintain 100% completeness for all critical data elements in driver records.

Linked Items

Type	Label	Name
Project	MNDRIVE	MNDRIVE

2021 HSP Project N/A

Roadway Recommendations(3)

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

Status: Addressed – Pending Action

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

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

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 has made all our Linear Referencing System (LRS) data available for consumption on the [MN Geospatial Commons](#) website. You will find all applicable metadata which has all the necessary fields documented.

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

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

Status: Addressed – will be completed the end of FFY20.

State Comments: The Minnesota Department of Transportation (MnDOT) will contract with the Minnesota Geographic Information Office (MnGEO), a branch of the Minnesota Information Technology Department (MNIT), for them to scope and build an automated, scheduled Extract/Transform/Load (ETL) application. This ETL application will review the Centerline data that MnGEO receives from local agencies for the statewide Next-Gen 911 system and find any changes in the data since the last time the application was run. These changes will be written to a Redline or spatially enabled reference file for use by MnDOT editors as they update the Linear Referencing System (LRS) data. This data is used by the Department of Public Safety (DPS) and other law enforcement agencies for location information as they create crash records.

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

Linked Items

Type	Label	Name
Project	MN CR 01	Local Update / MnDOT

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

Citation / Adjudication Recommendations (4)

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

Status: Addressed –Progress

State Comments: In 2021 a judicial liaison will be working with the TRCC and will greatly increase the ability to make improvements to the state's citation and adjudication systems. There is currently no representation on the TRCC from the adjudication system.

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

Linked Items		
Type	Label	Name
Project	MN CIT	MnCrash Updates/ Tester

2021 HSP Project: 21-03-02 Dashboard

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

Status: Not Addressed

State Comments: This recommendation is not being addressed because the status of the data dictionary is currently private, available only to the courts. However, in 2021 the Office of Traffic Safety plans to acquire a judicial liaison, which will greatly increase the ability of the TRCC to make improvements to the state's citation and adjudication systems. There is currently no representation on the TRCC from the adjudication system.

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

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

Type	Label	Name

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 eCharging statewide implementing an e-warrant solution with continuous improvements.

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

Linked Items		
Type	Label	Name
Project	MN CIT 01	Dashboard

2021 HSP Project: 21-03-10 eCharging / Data Improvements

EMS / Injury Surveillance Recommendations(2)

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

Status: Addressed – Some progress

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

Performance Measure: The performance measure for this project is EMS/injury surveillance system integration (I-I-1), measured by the number of successfully linked injury severity outcomes. The current baseline for this measure is 0. This project is creating a new process for linking hospital outcome data to the crash records data. The goal of the project is to successfully link 99 percent of reported injury severity data to long-term hospital outcome data and integrate the injury outcome data into the crash records system.

Linked Items

Type	Label	Name
Project	MN ISS 01	CODES

2021 HSP Project: 21-05-01, Crash Outcome Data Evaluation System (CODES)

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

Status: Not Addressed -Other

State Comments: TRCC has chosen to address the other areas before taking this on.

Performance Measure: The performance measure for this project is EMS/injury surveillance system timeliness (I-T-1), measured by the median number of days from when a case is created in the hospital to when it is submitted into the TBI/SCI Registry. Currently, it takes an average of 90 days for cases to be entered into the TBI/SCI Registry. The goal of this project is to decrease the time it takes to enter cases into the Registry by 89 percent (10 days).

Linked Items

Type	Label	Name
Project	MN ISS 02	Trauma Data Improvement

2021 HSP Project N/A

Traffic Records Projects

The TRCC reviews the Traffic Records Assessment and Crash Data Improvement Program recommendations at least annually. The results of both pointed to the need to replace legacy systems. Most of the TRCC funded projects have focused on replacing the Crash Records System. The following pages address current and on-going projects.

MNDRIVE - Minnesota Driver's License and Vehicle Registration System

Project Description: MNDRIVE is an on-going effort to replace Driver and Vehicle Services' (DVS) 30-year-old mainframe information system. DVS and MNIT Services - the state's information technology agency - is responsible for internal governance, oversight and development of the project. MNDRIVE will replace the current MNLARS vehicle registration system and will integrate new vehicle system with the current driver licensing system (FAST DS). MNDRIVE will launch in November 2020 and change the way DVS does business, enhancing vehicle title and registration as well as driver licensing.

Vehicle enhancements:

Data collection activities will be simplified and automated, increasing the accuracy of data capture and improving data integrity. Duplicate data-entry will be minimized as business processes are streamlined to allow faster production of titles and licenses. Access to the system is specific to the user's role, improving security and reducing opportunities for fraud.

Most data exchanges will be accomplished in near-real time, eliminating system "downtime" while records update; DVS business partners, law enforcement and customers will have up-to-date information.

Licensing enhancements:

Data collection activities will be simplified and automated, increasing the accuracy of data capture and improving data integrity. Duplicate data-entry will be minimized as business processes are streamlined to allow faster production of titles and licenses. Access to the system is specific to the user's role, improving security and reducing opportunities for fraud.

