



# Minnesota Grant Application FY24

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.

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**Program Area/ Countermeasure Strategy**  
**Occupant Protection**

24-02-01	Child passenger Hospital Support			
Amount	Source	Use	Fain	
\$240,000.00	BIL NHTSA 402	OP	Occupant Protection	69A37522300004020MNO

**Purpose:** 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
- Occupant protection events including but not limited to clinics and trainings
- Pediatric vehicular hyperthermia education and awareness

Planned activity adjusted based on community feedback

Funds will cover car seat clinic and instruction related items, operating expenses, reasonable in/out state travel, registration fees related to attendance at local and national traffic safety seminars/conferences, trainings and other public engagements, and salary and fringe for child passenger safety technicians, instructors, and those overseeing and supporting data collection and evaluation.

**Location:** Ramsey County, also focusing on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-02-04	Liaison Occupant Protection			
Amount	Source	Use	Fain	
\$270,000.00	BIL NHTSA 402	OP	Occupant Protection	69A37522300004020MNO

**Purpose:** 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. Specific outreach/engagement efforts will be created/developed in underserved and/or socioeconomically disadvantage communities. Activities will include but are not limited to:

- Traditional and nontraditional instruction
- Recruiting
- Mentoring
- Assistance with the installation of proper restraints
- Occupant protection events including not limited to clinics and trainings
- Facilitating/ planning education and awareness activities to include but not limited to occupant protection, child restraints, and pediatric vehicular heatstroke

Planned activity adjusted based on community feedback

Funds will cover salary, fringe, reasonable and necessary rent, car seat clinic and instruction related items, operating expenses, in/out state travel, registration fees related to attendance at local and national traffic safety seminars/conferences, trainings and other public engagements that assist in reaching Minnesota’s goal for unrestrained motor vehicle occupants.

**Location:** Northern region, Southern region with a focus on lower than state average equity scores, local partnership and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)



24-02-07	Support Occupant Protection			Fain
Amount	Source	Use		
\$50,000.00	BIL 405 b	M1TR Occupant Protection high		69A3752330000405BMNH

**Purpose:** This project will support educational opportunities through but not limited to school programs, law enforcement, public health, and tribal communities. Education and outreach will be accomplished through inspection stations, virtual classroom education, and in-person classroom education.

Funds will cover LATCH manuals and other instruction related items. Reasonable in state/out state travel, associated costs for attendance at local and national traffic safety trainings, and instructor stipends with the overall aim of reaching Minnesota’s goal for unrestrained motor vehicle occupants.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-02-08	Seat Belt Survey			Fain
Amount	Source	Use		
\$90,000.00	BIL NHTSA 402	OP Occupant Protection		69A37522300004020MNO

**Purpose:** This NHTSA-approved observational survey of statewide seat belt use both captures data that assists in evaluating the success of applied occupant protection related efforts and identifies opportunities to implement future strategies related to encouraging Minnesotans to buckle-up. Project activities include:

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

Funds will cover the salary for survey preparation, data collection, analysis, and reporting, and in-state travel.

**Sub recipient:** Corona Insights

**Location:** locations throughout the state

**Project Agreement number:** TBD (will update, for approval upon grant awards)

24-02-22	Occupant Protection Program Coordinator			Fain
Amount	Source	Use		
\$120,000.00	BIL NHTSA 402	OP Occupant Protection		69A37522300004020MNO

**Purpose:** This project will provide for a coordinator designated as the point-of-contact for Occupant Protection. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

The coordinator will:

- Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested
- Seek out and present new, well-researched projects addressing identified problems to the Office of Traffic Safety (OTS)
- Monitor assigned projects and advise project directors on administrative processes and program requirements
- Respond to legislative and media enquiries
- Participate in and provide expertise and support to 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 at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota goal for traffic fatalities. Operating expenses /software related to the program will also be covered.

**Sub recipient:** OTS /SHO

## Child Seats for Needy Children

Amount	Source	Use	Fain
\$65,000.00	state match		N/A

This project funds a statewide car seat distribution program. Funds will be used to provide child seats to families in need via a variety of traffic safety agencies and stakeholders across the fields of education, enforcement, emergency and trauma medical, and engineering. This project also involves providing education to the caregivers about how to install the provided child seat.

## Program Area/ Countermeasure Strategy

### Impaired Driving

#### 24-03-01 Impaired Driving Courts

Amount	Source	Use	Fain
\$2,130,000.00	BIL 164	DUI_AL	164 Transfer Funds
			69A37522300001640MNA
Local Expenditure \$2,000,000.00			

**Purpose:** This project supports participants as they complete treatment programs and participate in group therapies. Probation Officers will conduct intensive supervision of participants and make multiple random visits weekly to conduct random alcohol testing. Court teams will assist and support participants in achieving legal driving status.

Program income will be used toward matching requirements per NHTSA approval letter dated May 24, 2021

Funds will cover testing supplies related to compliance of probation procedures, salary, fringe, reasonable in/out state travel for attendance or facilitation at traffic safety seminars/conferences, trainings and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** 2nd, 4th, 6th, 7th and 9th Judicial Districts and Tribal Courts, (Counties throughout the state, above list is not complete due to some applications not being awarded at this time)

**Project Agreement number:** TBD (will update, for approval upon grant awards)

#### 24-03-02 Dashboard

Amount	Source	Use	Fain
\$310,000.00	FAST Act 405c	M3DA	Traffic Records
\$ 40,000.00	BIL 405d	M6OT	Impaired Driving Low
			69A3751930000405CMNO
			69A3752230000405DMNL

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

**Purpose:** This project seeks to improve the quality of location and address data on DWI arrest reports in order to improve analysis of the data along with other factors to aid in enforcement efforts, crash reduction efforts, and roadway design. 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 and other public engagements. Related office printing/copying, postage, and software related to traffic safety projects are also funded.

FFY2024 Update: There was a delay in the Bureau of Criminal Apprehension (BCA) hiring a Business Analyst for the DWI Dashboard software re-write. It is anticipated that the analysis will be completed in FY23, and the re-write work will start in FY24. The software analysis and rewrite of the DWI Dashboard will use 405c funds.

Funds will cover operating expenses, salary, fringe, and reasonable in/out state travel for attendance and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities.

**Location:** all counties in the State

**Intended sub-recipient:** MN Department of Public Safety (DPS), BCA

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

#### MN\_CIT\_01 DWI Dashboard [405D/405C] AKA 24-03-02

**Performance Measure:** *the percentage of DWI arrest records with accurate locations*

Mapping of DWI arrests measured by the percent of DWI arrests mapped both by geocoding and manual review. The current baseline is 90% for geocoding and 95% with manual review. The percentage of DWI arrests successfully mapped correctly will be tracked for 6 months and then compared to the baseline.

**Core System:** Citation / Adjudication -Accuracy

**24-03-03 Enforcement/Traffic Safety**

Amount	Source	Use	Fain
\$1,285,030.00	BIL NHTSA 402	PT	Police Traffic Service 69A37523300004020MNO
\$2,765,700.00	BIL 164	ENF_AL	164 Transfer Funds 69A37522300001640MNA
Local Expenditure \$3,900,000.00			

**Purpose:** Full time DWI/Traffic Safety enforcement officers will provide coverage in all behaviors. In recent years, this project focused exclusively on impairment. Additional funds will provide a wider net with additional officers primarily overnight shift. A minimum of two Fridays and two Saturdays a month are required as part of the DWI/Traffic Safety Officer's schedule. Planned activity adjusted based on community feedback  
Funds will cover salary and fringe.

**Location:** counties with the worst alcohol problems, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Various city and county agencies

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

**24-03-04 Liaison Judicial**

Amount	Source	Use	Fain
\$50,000.00	BIL 405d	M6OT	Impaired Driving Low 69A3752230000405DMNL

**Purpose:** This project will provide for a Judge to serve as a liaison between NHTSA, OTS, and the district court judges and other stakeholders to reduce instances of impaired driving and incidents of recidivism of impaired driving.

Funds will cover salary and fringe, operating expenses /software, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities. Planned activity adjusted based on community feedback

**Location:** Serving the entire State, focusing on impaired driving laws

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

**24-03-05 Ignition Interlock (Vendor Oversight)**

Amount	Source	Use	Fain
\$350,000.00	BIL 405d	M6OT	Impaired Driving Low 69A3752230000405DMNL

**Purpose:** 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, travel to the over 217 service centers across the State and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities. In addition, reasonable and necessary communication/phone charges, vehicle lease payments, office printing/copying, and postage related to the MN ignition interlock program will also be covered. Planned activity adjusted based on community feedback.

**Location:** throughout the State, with a focus on lower than state average equity score, local partnership, counties over represented in fatal and serious injury, and worst alcohol counties.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-06	Liaison Probation			Fain
Amount	Source	Use		
\$50,000.00	BIL 405d	M6OT	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** This project will provide for a probation officer to serve as a liaison between NHTSA, OTS, probation and correction officers, and other stakeholders to reduce instances of impaired driving and incidents of recidivism of impaired driving. Working closely with the DWI courts, TSRP, judicial liaison, this person will serve on the DWI taskforce to continue to understand the laws and the needs of the offenders. Lessons learned, and resources will be shared throughout the state to better prepare probation officers to work with impaired driving offenders.