Most data exchanges will be accomplished in near-real time, eliminating system "downtime" while records update; DVS business partners, law enforcement and customers will have up-to-date information.

MN_CIT_01 - Dashboard 21-03-12 HSP

Project Description: This project is split funded 50% 164AL/50% 405d due to an increased number of drivers being impaired by other than alcohol necessitating more frequent use of the search warrant application in eCharging.

This project for DWI analytics is ongoing. The crash reporting system has been integrated into the dashboard and mapping of old crashes continues.

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

Project Description: 2020 Update: eCharging has been rolled out statewide and its use is now a requirement for law enforcement overtime grants.

This project is split funded: 33% 164, 33% 405C, and 34% 405D based on planned activities.

This project covers the ongoing system updates required from pending DWI law changes resulting from the legislative session and the training for law enforcement officers and administrative users of the eCharging system for new staff and agencies.

Minnesota is confident in using the timeliness and accuracy of data. Maintaining and improving eCharging aligns with the citation/adjudication recommendation in the Traffic Records Assessment for improving the systems that reflect best practices.

This grant will fund a full citation re-write, which covers all citations issued throughout the state of MN that are submitted to the MN CIS/State Court admin Odyssey System. Over 80% of all citations written and submitted through eCharging are traffic, alcohol, or DWI related.

Therefore, Federal Funds will only cover up to 80% of entire project. Contractors will be working exclusively on this re-write and in addition, several full time/permanent staff are working several hours per week on this effort. The re-write project activities will be monitored to ensure proper federal funds are used appropriately, according to approved use of funds associated with activity. Expenditures will be tracked in E-Grants and monitored monthly.

The current processing system is 11 years old and the technology needs to be upgraded. While the first notable problem to be addressed would be timeliness, the system processes, on average, 427,000 traffic enforcement events a year, averaging 35,000 monthly. With the upgraded system, this number is expected to increase by 40% in the next two years. The current system is already suffering from slow performance, experiencing system deadlocks which result in records not getting stored into the system immediately without manual resubmission.

1. Problem: Not all law enforcement traffic events are successfully processed on the first submission to the BCA.

- It is estimated that, currently, 2-4% of law enforcement citation submissions through the system are initially rejected and require intervention. It is estimated that 0% of submissions will need intervention with this re-write. In other words, 100% of submissions would successfully process without intervention.
- It is expected that the data error rate would increase to at least 33% with hard copy citation process; the current error rate with the eCharging system is 0%.

2. Problem: Increased risk of loss of custodial evidence arrest data. The increased risk of the system being down in the future is expected to increase the length of time to get a warrant to collect evidence resulting in disappearing evidence due to metabolization resulting in reduced arrests and increased risk to citizens.

3. Problem: Increased risk of loss of custodial evidence arrest data. The increased risk of the system being down in the future is expected to increase the length of time to get a warrant to collect evidence resulting in disappearing evidence due to metabolization resulting in reduced arrests and increased risk to citizens.

- The eCharging system increased the timeliness obtaining warrants from over 2 hours to 10 minutes. This efficiency persevered evidence in alcohol-related traffic incidents. If the system goes down all citations would require hard copy processing.

4. Problem: The existing system has several different databases across partners that results in mismatched data.

- The new schema will provide clear and precise requirements across all vendor applications and create uniformity across application code, thereby reducing validation errors, 2% of the citations that are rejected by State Court, fail due to data entry error. The new schema reduces the error by 50%. Currently 1% of the records have conflicting mismatched data compared to partner data. It is estimated that 0% mismatched records are attainable with partner data, in other words 100% of data would match.

Funds will cover salary and fringe, in / out state travel and registration for attendance, vending, and / or facilitation assistance at traffic safety seminars/conferences. Office printing/copying, postage, and software related to traffic safety projects are also funded. Minnesota continues to see a higher percentage of alcohol DWI's, however drug impaired driving is on the rise.

Performance Measure: The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database. Currently, the eCharging system processes 427,000 traffic enforcement events per year. The goal is to increase that number by 40% in the next two years. In addition, 2-4% of law enforcement citation submissions are initially rejected and therefore, not entered into the system in a timely manner. The goal is a 0% rejection rate after the re-write.

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration						

MN_CR_01 - Crash Records Enhancements

Project Description: This project will cover a business analyst who will work with the MnCrash data to enhance the extraction and distribution of data to the public and other stakeholders.

2021 Update: Since 2016, many improvements have been made to MnCrash. Currently, there are 11 enhancements in process, and 23 additional enhancements pending on the development list. The list of enhancements for MnCrash will continue to be implemented and tested.

2020 Update: A list of potential enhancements for MnCrash was presented to the Office of Traffic Safety. This enhancement was a result of the work of HumanFIRST to seek feedback from law enforcement throughout the state. The majority of these enhancements were accepted and have either gone into production or are in the development stage. Decisions for some of the proposed enhancements will be submitted to the Crash Data Users Group (CDUG), who will begin meeting again in FY2021. A FTE was hired to build and perform automated testing of enhancements to the MnCrash application, greatly improving our testing timeliness.

2019 Update: The State has fully taken on the responsibility for the maintenance and enhancement of the MnCrash application.

2018 Update: This project has been relabeled as Crash Records Enhancements and works to further improve MnCrash based on stakeholder feedback.

2017 Update: The Crash Records System went live on January 1, 2016. The next steps will involve making enhancements and releasing a public portal.

2016 Update: The Crash Records System development is well underway and the planned deployment date remains January 1, 2016.

2015 Update: An RFP was released in 2014 and the first work began on the new system. This project is a continuation of that work that will culminate in the new system being deployed in 2016.

Performance Measure: The performance measure for this project is crash system accessibility (C-X-1), measured by the expansion of MnCrash data access from just government agencies to other interested stakeholders via a public portal. 405C funds will be used to develop a public portal. This site currently does not exist with so the baseline of 0. The goal of this public portal is provided 100% of grantees access to crash data.

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

MN_CR_02 - Traffic Incident Management

Project Description: 2021 Update: This project continues as a support for MnCrash.

On This project will fund a qualified entity to identify the various sources, types, and hosts of traffic incident data that can be utilized to improve incident response, traffic management, and clearance rates (accuracy and timeliness).

At the heart of any effective TIM program is data. By utilizing and improving the data capture by the MnCrash system, protocols and procedures will be developed to prevent crashes and to improve crash response.

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

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

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

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

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X				
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

MN_ISS_01 - CODESSupport

Project Description: 2021 Update: This project will continue. This project supports the linking the data through 2015 (in the former format) as well as making the changes to the new data structure and elements. When that is completed, the TRCC will oversee the linking back to MnCrash of the MMUCC person variables from the injury surveillance systems.

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

Performance Measure: The performance measure for this project is EMS/injury surveillance system integration (I-I-1), measured by the number of successfully linked injury severity outcomes. The current baseline for this measure is 0, this project is creating a new process for linking hospital outcome data to the crash records data. The goal of the project is to successfully link 99 percent of reported injury severity data to long-term hospital outcome data and integrate the injury outcome data into the crash records system.

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS		X	X	X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

MN_ISS_02 - Trauma Data Improvement

Project Description: Problems: Currently, reports on traumatic brain injury (TBI) and spinal cord injury (SCI) in Minnesota are not available soon enough to connect TBI/SCI survivors with services shortly after discharge, when the services are most needed. In the current system, significant delays often occur before the data are available for notifying the survivors of available services and analyzing the data. Reports are not promptly available for several reasons. MDH currently requires hospital staff to (a) input case reports individually or (b) submit uploads from the hospital's trauma registry. The format for hospitals' submissions changes annually because the submission software architecture is updated by the national vendor annually, resulting in delayed reporting. The delays are compounded by the manual work required for MDH staff to download data files and load them into our current TBI/SCI Registry system. We have an array of analysis questions related to improved linkage to care that would benefit from richer, timelier, and more complete data for analysis. We routinely link hospital discharge data with the TBI/SCI registry, but our knowledge of crash survivors' interactions with the medical system currently ends at the time of their hospital discharge. Solutions: We propose to increase the timeliness, richness, and completeness of the MN TBI/SCI Registry by (1) identifying how to help hospitals to achieve more timely submissions, (2) increasing the automation in how data files are received and loaded into the TBI/SCI database, and (3) increasing the data available in or to the TBI/SCI Registry by incorporating data from the Encounter Alert Service (EAS), convincing the Minnesota All Payer Claims Database (APCD) to allow linkage between our registry and their database of hospital, outpatient, and pharmacy claims, incorporating the new EMS database process at the MDH, and benefitting from a "data lake" approach recently carried out for us by Amazon Web Services and staff of the MN Information Technology agency at MDH.

Performance Measure: The performance measure for this project is EMS/injury surveillance system timeliness (I-T-1), measured by the median number of days from when a case is created in the hospital to when it is submitted into the TBI/SCI Registry. Currently, it takes an average of 90 days for cases to be entered into the TBI/SCI Registry. The goal of this project is to decrease the time it takes to enter cases into the Registry by 89 percent (10 days).

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration	X	X	X	X	X	X

MN_MGMT_01 - Traffic Records Coordinator 21-05-23 HSP

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

Performance Measures and Goals

The State of Minnesota has continued to use the members of the TRCC to evaluate the improvements made to the traffic records system. One of the functional requirements of this plan is for the State to demonstrate annual progress in at least one of the following performance areas: **Timeliness, Accuracy, Completeness, Uniformity, Integration, Accessibility**

Performance Measure: Significant increase in percentage of DWIs entered into the DWI Dashboard due to new mapping feature in eCharging.