Funds will cover salary and fringe, operating expenses / software, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota’s goal for impaired related fatalities. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-09	BCA Lab Technicians			Fain
Amount	Source	Use		
\$400,000.00	BIL 405d	M6OT	Impaired Driving Low	69A3752230000405DMNL

This project funds a lab technician at the BCA who performs vital drug and alcohol testing. Activities will include but are not limited to: drug screening and confirmatory tests of samples beyond the triage point and ongoing study of drug use by category.

Funds will cover salary, fringe, reasonable and necessary operating expenses, testing supplies related to the project, and reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** throughout the State

**Sub-recipient:** MN DPS BCAS

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-10	eCharging			Fain
Amount	Source	Use		
\$200,000.00	BIL 164	TOX_DG	164 Transfer Funds	69A37522300001640MNA
\$600,000.00	FAST Act 405c	M3DA	Traffic Records	69A3751930000405CMNO

**Purpose:** This project supports the training of law enforcement officers and other staff utilizing the eCharging system as well as the purchase, upgrade, and maintenance of the Breathe Alcohol Data Base.

Funds will cover salary and fringe, operating expenses / software, office supplies, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota’s goal for impaired related fatalities. 405c funds will be used to replace the BCA’s Breath Alcohol Database (BrAD). 164funds will be used for support and training.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties and accuracy and timeliness of data

**Sub recipient:** MN DPS BCA

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

**MN\_CIT\_01 eCharging [164/405C] AKA 24-03-10**

**Performance Measure: System:** Current system access and installation management takes approximately 65 minutes. The current process is completed within two systems and requires two accounts with multiple BCA work sections to complete the setup. It is anticipated that the new system will reduce the overall process to 6 minutes or 92%.

**Reports:** The current system requires development and database resources to create custom reports. The new system will allow the lab staff to generate reports without other staff members, reducing staff time by approximately 50%. DMT operator management automates the manual process of updating DMT operator data which is anticipated to reduce the overall process by 50%. *Core System: Citation / Adjudication Performance Area : Timeliness*



24-03-12 Drug Recognition Evaluators/ DRE support				
Amount	Source	Use		Fain
\$ 550,000.00	BIL 405d	M6OT	Impaired Driving Low	69A3752230000405DMNL
\$10,000,000.00	state match			

**Purpose:** This project provides funding for State Patrol personnel to coordinate Drug Recognition Evaluator, Standardized Field Sobriety Testing, and Advanced Roadside Impaired Driving Enforcement instructors and training sessions and to provide necessary 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.

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

Funds will cover reasonable and necessary operating expenses, equipment/supplies and room rental related to this project, salary, fringe, and reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety conferences and other public engagements that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** Minnesota State Patrol

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-13 Ignition Interlock (Judicial)				
Amount	Source	Use		Fain
\$600,000.00	BIL 164	IT_AL	164 Transfer Funds	69A37522300001640MNA

Judicial districts and/or probation service agencies need support to implement ignition interlock programs. They work in cooperation with judges who order ignition interlock devices for offenders or make it part of their 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 increasing participation in the program.

The program plans to target first time adult DWI offenders with a BAC at or above 0.16, with a test refusal or repeat offenders. Voluntary offenders will also be accepted into the program. Offenders with multiple DWIs, with a license status of “Cancelled Inimical to Public Safety”, who are no longer monitored by a probation agency will be targeted.

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 the enrollment process, assist participants with the installation of the device, and 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 that assist in reducing impaired related fatalities. Business technology/software, communication device related to traffic safety projects. A portion of the ignition interlock installment fees, monthly service fees, and removal fees may be covered based on a participants financial eligibility

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** Arrowhead Regional Corrections, Dakota County Community Corrections, 3rd, 4th, 5th, 9th Judicial Districts, Ramsey Community Corrections, Wright County Court Services

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-18	Responsible Server Training			Fain
Amount	Source	Use		
\$120,000.00	BIL 164	EDU_AL	164 Transfer Funds	69A37523300001640MNA

**Purpose:** This project supports a Server Training Program which provides training 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 will continue to be updated and will 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 operating expenses, salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** Alcohol and Gambling

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-21	Traffic Safety Resource Prosecutor			Fain
Amount	Source	Use		
\$220,000.00	BIL 405d	M6OT	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** 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 findings
- 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 reasonable and necessary operating expenses, rent, subscriptions, salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-03-22	Impaired Driving Program Coordinator			Fain
Amount	Source	Use		
\$250,000.00	BIL 405d	M6OT	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** This project will provide for a coordinator designated as the point-of-contact for impaired driving. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area. The coordinator will:

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

Funds will cover salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences and other public engagements that assist in reaching Minnesota's goal for traffic fatalities. Operating expenses /software related to the program will also be covered.

**Sub recipient:** OTS

**Program Area/ Countermeasure Strategy**  
**Police Traffic Safety**

24-04-01	Enforcement Cities & Counties			Fain
Amount	Source	Use		
\$2,592,200.00	BIL NHTSA 402	PT	Police Traffic Service	69A37523300004020MNO
\$1,140,000.00	BIL 164	ENF_AL	164 Transfer Funds	69A37523300001640MNA
\$ 300,000.00	FAST Act 405h	FHLE	Non motorist Safety	69A3752330000405HMNO
\$3,000000.00	state match			
Local Expenditure \$4,300,000.00				

**Purpose:** This project will support enforcement activities and high visibility enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired related crashes, non-motorist 405h crashes, or crashes involving other identified contributing factors. Counties that experience among the highest numbers of traffic deaths and severe injuries also qualify for extra enforcement. High visibility enforcement will include, but will not be limited to: “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events other enforcement based on problem ID.

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. An additional campaign will be held leading up to the Labor Day holiday. Planned activity adjusted based on community feedback. Funds will cover a portion of the cost of patrol and supervising officers, reasonable and necessary equipment/supplies, dispatch, grant administration and corrections assistance related to enhanced enforcement activities, and in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** City and county law enforcement agencies (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-03	Enforcement Recognition			Fain
Amount	Source	Use		
\$12,000.00	BIL NHTSA 402	PT	Police Traffic Service	69A37523300004020MNO

**Purpose:** To recognize individual performances, Minnesota will use the following items:  
 Hat-trick hockey sticks to acknowledge LEOs who make three impaired driving arrests during one continuous shift of work.  
 Grand Slam baseball bats to acknowledge LEOs who make four impaired driving arrests during one continuous shift of work.  
 TOP DWI ACE Plaques for LEOs who make five or more impaired driving arrests during one continuous shift of work.  
 Baseball caps, baseball bats and hat pins for DWI Enforcer All-Stars to recognize superior totals of impaired driving arrests during the previous calendar year, in the metro area and in Greater Minnesota.

In addition to the recognitions mentioned above, MN DPS OTS Challenge Coins will be given to LEOs whose non-impaired driving enforcement efforts rise to a level worth recognition during Seatbelt, Speed, and/or Distracted Driving enforcement efforts. The coins will also be used to recognize stakeholders whose innovation and execution of ideas promote the Toward Zero Deaths ideology or who otherwise make strides toward reducing serious injury and fatal crashes. The stakeholders could be in any of the five “E’s” of the TZD ideology—Enforcement, Education, Engineering, EMS, and Everyone.

**Location:** Law Enforcement officers across the State focused on traffic enforcement activities

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-05 Law Enforcement Liaison				
Amount	Source	Use		Fain
\$387,000.00	BIL NHTSA 402	PT	Police Traffic Service	69A37523300004020MNO

**Purpose:** This project will support the Law Enforcement Liaisons (LEL). LELs serve as liaisons between the OTS and state, county, city, and tribal law enforcement agencies within their designated counties. They work to promote and encourage enhanced high visibility impaired driving enforcement and to encourage individual agency participation in traffic safety programs. The LELs provide the following information and technical assistance to law enforcement personnel:

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

Planned activity adjusted based on community feedback

Funds will cover salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Necessary and reasonable operating expenses /software related to traffic safety projects will also be covered.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-07 Minnesota State Patrol Administrative Support				
Amount	Source	Use		Fain
\$65,000.00	BIL NHTSA 402	PT	Police Traffic Service	69A37523300004020MNO

**Purpose:** 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.

**Location:** throughout the State, with a focus on lower than state average equity scores, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Minnesota State Patrol (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-08 Minnesota State Patrol Enforcement				
Amount	Source	Use		Fain
\$655,000.00	BIL NHTSA 402	PT	Police Traffic Service	69A37523300004020MNO
\$405,000.00	BIL 164	ENF_AL	164 Transfer Funds	69A37523300001640MNA
\$440,000.00	BIL 405b	M1*PT	Occupant Protection High	69A3752330000405BMNH
\$400,000.00	BIL 405e	B8A*PT/B8L*PT	Distracted Driving	Not Available
\$750,000.00	state fund match			

The project has dedicated funds for high visibility enforcement including, but not be limited to, “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” campaigns. Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving and will continue on weekends in December. An additional campaign will be held leading up to the Labor Day holiday. Enforcement events will be based on problem ID and/ or follow the National Campaign Calendar as well as the OTS enforcement calendar. Enforcement events will be combined with public information and outreach campaigns conducted by the Office of Communication.

Funds will cover enhanced enforcement activities, including but not limited to, patrol officer and supervisory positions to ensure proper execution of special operations. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Minnesota State Patrol (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-09	Minnesota State Patrol Professional Development			Fain
Amount	Source	Use		
\$50,000.00	BIL NHTSA 402	PT Police Traffic Service		69A37521300004020MNO

**Purpose:** The OTS is confident in using succession planning and continued education in all areas. The idea is to bring peers and their ideas together to build community, connect, collaborate, and share solutions across regions with the overall goal of improving performance and culture. If the opportunity to learn and grow is absent, it can severely limit organizational change and growth.

The individuals selected to travel in each of these projects will be selected through a process of application, nomination, or job description/succession planning. Funds are split based on the focus of the training attended.

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

**Location:** State Patrol Law Enforcement personnel throughout the State  
**Sub recipient:** Minnesota State Patrol (currently out for application, will update, for approval upon grant awards)  
**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-04-22	Enforcement Program Coordinator			Fain
Amount	Source	Use		
\$250,000.00	BIL NHTSA 402	PT Police Traffic Safety		69A37522300004020MNO
\$160,000.00	state match			

**Purpose:** This projects will provide for a coordinator designated as the point-of-contact for enforcement. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

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

Funds will cover salary, fringe, and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Operating expenses /software related to the program will also be covered.

**Sub recipient:** OTS

# Enforcement Calendar - FFY24




## Enforcement Dates

- DWI (optional): Oct. 27-28; Oct. 31; 2023 - Halloween
- DWI (optional): Nov. 2-4; 2023 - Deer hunting opener
- DWI: Nov. 22-25; Nov. 30-Dec. 2; 7-9; 14-16; 21-23; 28-31, 2023
- DWI (optional): Feb. 10-11, 2024 - Super Bowl
- DWI (optional): March 14-17, 2024 - St. Patrick's Day celebrations
- Distracted: April 1-30, 2024
- DWI (optional): Every Thursday-Saturday, May 9 - Sept. 2, 2024
- Seat belts and child restraints: May 20 - June 2, 2024
- Speed: July 1 - 31, 2024
- DWI: Aug. 16 - Sept. 2, 2024
- Move Over (optional): Aug. 31, 2024
- Seat belts and child restraints: Sept. 15-21, 2024

## Short Report Due Dates (Each agency required to submit)

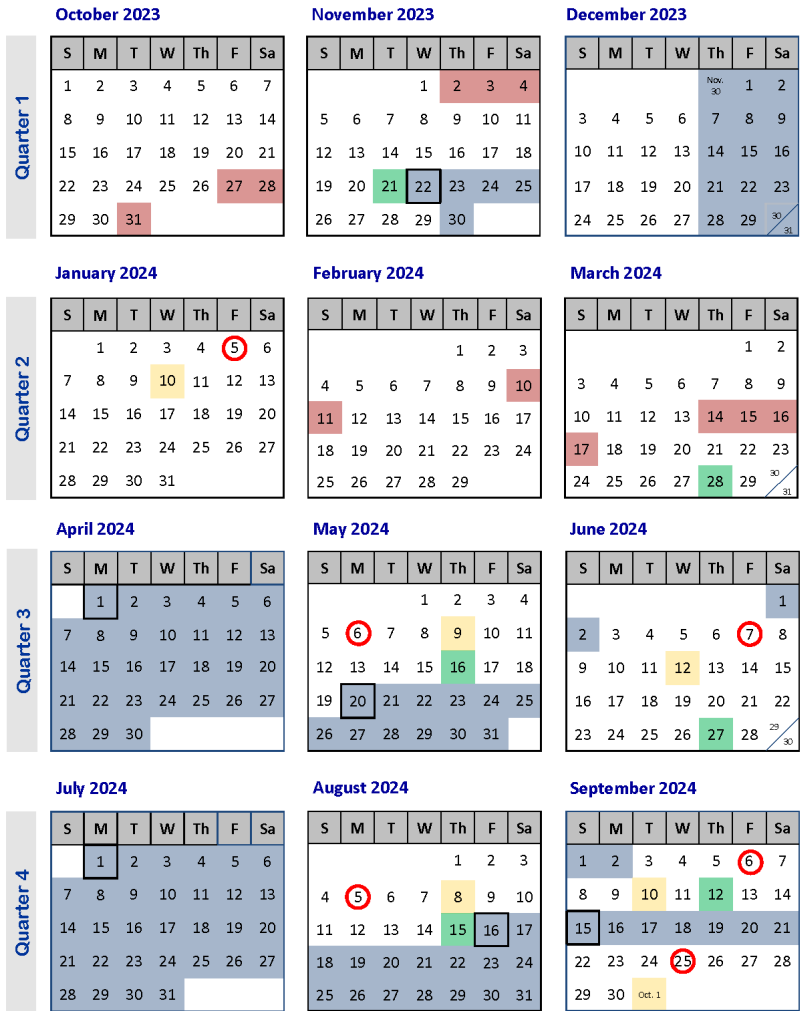
- Jan. 5: DWI arrests, highest B.A.C., from Nov. 22 - Dec. 31, 2023
- May 6: Use of wireless device citations, from April 1-30, 2024
- June 7: Seat belt/child restraint citations from May 20-June 2, 2024
- Aug. 5: Speed citations from July 1-31, 2024
- Sept. 6: DWI arrests, highest B.A.C., from Aug. 16 - Sept. 2, 2024
- Sept. 25: Seat belt/child restraint citations from Sept. 15-21, 2024

### Short Report Due Dates



- Announcement to Media
- Enhanced Enforcement
- Statewide Results to Media
- Optional DWI Enforcement
- Statewide Enforcement

The statewide Toward Zero Deaths Conference will be held Nov. 14-15, 2023, at the Mayo Civic Center in Rochester, Minnesota.



## Program Area/ Countermeasure Strategy

### Traffic Records /data programs

#### 24-05-03 MnIT Support and Services ROAR

Amount	Source	Use	Fain
\$30,000.00	BIL NHTSA 402	TR Traffic Records	69A37522300004020MNO

**Purpose:** Real-time Officer Activity Reporting (ROAR) is a web-based application that provides law enforcement a method to accurately and efficiently capture and report traffic stop information needed to document high visibility enforcement activity that occurs during federally funded overtime shifts.

Funds will cover operating expenses.

**Location:** Law enforcement agencies and officers throughout the State

**Sub recipient:** DPS Minnesota IT Services (MnIT)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

#### 24-05-04 MnIT Support and Services eGrants

Amount	Source	Use	Fain
\$60,000.00	BIL NHTSA 402	TR Traffic Records	69A37522300004020MNO

**Purpose:** eGrants is an electronic grant management system designed to automate the entire grant and project management process from application to closeout.

Funds will cover operating expenses and an upgrade to a new system.

**Location:** sub recipient/ grantees throughout the State

**Sub recipient:** DPS MnIT

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

#### 24-05-06 Data Project Assessment

Amount	Source	Use	Fain
\$300,000.00	BIL NHTSA 402	TR Traffic Records	69A37522300004020MNO
\$300,000.00	FAST Act 405c	M3DA Traffic Records	69A3751930000405CMNO
\$550,000.00	state match		

**Purpose:** This project will implement discoveries around business and technology systems to ensure Minnesota is utilizing data and people in meaningful ways to change traffic safety behavior. This project will continue to evaluate, develop, and implement plans to fully integrate data sources and people to better share the vision of zero deaths on our roadways and call for individuals to change their driving behaviors.

**Performance Measure:** the percentage of crash records fully integrated with the following records in one platform. Toxicology, Citation, Drivers License data .

Data Project Assessment is working on the completions through the integration of crash data, with new data sets including but not limited to citation, toxicology and drivers license data. Developing models to query and analyze data in a centralized data base.

The performance measure for this project is completeness through integration. The current baseline is zero with a goal of three data sets to be fully integrated.

Funds will cover professional services time and materials, approved state travel and related expenses, approved state systems and technologies training classes related to the effort, and operating expenses /software purchases required to meet state requirements for planning, managing, communicating, and implementing this project.

**Location:** completion of data serving stakeholders throughout the State

**Sub recipient:** PepprTech

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

#### MN\_CR\_05 - Data Project Assessment [FAST Act / BIL 402/405C] AKA 24-05-06

Performance Measure: Completeness, Core System: Crash

24-05-07	MNCrash Updates			
Amount	Source	Use	Fain	
\$ 50,000.00	BIL NHTSA 402	TR	Traffic Records	69A37522300004020MNO
\$350,000.00	FAST Act 405c	M3DA	Traffic Records	69A3751930000405CMNO
\$450,000.00	state match			

**Purpose:** This project will cover technical resources (a system architect and two developers) who will work with MNCrash to maintain and enhance the quality of the data, the ease and efficiency of the law enforcement user experience, and the extraction and distribution of data to the public and other stakeholders. This team also works on system-specific data requests and resolves technical problems that arise with the system.

The planned work on this project includes: MMUCC 5 changes, including User Interface changes to fields, values, and formats, edit checks/error warnings/validation checks, auto-population of data fields, etc. This will be a significant project with high demand on resources, requiring the efforts of the full development team. Exact duration cannot yet be determined, but some of these enhancements will be completed during the FY24 fiscal year, and others will be rolled into the MMUCC 6 recommendations. The user research and recommendations for MMUCC 6 updates will be completed by the University of Minnesota during FY24.

405c funds will be used for directly relating to the data, 402 funds will be used for in /out state travel, and some operating expenses.