Core Traffic Records Systems Impacted: **Citation/Adjudication** Performance Areas Impacted: **Timeliness, Completeness**

The State has demonstrated measurable progress by the increased percentage of DWI arrests that are captured in the DWI Dashboard database. The DWI dashboard is an important tool for tracking DWI arrests across the state, identifying areas with high concentrations of DWI arrests and/or impaired-related crashes, in addition to providing data about DWI arrest demographics, liquor establishment locations, and more. This tool is available to all law enforcement.

Since roughly 2012, data from all DWI arrests processed in eCharging are routed nearly real-time to the DWI Dashboard. Officers were required to enter the location of their arrest using free text. They also manually entered the city or township where the arrest occurred and picked the county from a drop down list.

However, approximately 40% of those arrests did not make their way to the DWI Dashboard because the location description was not recognized by the geo map. A civilian employee was hired to modify those to recognizable locations that could be plotted with latitude and longitude but even at 20 hours a week she was not able to keep up.

Therefore, the eCharging team with support from the Office of Traffic Safety added a mapping feature. Peace officers are now required to use a map to identify the location of their traffic stop or crash, making the location of their data recognizable by the pin map. Now nearly all DWI's make their way to the DWI Dashboard. The few that don't are manually plotted.

The eCharging team worked with and state agency [MnGeo](#) and your Office of Traffic Safety to create a mapping tool in eCharging. The State Patrol's Rochester District, Rochester PD and the Olmsted County Sheriff's Office agreed to serve as pilot agencies. The pilot began in early July 2019. The pilot proved successful and the mapping feature implemented statewide in December 2019. Its use is now common practice among all police officers, deputies and state troopers.

For the period of April 2019 through March 2020 the federal funding has helped to increase the number of DWI's captured automatically on the DWI dashboard from 60% before the improvement work to 95% following the DWI mapping improvements. The baseline prior to the improvements represented 16,678 records automatically captured. 9,729 additional records were captured automatically subsequent to the improvements for a total of 26,407 records captured electronically for a one year period out of a possible 27,797. That is a 37% increase in electronically captured DWI's with improved location information.

As with all electronic systems there were 16 DWI submission exceptions due to things like computer system outages at the time of the event capture. In summary the following Citation / adjudication model performance measures have been realized:

Timeliness: C/A-T-1: 37% of DWI citation records are available immediately with accurate location information vs. some records taking months to correct prior to the changes.

Accuracy: C/A-A-1: 95% of DWI citation locations are accurate immediately upon submission electronically. That is a real-time improvement of 37%

Uniformity: C/A-U-1: 95% of all DWI citation locations are now captured in a consistent manner that is validated with a geolocation mapping service. Prior to the improvements, this information was entered manually in freeform text. Now the location information is captured in searchable unique fields in a consistent way."

Qualitative sources - Ongoing monitoring and support of customers using the system since the changes were implemented. The information provided by periodic engagements with the users of the system provide some input regarding the effectiveness of the changes. In other words, qualitative sampling associated with sample user calls and user support calls analysis.

Appendix 1: Policy Level Approval

The undersigned members of the Traffic Records Policy Committee have reviewed, support, and approve this Annual Update and Application for 405c funds to the National Highway Transportation Safety Administration as witnessed by their signature effective June 30, 2020

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

Emma Corrie, Director
Driver and Vehicle Services
Minnesota Department of Public Safety

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

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

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

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

Appendix 2: TRCC Membership Roster,2021

TSIS System	Role	Division	Agen-	First Name	Last Name	Job Title
Citation/Adjudication	User	MN Bureau of Criminal Apprehension	DPS	Troy	Woltman	Product manager
Crash	User	U of M HumanFIRST Lab	U of MN	Nichole	Morris	Director
Crash	Collector/User	Office of Traffic Safety, FARS	DPS	Bob	Hoemke	Research analyst
Crash	User	Office of Traffic Safety	DPS	Chelsea	Palmtaer	Research analyst
Crash	User	Office of Traffic Safety	DPS	Karen	Aldridge	Research analyst
Crash	User	Office of Traffic Safety	DPS	Allison	Hawley	Research analyst
Drivers Licensing (DL)	Collector	Driver and Vehicle Services	DPS	Sasha	Reese	Driver improvement supervisor
Federal government	Advisor	Federal Motor Carrier Safety Admin	FMCSA	Matthew	Martin	State program manager
Federal government	Advisor	Federal Highway Administration	FHWA	William	Stein	Safety engineer
Federal government	Advisor	National Highway Traffic Safety Administration	NHTSA	Martin	Broyles	Regional program manager
Injury Surveillance/EMS	Collector/User	Injury and Violence Prevention	MDH	Anna	Gaichas	Research analyst
Injury Surveillance/EMS	Collector/User	Injury and Violence Prevention	MDH	Leslie	Seymour	Epidemiologist
Injury Surveillance/EMS	Collector/User	Injury and Violence Prevention	MDH	Sally	Bushouse	Epidemiologist
Injury Surveillance/EMS	Collector/User	EMS Regulatory Board	EMSRRB	Tony	Spector	Executive director
Injury Surveillance/EMS	Collector/User	Office of Rural Health & Primary Care	MDH	Tim	Held	State Program Administrator
Multiple: All TSIS	User/	Office of Traffic Safety	DPS	TRC Vacant		State Program Administrator
Multiple: C/A, Crash, DL,	Collector/User	MN State Patrol Central Office	DPS	Steve	Bluml	Director
Multiple: C/A, Crash, DL,	Collector/User	MN State Patrol	DPS	Jeff	Huettl	Major
Multiple: Crash, DL, VR	Manager	Driver and Vehicle Services	DPS	Andrea	Fasbender	Driver services director
Roadway	Collector/User	Office of Traffic Engineering (OTE)	MNDOT	Eric	DeVoe	Research analyst
Roadway	Collector/User	Office of Traffic Engineering (OTE)	MNDOT	Ian	Saari	Research analyst
Roadway	Collector/User	MnDOT OTSM	MNDOT	Jesse	Pearson	Research analysts supervisor
Roadway	Collector/User	Washington County	WC	Joe	Gustafson	Traffic Engineer
Roadway	Collector/User	Office of Traffic Engineering (OTE)	MnDOT	Loren	Hill	Engineer
DVS Redesign	User	Driver and Vehicle Services (registration)	DPS	Jody-Kay	Peterson	Title & registration supervisor
DVS Redesign	User	Driver and Vehicle Services (licensing)	DPS	Jason	Storck	Driver services liaison
Policy Level Members						
Citation/Adjudication	Colonel	Minnesota State Patrol	DPS	Matt	Langer	Colonel
Injury Surveillance/EMS	Manager	Injury and Violence Prevention	MDH	Mark	Kinde	Health program manager
State IT	Manager	MNIT Services	MNIT	Dawn	Van Ryn	App/dev manager
Crash	Manager	Office of Traffic Safety	DPS	Mike	Hanson	Director
Multiple: Crash, DL, VR	Manager	Driver and Vehicle Services	DPS	Emma	Corrie	Director
Roadway	Manager	MnDOT Office of Traffic, Safety, and Technology	MnDOT	Brian	Sorenson	State traffic engineer



Appendix G

405f application



405f application

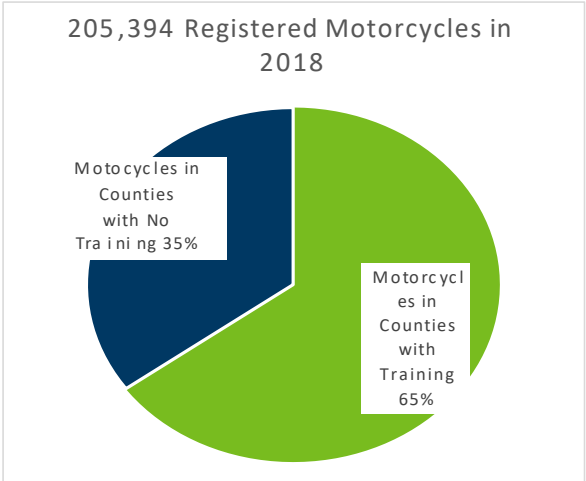
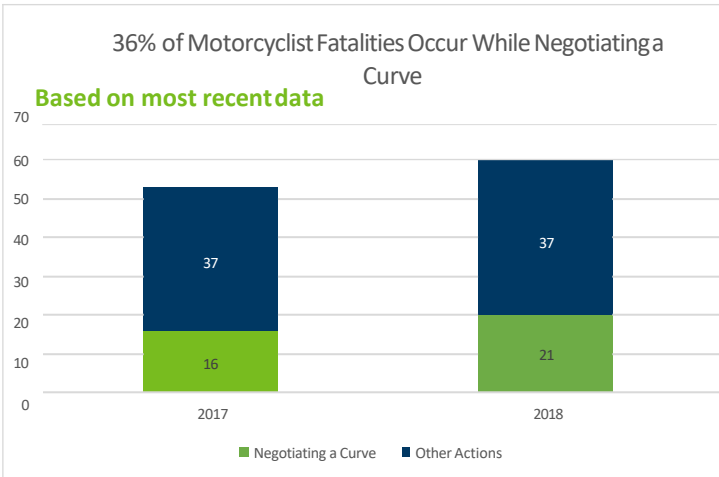
Minnesota qualifies for a Section 405f grant by meeting the Motorcycle Rider Training Course and Motorcyclist Awareness Program criteria. The Minnesota Motorcycle Safety Program (MMSP) is administered by the Minnesota Department of Public Safety (DPS). Minnesota State Statute 171.335 established a motorcycle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

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

Countermeasure Strategy: Motorcycle Rider Training

Impacted Projects 21-08-03

In Minnesota, there are 205,394 registered Motorcycles according to most recent available data, 2018.