Funds will cover salary, fringe, operating expenses, and reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** law enforcement agencies and officers throughout the State

**Sub recipient:** DPS MnIT

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

**MN\_CR\_01 Crash Records Enhancements [405C/FAST Act / BIL 402/State] AKA 24-05-07**

Performance Measure: The performance measure for this project is crash system integration (C-I-1), measured by extending MNCrash data sharing to a map based data analytics platform that will contain other traffic records data sets, thereby allowing for analysis of a variety of data sets that will be integrated spatially. With a baseline of zero, in addition to MNCrash data, a minimum of 36 MN Department of Transportation data sets, one MN Department of Health data set, and one MN Geospatial Information Office data set will initially be integrated into this platform. An additional performance measure is uniformity (C-U-1), measured through the implementation of MMUCC recommended fields and/or values, which will bring MNCrash closer to a uniform national standard of crash data collection. With a baseline of zero, the goal is to implement a minimum of 50% of the MMUCC 6 recommendations that currently do not align in MNCrash.

*Core System: Crash Performance Area: Accuracy, Completeness, Integration, Timeliness, Uniformity Accessibility*

**24-05-08 Traffic Incident Management/TIM**  
Countermeasure Strategy: Data Collection and Analysis

Amount	Source	Use	Fain	
\$100,000.00	BIL NHTSA 402	TR	Traffic Records	69A37522300004020MNO

See MN\_CR\_02 Traffic Record Strategic Plan/Appendix F.

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

Intended sub recipient: HDR Engineering Inc.



24-05-09	Model Minimum Uniform Crash Criteria/MMUCC		
Amount	Source	Use	Fain
\$ 90,000.00	FAST Act 405c	M3DA Traffic Records	69A37521300004020MN0
\$0,000.00	state match		

**Purpose:** This project is focused on identifying MMUCC 6 changes that should be adopted in MNCrash, performing multiple iterations of user testing, and compiling a report with implementation recommendations. In addition, the user training videos that are available on the MNCrash platform will be updated during the second iteration.

Funds will cover salary, fringe, operating expenses, and reasonable in/out state travel for attendance, vending, and/or facilitation to traffic safety conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** uniformity of data throughout the State

**Sub recipient:** University of Minnesota HumanFIRST

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

**MN\_CR\_04 - MMUCC [405C] AKA 24-05-09**

**Performance Measure:** The performance measure for this project is crash uniformity (C-U-1), measured by the implementation of modifications and enhancements to the MNCrash application, and based on recommendations made by CDUG and OTS staff, as it relates to MMUCC 6th edition (scheduled to be published in early 2024). With a baseline of zero, the goal is to implement a minimum of 50% of the MMUCC 6 recommendations (that have been updated from MMUCC 5) that do not currently align with MNCrash.

*Core System: Crash Performance Area Uniformity*

24-05-22	Traffic Record Staff (Research, FARS, Program Coordinator)		
Amount	Source	Use	Fain
\$240,000.00	BIL NHTSA 402	TR Traffic Records	69A37522300004020MN0
\$230,000.00	FAST Act 405c	M3DA Traffic Records	69A3751930000405CMNO

**Purpose:** This projects will provide for a coordinator and analyst staff designated as the point-of-contact for traffic records programs and data. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

The coordinator will:

- Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested
- Seek out and present new, well-researched projects addressing identified problems to OTS
- Monitor assigned projects and advise project directors on administrative processes and program requirements
- Respond to legislative and media enquiries
- Participate in and provide expertise and support to 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 at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, and operating expenses /software related to the program.

**Sub recipient:** OTS

## Community Traffic Safety Projects

### 24-06-01 Conference Annual Toward Zero Deaths

Amount	Source	Use	Fain
\$335,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO
\$285,000.00	state match		

**Purpose:** The purpose of this project is to support 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, as well as training on traffic safety topics. This opportunity gives attendees the ability to network with other participants who share similar goals throughout the state. The goal of this project is to plan, facilitate, and market the annual TZD conference.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending and/or facilitating at traffic safety seminars/conferences that assist Minnesota in reaching its goal of zero traffic fatalities. Reasonable and necessary office and conference supplies, printing/copying, postage, operating expenses /software, and award plaques/certificates will also be covered.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** MN Department of Transportation and the University of Minnesota.

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

### 24-06-02 Multicultural Driver Education

Amount	Source	Use	Fain
\$45,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO
Local Expenditure \$45,000.00			

**Purpose:** The goal of this project is to reduce crashes, injuries, and deaths in multicultural communities through improved driver education and increased understanding of the challenges they face on the roadways. Available crash data includes information on role, gender, and age, but does not include ethnicity or cultural information. It is hoped that this project will help to identify focus areas associated with underserved ethnic or cultural communities. The project will use pre- and post-class quizzes to evaluate changes in participant knowledge.

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities, reasonable and necessary office printing/copying, postage, operating expenses /software, and supplies/room rental related to traffic safety projects. Planned activity adjusted based on community feedback

**Location:** city of New Brighton and surrounding communities, city of Crystal and surrounding areas.

**Sub recipient:** City of New Brighton, City of Crystal police department.

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-04	Network of Employers for Traffic Safety/NETS			Fain
Amount	Source	Use		
\$75,000.00	BIL NHTSA 402	CP	Community Programs	69A37523300004020MNO

**Purpose:** OTS needs viable partners to promote traffic safety messages statewide. For this grant, we work with the Minnesota Safety Council through the Network of Employers for Traffic Safety (NETS). The partnership focuses on education and outreach efforts through employers and schools to relay traffic safety information and literature. This will be accomplished through community events and program/policy development assistance. Planned activity adjusted based on community feedback

Funds will cover salary, fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, reasonable and necessary supplies and materials, and operating expenses /software related to traffic safety projects.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Minnesota Safety Council

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-05	Impact Education and Outreach			Fain
Amount	Source	Use		
\$125,000.00	BIL NHTSA 402	CP	Community Programs	69A37523300004020MNO
Local Expenditure \$125,000.00				

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

Funds will cover salary, fringe, reasonable in/out state travel for attendance, vending and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, reasonable and necessary supplies and materials, and operating expenses /software related to traffic safety projects. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-06	Senior Driver Working Group			Fain
Amount	Source	Use		
\$50,000.00	BIL NHTSA 402	CP	Community Programs	69A37523300004020MNO

**Purpose:** This project is designed to provide profession-specific awareness education describing physical and cognitive changes that occur with aging and their potential effect on safe driving. Education will include a screening tool (DOSCI or other appropriate tool for the identified professional group), information about how ability to drive is affected with age, clues that indicate potential risk of unsafe driving, and actions this group can take if there is concern. The working group will continue to identify and expand resource lists related to older drivers, including driver evaluation tools, resources to promote safe driving, transportation resources, alternatives to driving, and links to other agencies that work to educate older drivers, family members, members of the community, and others about safe driving.

The project will fund promotion and implementation of a cognitive screening program by engaging enforcement agencies in the program that describes how age related cognitive changes affect driving. This will include use of the DOSCI screening tool and encouraging the agencies to develop other actions to take. Planned activity adjusted based on community feedback

Funds will cover salary and fringe, reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, reasonable and necessary supplies and materials, and operating expenses /software related to traffic safety projects.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Emergency Nurses Association

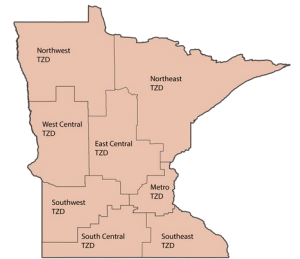
**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-07	Regional Coordinators	Toward Zero Deaths		
Amount	Source	Use		Fain
\$385,000.00	BIL NHTSA 402	CP	Community Programs	69A37523300004020MNO

**Purpose:**

OTS shares financial responsibility for regional staff who offer general support/project coordination on "Toward Zero Deaths" initiatives across the state, with an emphasis on the assigned TZD regions. 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 of regional coordinators as well as reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities. Reasonable and necessary operating expenses /software related to traffic safety projects will also be covered. Planned activity adjusted based on community feedback



**Location:** throughout the State, minimum of one coordinator per region in the State.

**Sub recipient:** MN Department of Transportation/OTS staff

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-08	Safe Roads Coalitions			
Amount	Source	Use		Fain
\$600,000.00	BIL NHTSA 402	CP	Community Programs	69A37523300004020MNO
Local Expenditure \$600,000.00				

**Purpose:** 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 funded activities will be based on the most recent Minnesota Crash Statistics supplied by the Minnesota Department of Public Safety and that identified problems with the greatest need in the area served will be given priority.

Funds will cover salary, fringe, and reasonable in state travel and registration for attendance, vending, and/or facilitation at traffic safety meetings, seminars, and conferences that assist in reaching Minnesota's goal for traffic fatalities. Reasonable and necessary operating expenses /software and supplies/room rental related to traffic safety projects will also be covered.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-09	Law Enforcement and Community Education		
Amount	Source	Use	Fain
\$300,000.00	BIL 405i	B13BTR	not available at the time of submission
\$98,000	state match		

**Purpose:** This project will develop curriculum that has been vetted and developed with law enforcement personal and community members in mind. work closely with DPS-OTS staff, law enforcement, and other traffic safety stakeholders. The primary tasks will include, but not limited to:

- Create educational materials focused on the federal NRSS initiative and its five core objectives AND objective of improving law enforcement relationships with diverse communities
- Develop program and provide initial training to public including respectful traffic stops with focus on diversity, equity and inclusion
- Develop program and provide initial training to law enforcement including respectful traffic stops with focus on diversity, equity and inclusion
- Develop plan to engage key stakeholders
- Develop program and conduct initial “Train-the-Trainers” training to selected trainers

This will be accomplished through building relationships, trust and understanding how communities need to receive the message and how the message needs to be communicated. Likewise building relationships and building trust with the law enforcement agencies and personnel to select the right trainers, the right message and the right format.

After the curriculum is developed it will be shared with DVS and requested that it is incorporated in formal drivers training.

Funds will cover salary, fringe, reasonable and necessary participate stipends, operating expenses /software related to traffic safety projects. Reasonable in/out state travel for attendance, vending and/or facilitation at traffic safety seminars/ conferences that assist in reaching Minnesota’s goal for traffic fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

Current courses that are implemented in Minnesota are below, the program above will be developing training for police and community the goal is to provide the curriculum for POST credit and as a requirement for any agency receiving grant funds.

- 10464-0202 Patrol—Traffic Stops and Racial Profiling module 1
- 10464-0203 Patrol—Traffic Stops and Racial Profiling module 2
- 10464-0204 Patrol—Traffic Stops and Racial Profiling module 3
- 10464-00291 Patrol—Traffic Stops and Racial Profiling module 1
- 10464-00290 Patrol—Traffic Stops and Racial Profiling module 3

24-06-10	Professional Development Stakeholders to Conference		
Amount	Source	Use	Fain
\$50,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO

**Purpose:** This project will award a limited number of scholarships to attend, vend, present and/or facilitate traffic safety conferences/seminars. These scholarships will include registration, in/out state travel, and limited accommodations costs. Scholarships will be awarded to traffic safety stakeholders and will be based on need.

**Location:** throughout the State, law enforcement officers /lessons learned will guide decision / project programs

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-11	Behavior/Attitude Study		
Amount	Source	Use	Fain
\$100,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO

**Purpose:** This project will fund a statistically sound reflective survey of Minnesota drivers. The survey will focus on driver behaviors as they relate to a variety of traffic safety issues, as well as driver awareness of various efforts to promote safer driving in the State. The survey will be conducted using an online research panel which will increase the cost compared to previous years. There is an abundance of historical survey data which will enable OTS to compare current survey results to past survey results and analyze trends over time.

Funds will cover contract services to perform the survey and will include salary, in/out state travel, and reasonable and necessary related operating expenses /software.

**Location:** statewide feedback will guide decision / project programs

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-12	Community Outreach Liaison		
Amount	Source	Use	Fain
\$150,000.00	BIL NHTSA 402	CP	Police Traffic Service 69A37523300004020MNO

**Purpose:** This project will support the Community Outreach Liaisons working to promote and encourage traffic safety programs while serving as a liaisons between the OTS and state, county, city, and tribal law communities. The main focus will be to facilitate equitable and inclusive engagement recognizing partnership opportunities with diverse populations throughout the State, toward development and implementation of projects and initiatives and better serve communities and populations that may have been previously absent or underrepresented in highway safety discussions.

- Event planning and Coordination
- Planning, and hosting events that are meaningful and assessable to all.
- Engagement / Outreach o Engagement strategy development
- Develop culturally-specific content and outreach using multiple outreach methodologies.
- Process and Outcomes o process and methods of measurement
  - collection of input and data
  - syntheses and analysis of finding
  - report writing evaluation and presentation

Funds will cover salary and fringe, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities. Necessary and reasonable office printing/copying, postage, and operating expenses /software related to traffic safety projects will also be covered. Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-13 Administrative Support TZD			
Amount	Source	Use	Fain
\$105,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO

**Purpose:** 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 (which brings traffic safety professionals from the five “E’s”—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 at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, reasonable and necessary office printing/copying, postage, and operating expenses /software related to traffic safety projects.

**Location:** throughout the State, with a focus on traffic safety partnerships  
**Intended sub-recipient:** MN Department of Transportation and the University of Minnesota  
**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-06-22 Community Program Coordinator			
Amount	Source	Use	Fain
\$110,000.00	BIL NHTSA 402	CP	Community Programs 69A37523300004020MNO
\$30,000.00	state match		

**Purpose:** This projects will provide for a coordinator designated as the point-of-contact for community programs. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

- The coordinator for will:
- Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested
  - Seek out and present new, well-researched projects addressing identified problems to OTS
  - Monitor assigned projects and advise project directors on administrative processes and program requirements
  - Respond to legislative and media enquiries
  - Participate in and provide expertise and support to 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 at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for traffic fatalities, and operating expenses /software related to the program.

**Sub recipient:** OTS

## Motorcycle Safety Projects

### Motorcycle Rider Training

Amount	Source Use	Fain
\$599,927.00	state match	N/A

This project will provide funding for motorcycle rider training classroom and range facilities as well as 101 Rider Coaches for basic, skills re-test, intermediate, advanced, and expert courses at locations throughout Minnesota. Additionally, this project will provide for Rider Coach professional development and training and new Rider Coach training .

**Sub recipient:** Minnesota State Colleges and Universities

### Motorcycle Safety Public Information and Media Relations

Amount	Source Use	Fain
\$175,000.00	state match	N/A

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

**Sub recipient:** DPS Office of Communications

### Motorcycle Rider Training Equipment and Supplies

Amount	Source Use	Fain
\$178,800.00	state match	N/A

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

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

### Motorcycle Equipment Transport

Amount	Source Use	Fain
\$26,500.00	state match	N/A

This project will provide transportation of training equipment to, from, and between training sites, enabling them to conduct rider training courses.

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

### Motorcycle Mechanical Services

Amount	Source Use	Fain
\$148,500.00	state match	N/A

This project will provide maintenance, winterization, tune ups, repair, and off season storage of 335 training motorcycles and 28 equipment transport trailers. Together, this will enable training sites to conduct rider training courses with well-maintained equipment.

**Sub recipient:** Starr Cycle

### Motorcycle Rider, Testing and Licensing

Amount	Source Use	Fain
\$30,000.00	state match	N/A

This project will provide evening testing opportunities for motorcyclists seeking to earn their license endorsement. Evening testing will be available 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.

**Sub recipient:** DPS Driver and Vehicle Services



24-07-07	Motorcycle Research Study			
Amount	Source	Use		Fain
\$7,500.00	BILNHTSA 402	MC	Motorcycle Safety	69A37522300004020MNO

Minnesota experiences around 50 motorcyclist fatalities per year and is seeking creative ideas to reduce these deaths. To gain better understanding of motorcyclist behaviors and characteristics, Minnesota intends to conduct an online motorcycle survey.

A previous motorcycle survey was conducted in 2011 and those results will be used for comparative measurements. Insight attained from this study will be used to inform or guide future messaging and ad buys.

Funds will cover salary, fringe, and operating expenses.

**Location:** throughout the entire State

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

24-07-22	Motorcycle Safety Coordinator			
Amount	Source	Use		Fain
\$135,000.00	BIL NHTSA 402	MC	Motorcycle Safety	69A37522300004020MNO

**Purpose:** This project will provide for a coordinator designated as the point-of-contact for motorcycle safety programs. Coordinators provide expertise and ensure that the projects progress as planned. Funding levels are based on project complexity and allocation of funds per program area.

The coordinator for will:

- Assist the Office of Communications with the technical aspects of print, electronic materials, and events as requested

- Seek out and present to new, well-researched projects addressing identified problems to OTS

- Monitor assigned projects and advise project directors on administrative processes and program requirements

- Respond to legislative and media enquiries

- Participate in and provide expertise and support to 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 at traffic safety seminars/conferences that assist in reaching Minnesota's goal for traffic fatalities, and operating expenses /software related to the program.

**Sub recipient:** OTS

## Media Projects

24-08-01	Full Service Media Contract			Fain
Amount	Source	Use		
\$2,120,000.00	BIL 405d	FDL*PM	Impaired Driving Low	69A3752330000405DMNL
\$ 210,000.00	BIL 405d	M60T	Impaired Driving Low	69A3752330000405DMNL
\$ 325,000.00	FAST Act 405e	B8APE	Distracted	not available at the time of submission
\$ 90,000.00	FAST Act 405f	M9MA	Motorcycle Programs	69A3752330000405FMN0
\$ 30,000.00	FAST Act 405f	FF*PM	Motorcycle Programs	69A3752330000405FMN0
\$ 100,000.00	FAST Act 405h	FHPE	Non Motorized	69A3752330000405HMN0
\$ 667,800.00	BIL NHTSA 402	PM	Paid Advertising	69A37523300004020MN0
\$ 60,000.00	FAST Act 405h	M12BPE	preventing roadside deaths	not available at the time of submission

Media activities include targeting advertising on promoting; motorist awareness of motorcycles and the move over law occupant protection, pedestrian safety preventing distraction, impaired and speed, and enhanced law enforcement campaigns such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled Over” campaigns. Paid media includes, but is not limited to, television/cable, radio, print, online, cinema, and out-of-home executions. The full-service media agency will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved. Funding is separated by activities: impairment 164 transfer funds, 405e distracted, 405h pedestrians, 405h preventing roadside deaths, 405f motorcycle safety awareness and training , and all other behaviors 402.

**Purpose:** This project includes developing creative messaging for impaired driving, seat belt, motorcycle, speed, preventing roadside death, distracted driving, and pedestrian creative concepts to place across mediums approved by DPS-OTS.