Motorcycle Rider Safety Foundation Course

In 2019, the MMSP trained 4,293 motorcyclists, 3,448 of whom took an entry-level riding course. The MotorcycleSafety Foundation’s (MSF) Basic Rider Course (BRC) is used by the Minnesota Motorcycle Safety Program for entry-level rider training and is approved by the DPS Division of Driver and Vehicle Services (DVS), which regulates all driver training in the state. The MSF’s BRC utilizes a formal program of instruction in crash avoidance and other safety oriented operational skills for both in class and on cycle training.

In Federal Fiscal Year 2021 (FFY 21), the Basic Rider Course will be conducted at established training sites in Minnesota counties that contain 65 percent of the state’s registered motorcycles. Page 5 includes a table complete with a list of Minnesota counties, including the number of motorcycles that were registered in each county in 2018. Registered motorcycles have been split into two columns: one column for counties that will have at least one training course in FFY21, and one column listing the number of registered motorcycles in counties where training will not be held in FFY21.

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

Countermeasure Strategy: Communications and Outreach – Other Driver Awareness of Motorcyclist

Impacted Projects 21-08-03

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

Outdoor advertising utilizing billboards, digital billboards, and truck side infinity wraps will target the counties where the majority of our state’s multi-vehicle crashes involving a motorcycle occur (see first table below) and also target those counties that contain the majority of fatal and serious injury crashes sustained in multi-vehicle crashes involving a motorcycle (see second table below). Counties targeted by this paid effort are highlighted in grey on both tables and account for a majority of the multi-vehicle crashes involving a motorcycle and a majority of those where fatal and serious injuries were sustained. Outdoor ad buys of \$44,300 in Section 405f funding will be made in the following metropolitan areas that include these counties:

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

The digital media paid effort of \$25,000 will run in all Minnesota counties and include online ads and banners that will be posted on websites targeting the adult driving public with “Start Seeing Motorcyclists” messaging. Venues included in the digital media buy are:

- Desktop and mobile websites (this includes diverse media websites)
- Digital video airs online (15/30 second spots)
- YouTube pre-roll (15/30 second spots)
- Facebook
- Instagram

The audio media paid effort of \$20,700 will run in all Minnesota counties and include Pandora audio and video advertisements featuring the “Start Seeing Motorcyclists.”

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

- DPS social media platforms will include Facebook, Twitter, Instagram and YouTube.
- Minnesota Department of Transportation changeable message signs will display motorcyclist awareness messaging on select Mondays throughout the riding season.
- Video and radio spot files will be provided for further distribution to the Motorcycle Safety Advisory Task Force, RiderCoaches, Minnesota State Colleges and Universities, and other motorcyclist groups and organizations.
- Support for Minnesota motorcycle groups and organizations participating in the annual May Washout Event with "Start Seeing Motorcyclists" banners and collateral. (Motorcycle organization members wash windshields and promote motorcycle awareness during weekends in May.)
- "Start Seeing Motorcyclists" bumper stickers will be available at no cost to customers [on the MMSC website](#). These are promoted in an annual mailing to all Minnesota motorcycle dealers and shops as well as on the MMSC website and social media platforms.
- A "Sharing the [Road](#)" bumper sticker will be provided at no cost to customers on the MMSC website. These include safety messaging geared for both motorcyclists and drivers to help both parties safely share the road.

All media talking points will include "look twice for motorcyclists," "start seeing motorcyclists," and "share the road" messaging.

Counties	2018 Motorcycle Registration Data by Minnesota County		Counties	2018 Motorcycle Registration Data by Minnesota County	
	Training will be held in FFY21	Training will not be held in FFY21		Training will be held in FFY21	Training will not be held in FFY21
Aitkin		813	Mahnomen		149
Anoka	15,718		Marshall		484
Becker	1,687		Martin		1,201
Beltrami	1,495		Meeker		1,489
Benton		1,784	Mille Lacs		1,441
Big Stone		292	Morrison		1,658
Blue Earth	3,083		Mower		2,119
Brown		1,834	Murray		566
Carlton		1,509	Nicollet		1,640
Carver		3,705	Nobles		1,103
Cass		1,281	Norman		292
Chippewa		760	Olmsted	5,108	
Chisago		3,413	Ottertail		2,952
Clay		2,394	Pennington	669	
Clearwater		391	Pine	1,381	
Cook		270	Pipestone		566
Cottonwood		679	Polk		1,477
Crow Wing	3,334		Pope		706
Dakota	15,105		Ramsey	13,724	
Dodge		1,208	Red Lake		270
Douglas	2,162		Redwood		900
Faribault		877	Renville		934
Fillmore		1,179	Rice	3,003	
Freeborn	2,080		Rock		517
Goodhue		2,622	Roseau		696
Grant		337	Saint Louis	8,691	
Hennepin	34,012		Scott		6,317
Houston		992	Sherburne	4,844	
Hubbard		869	Sibley		864
Isanti		2,202	Stearns	7,221	
Itasca		2,094	Steele		2,084
Jackson		574	Stevens		396
Kanabec		838	Swift		547
Kandiyohi	2,110		Todd		1,265
Kittson		210	Traverse		194
Koochiching		538	Wabasha		1,307
Lac Qui Parle		370	Wadena		689
Lake		585	Waseca		927
Lake of the Woods		185	Washington	10,090	
LeSueur		1,793	Watsonwan		640
Lincoln		393	Wilkin		442
Lyon	1,225		Winona	2,345	
McLeod	2,268		Wright		6,546
			Yellow Medicine		670