The full-service media 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

On a limited basis, this project may include media relations services as requested by DPS-OTS to coordinate a comprehensive traffic safety public information and education campaign to support the enforcement initiatives Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes, specific media campaigns will focus on counties pertinent to over representation. (e.g. motorcyclist awareness campaign will be focused in counties with higher fatal and serious injuries involving motorcyclist and other vehicles)

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

## 24-08-02 Media Relations at OOC

Amount	Source	Use	Fain
\$482,000.00	BIL NHTSA 402	PM Paid Advertising	69A37523300004020MNO

**Purpose** This project focuses on coordinating advertising and outreach during enhanced law enforcement events such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled over” campaigns. The enforcement and related advertising campaigns will follow the National Campaign Calendar as well as the OTS enforcement calendar (see Appendix C). This project will include 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 percent)
- Additional PIO support (53 percent)
- Purchasing and payroll (20 percent)
- Graphic Design (10 percent)

Planned activity adjusted based on community feedback

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

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes, specific media campaigns will focus on counties pertinent to over representation. (e.g. motorcyclist awareness campaign will be focused in counties with higher fatal and serious injuries involving motorcyclist and other vehicles)

**Sub recipient:** DPS Office of Communications

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)

## Planning and Administration

### 24-01-01 Planning and Administration

Amount	Source	Use	Fain
\$494,000.00	BIL /FAST Act NHTSA 402	PA	69A37522300004020MN0
\$494,000.00	state match		

**Purpose:** This project supports the individuals acting in leadership, financial, and other support positions.

Planning and administration staff will:

- Develop and submit the annual Highway Safety Plan/ participate with SHSP
- Oversee completion of the Annual Report and biennial state 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
- Participate in engagement activities

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, using crash data and other information systems to inform on trends.

Funds are used to cover salaries, fringe benefits, and indirect costs covering leadership, administrative, coordinators and one half time of an accounting officer. In addition, project funds will be used to cover rent, communications (phone, postage, voice mail, email), necessary office supplies, computers, operating expenses /software, and in/out-state travel to conduct oversight of all programs and attendance at traffic safety seminars/conferences and other public engagements.

**Sub recipient:** The Staff of OTS/State of Minnesota approved vendors

#### Match

OTS will use the flexibility to States to aggregate all expenditures for highway safety activities by the State and political subdivisions to meet the matching requirements for Section 402 and Section 405 funds allowed per the guidance NHTSA issued in 2019 on determining non-Federal share.

# APPENDIX A

## 405b Occupant Protection Grants

## Application 405b Occupant Protection High

### 405b application

#### **Enforcement 24-04-01, 24-04-08**

Program area/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, 208 local agencies, 13 State Patrol districts, 66 sheriffs' departments, 1 tribal police department, and 4 university police departments join together for the "Click it or Ticket" campaign.

#### **Child restraint Inspection Stations 24-02-01, 24-02-04, 24-02-07**

Program area/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. When children are properly restrained, their chances of being injured in a traffic crash are drastically reduced.

For example, 88% of the 11,190 children ages zero to seven that were properly restrained during traffic crashes in Minnesota from 2018-2022 were not injured and another 9% sustained only possible injuries.

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. OTS CPS advocates were also able to offer the National Child Passenger Safety Certification trainings, with low or no fee to incoming students, ensuring access to all, including low income and underserved populations.

Minnesota is confident in using Countermeasures That Work Chapter 2: Seat Belts and Child Restraints; 6.

Communications and Outreach 3 star ; 6.2 Strategies for Child Restraint and Booster Seat Use

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 13

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint system) by occupants of motor vehicles; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

Minnesota plans to hold a total of 8 Safe Kids certified technician classes. Education and Outreach on Opportunities for classes will be offered with the goal of training 80 individuals. Associated project 24-02-01, 24-02-04, 24-02-07

Of the 162 planned inspection stations and events during the coming year, 25 percent will serve urban communities, 75 percent will serve portions of rural, greater Minnesota (in which there is a higher unbelted occupant rate and higher traffic fatality counts), providing occupant protection education to at risk communities including but not limited to American Indian Reservations and low income and ethnic minority groups. All events will staff at minimum one nationally Certified Child Passenger Safety Technician. Free child restraints are offered at inspection stations and by appointment.

Minnesota intends to continue sharing outreach information related to pediatric vehicular hyperthermia, when applicable.

The State of Minnesota currently has 392 child passenger safety technicians (Certified Technician, Instructor Candidate, Certified Instructor), with the goal of increasing this number by twenty percent.

An additional State funded associated project includes the Child Seat for Needy families (state project).

CPS Counties						
Anoka	Clay	Hennepin	Lyon	St. Louis	Red Lake	Swift
Becker	Cook	Houston	Mahnomen	Stearns	Renville	Todd
Beltrami	Cottonwood	Isanti	Martin	Olmsted	Rice	Traverse
Benton	Dakota	Jackson	McLeod	Otter Tail	Rock	Wabasha
Big Stone	Douglas	Kanabec	Meeker	Pennington	Roseau	Wadena
Blue Earth	Faribault	Kandiyohi	Mower	Pine	Scott	Waseca
Carver	Fillmore	Lac qui Parle	Nicollet	Pipestone	Sherburne	Washington
Chippewa	Goodhue	Le Sueur	Nobles	Polk	Sibley	Wilkin
Chisago	Grant	Lincoln	Norman	Pope	Steele	Winona
				Ramsey	Stevens	Yellow Medicine

The following pages list the intended agencies participating in Click it or Ticket 2024:

Airport Police Department	Clearwater County Sheriff's Office	Goodhue County Sheriff's Office
Aitkin County Sheriff's Office	Cloquet Police Department	Goodhue Police Department
Aitkin Police Department	Cold Spring Police Department	Goodview Police Department
Albany Police Department	Coleraine Police Department	Grand Rapids Police Department
Alexandria Police Department	Columbia Heights Police Department	Granite Falls Police Department
Annandale Police Department	Coon Rapids Police Department	Grant County Sheriff's Office
Anoka County Sheriff's Office	Corcoran Police Department	Hallock Police Department
Anoka Police Department	Cottage Grove Police Department	Hector Police Department
Apple Valley Police Department	Cottonwood County Sheriff's Office	Hennepin County Sheriff's Office
Appleton Police Department	Crookston Police Department	Henning Police Department
Audubon Police Department	Crosby Police Department	Hermantown Police Department
Austin Police Department	Crosslake Police Department	Hibbing Police Department
Avon Police Department	Crow Wing County Sheriff's Office	Hopkins Police Department
Barnesville Police Department	Crystal Police Department	Houston County Sheriff's Office
Baxter Police Department	Cuyuna Police Department	Howard Lake Police Department
Bayport Police Department	Dakota County Sheriff's Office	Hubbard County Sheriff's Office
Becker Police Department	Danube Police Department	Hutchinson Police Department
Belgrade/Brooten Police Department	Dayton Police Department	Inver Grove Heights Police Department
Beltrami County Sheriff's Office	Deephaven Police Department	Isanti County Sheriff's Office
Bemidji Police Department	Deer River Police Department	Jackson County Sheriff's Office
Benson Police Department	Deerwood Police Department	Jordan Police Department
Benton County Sheriff's Office	Detroit Lakes Police Department	Kandiyohi County Sheriff's Office
Big Lake Police Department	Dilworth Police Department	Kandiyohi County Sheriffs Office
Blaine Police Department	Dodge County Sheriff's Office	Kasson Police Department
Blooming Prairie Police Department	Douglas County Sheriff's Office	Keewatin Police Department
Bloomington Police Department	Duluth Police Department	Kenyon Police Department
Blue Earth County Sheriff's Office	Eagle Lake Police Department	Kittson County Sheriff's Office
Bovey Police Department	East Grand Forks Police Department	Koochiching County Sheriff's Office
Braham Police Department	Eden Prairie Police Department	La Crescent Police Department
Brainerd Police Department	Edina Police Department	Lac qui Parle County Sheriff's Office
Breezy Point Police Department	Elk River Police Department	Lake City Police Department
Breitung Police Department	Elko New Market Police Department	Lake City Police Department
Brooklyn Park Police Department	Elmore Police Department	Lake Crystal Police Department
Buffalo Lake Police Department	Ely Police Department	Lake of the Woods Sheriff's Office
Buffalo Police Department	Emily Police Department	Lake Park Police Department
Burnsville Police Department	Eveleth Police Department	Lake Shore Police Department
Caledonia Police Department	Fairfax Police Department	Lakes Area Police Department
Cambridge Police Department	Faribault Police Department	Le Center Police Department
Cannon Falls Police Department	Fergus Falls Police Department	Le Sueur County Sheriff's Office
Carlton County Sheriff's Office	Fillmore County Sheriff's Office	Le Sueur Police Department
Carver County Sheriff's Office	Floodwood Police Department	Lewiston Police Department
Cass County Sheriff's Office	Foley Police Department	Lincoln County Sheriff's Department
Centennial Lakes Police Department	Forest Lake Police Department	Lino Lakes Public Safety Department
Chaska Police Department	Frazee Police Department	Little Falls Police Department
Chatfield Police Department	Freeborn County Sheriff's Office	Long Prairie Police Department
Chippewa County Sheriff's Department	Fridley Police Department	Lonsdale Police Department
Chisago County Sheriff's Office	Gaylord Police Department	Lyon County Sheriff's Office
Chisholm Police Department	Gilbert Police Department	Madelia Police Department
Clay County Sheriff's Office	Glencoe Police Department	Madison Lake Police Department
	Glenwood Police Department	Mankato DPS Police



Maple Grove Police Department	Owatonna Police Department	St. Anthony Police Department
Mapleton Police Department	Park Rapids Police Department	St. Charles Police Department
Maplewood Police Department	Paynesville Police Department	St. Cloud Police Department
Marshall Police Department	Pennington County Sheriff's Office	St. Joseph Police Department
		St. Louis County Sheriff's Office (Southern)
Martin County Sheriff's Office	Pequot Lakes Police Department	St. Louis Park Police Department
McLeod County Sheriff's Office	Perham Police Department	St. Paul Park Police Department
Medina Police Department	Pierz Police Department	St. Paul Police Department
Meeker County Sheriff's Office	Pine County Sheriff's Office	Staples Police Department
Melrose Police Department	Pine River Police Department	Starbuck Police Department
Menahga Police Department	Pipestone County Sheriff's Office	Stearns County Sheriff's Office
Mendota Heights Police Department	Plainview Police Department	Steele County Sheriff's Office
Minneapolis Park Police	Plymouth Police Department	Stillwater Police Department
Minnetonka Police Department	Polk County Sheriff's Office	Swift County Sheriff's Office
Minnetrissa Public Safety	Pope County Sheriff's Office	Thief River Falls Police Department
MN State Patrol - District 2100 (Rochester)	Preston Police Department	Todd County Sheriff's Office
MN State Patrol - District 2200 (Mankato)	Prior Lake Police Department	Truman Police Department
MN State Patrol - District 2300 (Marshall)	Proctor Police Department	U of M Police Department
MN State Patrol - District 2400 (Oakdale)	Ramsey County Sheriff's Office	U of M Police Department - Duluth
MN State Patrol - District 2500 (Golden Valley)	Ramsey Police Department	U of M Police Department - Morris
MN State Patrol - District 2600 (St. Cloud)	Red Lake Police Department	Verndale Police Department
MN State Patrol - District 2700 (Duluth)	Red Wing Police Department	Virginia Police Department
MN State Patrol - District 2800 (Brainerd)	Redwood County Sheriff's Office	Wabasha County Sheriff's Office
MN State Patrol - District 2900 (Detroit Lakes)	Redwood Falls Police Department	Wabasha Police Department
MN State Patrol - District 3100 (Virginia)	Renville County Sheriff's Office	
MN State Patrol - District 3200 (Thief River Falls)	Renville Police Department	Wadena Police Department
Montevideo Police Department	Rice County Sheriff's Office	Waite Park Police Department
Moorhead Police Department	Rice Police Department	Washington County Sheriff's Office
Morrison County Sheriff's Office	Richfield Police Department	Watonwan County Sheriff's Office
Motley Police Department	Robbinsdale Police Department	Wayzata Police Department
Mounds View Police Department	Rochester Police Department	West Concord Police Department
Mountain Lake Police Department	Rock County Sheriff's Office	West Hennepin Public Safety
Mower County Sheriff's Office	Rogers Police Department	West St. Paul Police Department
Murray County Sheriff's Office	Rosemount Police Department	White Bear Lake Police Department
Nashwauk Police Department	Roseville Police Department	Willmar Police Department
New Brighton Police Department	Royalton Police Department	Winona County Sheriff's Office
New Prague Police Department	Saint Peter Police Department	Winona Police Department
Nicollet County Sheriff's Office	Sartell Police Department	Winsted Police Department
Nisswa Police Department	Sauk Centre Police Department	Woodbury Police Department
Nobles County Sheriff's Office	Sauk Rapids Police Department	Worthington Police Department
North Branch Police Department	Savage Police Department	Wright County Sheriff's Office
North Mankato Police Department	Scott County Sheriff's Office	Wyoming Police Department
North Saint Paul Police Department	Sebeka Police Department	Yellow Medicine County Sheriff's Office
Northfield Police Department	Shakopee Police Department	Zumbrota Police Department
Oak Park Heights Police Department	Sherburne County Sheriff's Office	
Olivia Police Department	Slayton Police Department	
Olmsted County Sheriff's Office	South Lake Minnetonka Police Department	
Orono Police Department	South St. Paul Police Department	
Ortonville Police Department	Spring Grove Police Department	
Osakis Police Department	Spring Lake Park Police Department	
Otter Tail County Sheriff's Office	St Francis Police Department	

## 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 shows 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; 30 percent of motor vehicle occupants killed or severely injured in Minnesota were aged 15-29. Tragically, only half 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 2019 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.

Region	Used	Not Used	Unknown	Killed or Injured
Metropolitan	79.6%	4.2%	16.2%	12,648
Central	84.9%	7.0%	8.1%	2,960
Northeast	82.8%	8.2%	9.0%	938
Northwest	78.0%	11.2%	10.8%	418
South Central	81.6%	7.6%	10.8%	787
Southeast	84.4%	7.3%	8.3%	1,745
Southwest	77.9%	11.5%	10.6%	1,069
West Central	81.8%	9.5%	8.8%	833

Safety Equipment Use by Motor Vehicle Occupant killed or Injured by Region of the State.

### Observational Seatbelt Survey Data

Each year, a statewide survey is conducted observing motor vehicle occupant seatbelt use. This study was not conducted in 2020 and, as of the time of this report, 2021 results are not complete. The reports from 2019 were used to identify and implement proven countermeasures.

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). Pick-up 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. These 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.

**Performance Measure** C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities

**Estimated three year funding** \$2,080,000.00 combination of 405b, FAST Act/BIL 402 and state funds

**Funding Considerations**

- Equity data
- Fatal and Serious Injury data
- Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 13  
Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint system) by occupants of motor vehicles; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

**Program area/countermeasure strategy Strategies for Child Restraint and Booster Seat Use**

*Impacted Projects: 22-02-01, 22-02-04, 22-02-07*

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 recommend- 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 2015– 2019, 87% of the 17,055 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 FY20 there were 1,773 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 Countermeasures That Work (Chapter 2: Seat Belts and Child Restraints; 6. Communications and Outreach; 6.2 Strategies for Child Restraint and Booster Seat Use).

24-02-01	Child passenger Hospital Support		
Amount	Source	Use	Fain
\$240,000.00	BIL 405b	Occupant Protection high	69A3752330000405BMNH

**Purpose:** 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  
 Occupant protection events including not limited to clinics and training  
 Pediatric vehicular hyperthermia education and awareness

Funds will cover car seat clinic and instruction related items, operating expenses, reasonable in/out state travel, registration fees related to attendance at local and national traffic safety seminars/conference and/or trainings, and salary and fringe for child passenger safety technicians, instructors, and those overseeing and supporting data collection/and evaluation.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

23-02-04	Liaison Occupant Protection		
Amount	Source	Use	Fain
\$270,000.00	BIL 402 OP	Occupant Protection	69A3752330000402MNH
Local Expenditure \$270,000.00			

**Purpose:** 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. Specific outreach/engagement efforts will be created/developed in underserved and/or socioeconomically disadvantage communities. Activities will include but not limited to:

- Traditional and nontraditional instruction
- Recruiting
- Mentoring
- Assistance with the installation of proper restraints
- Occupant protection events including not limited to clinics and training
- Facilitating/ planning education and awareness activities to include but not limited to occupant protection, child restraints, and pediatric vehicular heatstroke

Funds will cover salary, fringe, reasonable and necessary, rent, car seat clinic and instruction related items, operating expenses, in/out state travel, registration fees related to attendance at local and national traffic safety seminars/conferences and/ or trainings that assist in reaching Minnesota's goal for unrestrained motor vehicle occupants.

Implementation in Northwest, Northeast and Southern Area's, (counties with lower than state average equity score)

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards) (currently out for application, will update for approval upon grant awards)

24-02-07	Support Occupant Protection		
Amount	Source	Use	Fain
\$50,000.00	BIL 405b	Occupant Protection high	69A3752330000405BMNH

**Purpose:** This project will support educational opportunities through but not limited to school programs, law enforcement, public health, and tribal communities. Education and outreach will be accomplished through inspection stations, virtual classroom education, and in-person classroom education.

Funds will cover LATCH manuals and other instruction related items. Reasonable in state/out state travel, associated costs for attendance at local and national traffic safety trainings and instructor stipends with the overall aim of reaching Minnesota's goal for unrestrained motor vehicle occupants.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

23-04-01 Enforcement Cities & Counties			
Amount	Source	Use	Fain
\$3,260,000.00	BIL NHTSA 402	Police Traffic Service	69A37523300004020MNO
\$1,140,000.00	BIL 164	164 Transfer Funds	69A37523300001640MNA
\$ 300,000.00	Fast Act 405h	Non motorist Safety	69A3752330000405HMNO
Local Expenditure \$4,300,000.00			

**Purpose:** This project will support enforcement activities and high visibility enforcement in cities and counties that have proven over-involvement in distracted, speed, unbelted, and impaired related crashes, non-motorist 405h crashes, or crashes involving other identified contributing factors. Counties that experience among the highest numbers of traffic deaths and severe injuries also qualify for extra enforcement. High visibility enforcement will include, but will not be limited to, "Click it or Ticket" and Labor Day and winter holiday "Drive Sober or get Pulled over" National Campaigns following the National Campaign Calendar, as well as the OTS enforcement calendar events, and other enforcement based on problem ID.

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. In addition, an additional campaign will be held leading up to the Labor Day holiday.

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

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** City and county law enforcement agencies.

23-04-08 Minnesota State Patrol Enforcement			
Amount	Source	Use	Fain
\$655,000.00	BIL NHTSA 402	Police Traffic Service	69A37523300004020MNO
\$405,000.00	BIL 164	164 Transfer Funds	69A37523300001640MNA
\$440,000.00	BIL 405b	Occupant Protection High	69A3752330000405BMNH
\$400,000.00	BIL 405e	Distracted Driving	Not available at the time of submission

The project has dedicated funds for High Visibility Enforcement including, but not be limited to, "Click it or Ticket" and Labor Day and winter holiday "Drive Sober or get Pulled over" campaigns. Enhanced impaired driving enforcement will be conducted on weekends beginning the day before Thanksgiving, will continue on weekends in December, and an additional campaign will be held leading up to the Labor Day holiday. Enforcement events will be based on problem ID and/or follow the National Campaign Calendar as well as the OTS enforcement calendar (see Appendix C). Enforcement events will be combined with public information and outreach campaigns conducted by the Office of Communication.