Multi-Vehicle Motorcycle Crashes by Minnesota County, 2018							
Ranked by All Crashes (Fatal and Serious Injury Crashes Used as Tie Breaker)							
Rank	County	Fatal Crash	Suspected Serious Injury	Other Injury Crash	PDO Crash	Fatal and Serious Injury Crashes	All Crashes
1	Hennepin	5	27	83	22	32	137
2	Ramsey	1	5	30	16	6	52
3	Dakota	4	5	19	5	9	33
4	Anoka	1	14	11	6	15	32
5	Saint Louis	1	7	6	5	8	19
6	Washington	0	1	13	4	1	18
7	Scott	4	8	3	2	12	17
8	Blue Earth	0	2	9	2	2	13
9	Olmsted	0	2	9	1	2	12
10	Wright	0	2	8	0	2	10
11	Stearns	1	2	4	1	3	8
12	Crow Wing	3	2	2	0	5	7
13	Sherburne	1	2	2	2	3	7
14	Carver	0	1	2	3	1	6
15	Chisago	1	0	4	0	1	5
16	Pine	0	1	3	1	1	5
17	Mower	0	1	3	0	1	4
18	Rice	0	1	3	0	1	4
19	Benton	0	0	1	3	0	4
20	Freeborn	0	0	4	0	0	4
21	Isanti	0	0	3	1	0	4
22	Otter Tail	0	0	4	0	0	4
23	Steele	0	0	3	1	0	4
24	Kandiyohi	1	1	1	0	2	3
25	Becker	0	1	1	1	1	3
26	Goodhue	1	0	2	0	1	3
27	Nicollet	0	0	3	0	0	3
28	Le Sueur	0	1	1	0	1	2
29	Waseca	0	1	1	0	1	2
30	Winona	0	1	1	0	1	2
31	Aitkin	0	0	2	0	0	2
32	Clay	0	0	2	0	0	2
33	Pope	0	0	1	1	0	2
34	Douglas	0	1	0	0	1	1
35	Itasca	0	1	0	0	1	1
36	Jackson	0	1	0	0	1	1
37	Lake	0	1	0	0	1	1
38	McLeod	0	1	0	0	1	1
39	Pipestone	0	1	0	0	1	1
40	Sibley	0	1	0	0	1	1
41	Beltrami	0	0	1	0	0	1
42	Brown	0	0	1	0	0	1
43	Carlton	0	0	1	0	0	1
44	Dodge	0	0	1	0	0	1

The 16 counties in the media buy targeting Minnesota's metropolitan areas are shaded above and accounted for 375 of the 454 multi-vehicle crashes involving a motorcycle in 2018.

Multi-Vehicle Motorcycle Crashes by Minnesota County, 2018							
Ranked by All Crashes (Fatal and Serious Injury Crashes Used as Tie Breaker)							
Rank	County	Fatal Crash	Suspected Serious Injury Crash	Other Injury Crash	PDO Crash	Fatal and Serious Injury Crashes	All Crashes
45	Fillmore	0	0	1	0	0	1
46	Hubbard	0	0	1	0	0	1
47	Kanabec	0	0	0	1	0	1
48	Lyon	0	0	1	0	0	1
49	Mahnomen	0	0	1	0	0	1
50	Martin	0	0	1	0	0	1
51	Mille Lacs	0	0	0	1	0	1
52	Nobles	0	0	1	0	0	1
53	Redwood	0	0	1	0	0	1
54	Wadena	0	0	0	1	0	1
55	Big Stone	0	0	0	0	0	0
56	Cass	0	0	0	0	0	0
57	Chippewa	0	0	0	0	0	0
58	Clearwater	0	0	0	0	0	0
59	Cook	0	0	0	0	0	0
60	Cottonwood	0	0	0	0	0	0
61	Faribault	0	0	0	0	0	0
62	Grant	0	0	0	0	0	0
63	Houston	0	0	0	0	0	0
64	Kittson	0	0	0	0	0	0
65	Koochiching	0	0	0	0	0	0
66	Lac Qui Parle	0	0	0	0	0	0
67	Lake of the Woods	0	0	0	0	0	0
68	Lincoln	0	0	0	0	0	0
69	Marshall	0	0	0	0	0	0
70	Meeker	0	0	0	0	0	0
71	Morrison	0	0	0	0	0	0
72	Murray	0	0	0	0	0	0
73	Norman	0	0	0	0	0	0
74	Pennington	0	0	0	0	0	0
75	Polk	0	0	0	0	0	0
76	Red lake	0	0	0	0	0	0
77	Renville	0	0	0	0	0	0
78	Rock	0	0	0	0	0	0
79	Roseau	0	0	0	0	0	0
80	Stevens	0	0	0	0	0	0
81	Swift	0	0	0	0	0	0
82	Todd	0	0	0	0	0	0
83	Traverse	0	0	0	0	0	0
84	Wabasha	0	0	0	0	0	0
85	Watsonwan	0	0	0	0	0	0
86	Wilkin	0	0	0	0	0	0
87	Yellow Medicine	0	0	0	0	0	0

Resulting Fatalities and Serious Injuries from Multi-Vehicle Crashes Involving at Least One Motorcycle, by Minnesota County 2018

Ranked by All Fatalities and Serious Injuries

Rank	County	Fatality	Suspected Serious	All Fatalities and Serious Injuries
1	Hennepin	5	29	34
2	Anoka	1	17	18
3	Scott	4	8	12
4	Dakota	4	6	10
5	Saint Louis	1	8	9
6	Crow Wing	3	3	6
7	Ramsey	1	5	6
8	Kandiyohi	2	3	5
9	Sherburne	2	2	4
10	Goodhue	1	2	3
11	Olmsted	0	3	3
12	Stearns	1	2	3
13	Blue Earth	0	2	2
14	Pipestone	0	2	2
15	Sibley	0	2	2
16	Wright	0	2	2
17	Becker	0	1	1
18	Carver	0	1	1
19	Chisago	1	0	1
20	Douglas	0	1	1
21	Itasca	0	1	1
22	Jackson	0	1	1
23	Lake	0	1	1
24	Le Sueur	0	1	1
25	McLeod	0	1	1
26	Mower	0	1	1
27	Pine	0	1	1
28	Rice	0	1	1
29	Waseca	0	1	1
30	Washington	0	1	1
31	Winona	0	1	1
32	Aitkin	0	0	0
33	Beltrami	0	0	0
34	Benton	0	0	0
35	Big Stone	0	0	0
36	Brown	0	0	0
37	Carlton	0	0	0
38	Cass	0	0	0
39	Chippewa	0	0	0
40	Clay	0	0	0
41	Clearwater	0	0	0
42	Cook	0	0	0

The 16 counties in the media buy targeting Minnesota's metropolitan areas are shaded above and accounted for 105 of the 136 fatalities and serious injuries sustained in multi-vehicle crashes involving a motorcycle in 2018.

Resulting Fatalities and Serious Injuries from Multi-Vehicle Crashes Involving at Least One Motorcycle, by Minnesota County 2018 Ranked by All Fatalities and Serious Injuries				
Rank	County	Fatality	Suspected Serious	All Fatalities and Serious Injuries
43	Cottonwood	0	0	0
44	Dodge	0	0	0
45	Faribault	0	0	0
46	Fillmore	0	0	0
47	Freeborn	0	0	0
48	Grant	0	0	0
49	Houston	0	0	0
50	Hubbard	0	0	0
51	Isanti	0	0	0
52	Kanabec	0	0	0
53	Kittson	0	0	0
54	Koochiching	0	0	0
55	Lac Qui Parle	0	0	0
56	Lake of the Woods	0	0	0
57	Lincoln	0	0	0
58	Lyon	0	0	0
59	Mahnomen	0	0	0
60	Marshall	0	0	0
61	Martin	0	0	0
62	Meeker	0	0	0
63	Mille Lacs	0	0	0
64	Morrison	0	0	0
65	Murray	0	0	0
66	Nicollet	0	0	0
67	Nobles	0	0	0
68	Norman	0	0	0
69	Otter Tail	0	0	0
70	Pennington	0	0	0
71	Polk	0	0	0
72	Pope	0	0	0
73	Red lake	0	0	0
74	Redwood	0	0	0
75	Renville	0	0	0
76	Rock	0	0	0
77	Roseau	0	0	0
78	Steele	0	0	0
79	Stevens	0	0	0
80	Swift	0	0	0
81	Todd	0	0	0
82	Traverse	0	0	0
83	Wabasha	0	0	0
84	Wadena	0	0	0
85	Watsonwan	0	0	0
86	Wilkin	0	0	0
87	Yellow Medicine	0	0	0

The 16 counties in the media buy targeting Minnesota's metropolitan areas are shaded above and accounted for 105 of the 136 fatalities and serious injuries sustained in multi-vehicle crashes involving a motorcycle in 2018.