Funds will cover enhanced enforcement activities, including but not limited to, patrol officer and supervisory positions to ensure proper execution of special operations.

**Location:** throughout the State, with a focus on lower than state average equity scores, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** Minnesota State Patrol

# APPENDIX B

## 405c State Traffic Safety Information System Improvement Grants

**DATA HIGHLIGHT**

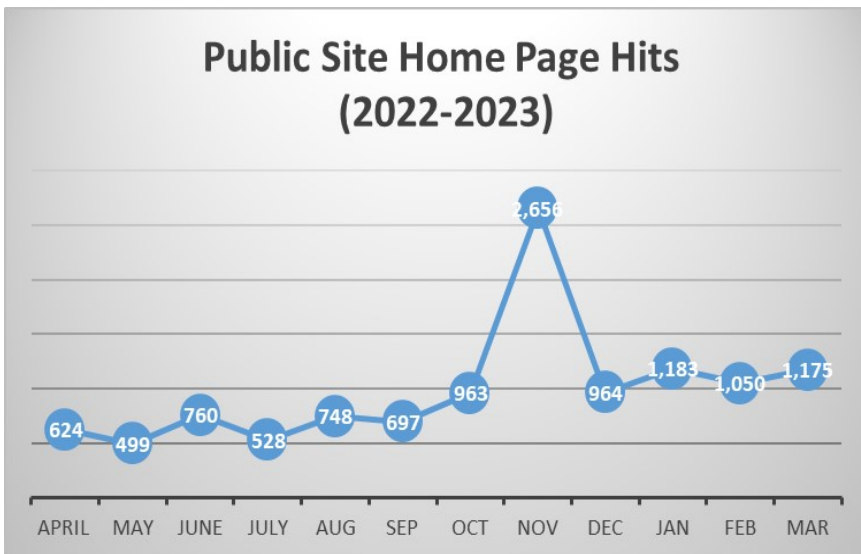
performance period: 4/1/2022-3/31/2023: accessed 11,847 times from 115 unique IP addresses  
 baseline period: 4/1/2021-3/31/2022: accessed 273 times from 3,022 unique IP addresses  
 Project 05-07 MNCrash Updates  
 405c/402/1000

This is a tool, now available to the public, that allows users to view quick, up-to-date Minnesota crash stats, create queries to obtain customized crash statistics, and quickly access useful traffic safety links. This site was made available to the public March 1, 2022. It improves crash data accessibility (C-X-1). This tool was newly released in FY22 and before this, there was no method for crash data users to personally access and query crash data. Rather, interested parties needed to reach out to OTS researchers and request data or refer to annual published reports. The purpose of the public crash data site is to make the data available to those anyone (including academic researchers, traffic safety stakeholders, and concerned members of the public) interested in creating personalized queries, anytime, from anywhere. While there is no way to identify who these users are personally (there is no log in or self-identification requirement), the large number of users shows that the tool is being utilized as intended. A survey is available to provide feedback on the site, but that has not produced results as no users have opted to complete the survey. However, personal feedback in the form of phone and email conversations with users has been positive.

The Public Crash Data Query Site expands up-to-date crash data access to data users across Minnesota and beyond, and allows users to quickly and easily customize data queries to view statistics for specific crash types, locations, demographics, etc. The data are updated on a daily basis, thereby providing the user with the most timely crash data available. The data available are from January 1, 2016 to present, are cleansed of private information, and are always subject to change.

This tool can benefit anyone interested in traffic safety, including community organizations, traffic safety officials, researchers, local legislative bodies, and concerned citizens. The user does not need special permissions to access the site, nor do they need a username or password. The site can be access by any browser and does require a special VPN or network, thereby making crash data available widely accessible.

As this tool was newly released for the public in March 2022, the baseline (number of times the home page was accessed during March 2022) was 273 hits, from 115 unique IP addresses. Between April 1, 2022 and March 31, 2023, the Public Website Home page was accessed 11,847 times from 3,022 unique IP addresses. This shows that the public site has become a valuable data analysis tool for a large number of people, and that its use has increased dramatically since the production release.



Month/Year	Public Website Home page was accessed
Apr-22	624
May-22	499
Jun-22	760
Jul-22	528
Aug-22	748
Sep-22	697
Oct-22	963
Nov-22	2,656
Dec-22	964
Jan-23	1,183
Feb-23	1,050
Mar-23	1,175
<b>Total</b>	<b>11,847</b>

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—(i) The problem identified during the planning process described in paragraph (b)(1) of this section that the countermeasure strategy addresses.

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.

Funds are used to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data, and to evaluate the effectiveness of efforts to make such improvements and link State data systems. The State of Minnesota has invested in traffic safety in an unprecedented way. The Analytic Center will be a one stop shop for any data that is applicable to a traffic safety question. The Analytics Center will draw from a wide ranging and broad data set library, including real time data, in a comprehensive and integrated way allowing research staff to look at a wide variety of data in ways that were not possible before.

### Summary

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

**Performance Measure** Performance Measure C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

**Estimated three year funding** \$4,400,000.00 combination of 405c, FAST Act/BIL 402 and state funds

### Funding Considerations

- Equity data
- Fatal and Serious Injury data
- Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No.13 Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint system) by occupants of motor vehicles; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

(ii) A list of the countermeasures that the State will implement, including; **Impaired Data Collection and Analysis**  
(A) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; or  
(B) For State-developed countermeasure strategies, justification supporting the countermeasure strategy, including data, data analysis, research, evaluation and/or substantive anecdotal evidence, that supports the effectiveness of the proposed countermeasure strategy; Last year 58% 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. (iii) Identification of the performance target(s) the countermeasure strategy will address, C-1 Fatalities, C-5 Impaired Related Fatalities along with an explanation of the link between the effectiveness of the countermeasure strategy and the performance target; 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. (iv) A description of any Federal funds that the State plans to use to carry out the countermeasure strategy including, at a minimum, the funding source(s) ( e.g., Section 402, Section 405(b), etc.) BIL 405d Impaired Driving Countermeasures Grants, FAST Act 405c traffic records and BIL 164 and an estimated allocation of funds; \$2,250,000.00. (v) A description of considerations the State will use to determine what projects to fund to implement the countermeasure strategy, including, as applicable, public engagement, traffic safety data, affected communities, impacted locations, solicitation of proposals; and traffic safety data (vi) A description of the manner in which the countermeasure strategy was informed by the uniform guidelines issued in accordance with 23 U.S.C. 402(a)(2) and, if applicable, NHTSA-facilitated programmatic assessments. 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. **Impacted projects 24-03-02, 24-03-09.**



### **MN\_CIT\_01 DWI Dashboard [405D/405C] AKA 24-03-02**

Performance Measure: The performance measure for this project is the accurate.

Mapping of DWI arrests measured by the percent of DWI arrests mapped both by geocoding and manual review. The current baseline is 90% for geocoding and 95% with manual review. The percentage of DWI arrests successfully mapped will be tracked for 6 months and then compared to the baseline. *Core System: Citation / Adjudication*  
*Performance Area: accuracy*

ii) A list of the countermeasures that the State will implement, including; **Alcohol and drug impaired driving enforcement** For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; Chapter 1; 2 Deterrence 2 high visibility enforcement 5 integrated enforcement **Impacted Projects: 24-03-03, 24-03-10, 24-04-01, 24-04-08** and a description of the linkage between the problem identification and the countermeasure strategy; 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.

Alcohol consumption by drivers 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.

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. eCharging remains voluntary, however 99.9 % of DWI submissions are completed through the system.

### **MN\_CIT\_02 eCharging [164/405C] AKA 24-03-10**

Performance Measure: Current system access and installation management takes approximately 65 minutes. The current process is completed within two systems and requires two accounts with multiple BCA work sections to complete the setup. It is anticipated that the new system will reduce the overall process to 6 minutes or 92%.

**Reports:** The current system requires development and database resources to create custom reports. The new system will allow the lab staff to generate reports without other staff members, reducing staff time by approximately 50%.

DMT operator management automates the manual process of updating DMT operator data which is anticipated to reduce the overall process by 50%. *Core System: Citation / Adjudication* *Performance Area : Timeliness*

### **MN\_CR\_05 Data Project Assessment [FAST Act / BIL 402/405C] AKA 24-05-06**

Performance Measure: Completeness, Integration

*Core System: Crash*

*Performance Area: Accuracy, Completeness, Integration, Timeliness, Uniformity Accessibility*

### **MN\_CR\_01 Crash Records Enhancements [405C/FAST Act / BIL 402/State] AKA 24-05-07**

Performance Measure: The performance measure for this project is crash system integration (C-I-1), measured by extending MNCrash data sharing to a map based data analytics platform that will contain other traffic records data sets, thereby allowing for analysis of a variety of data sets that will be integrated spatially. With a baseline of zero, in addition to MNCrash data, a minimum of 36 MN Department of Transportation data sets, one MN Department of Health data set, and one MN Geospatial Information Office data set will initially be integrated into this platform. An additional performance measure is uniformity (C-U-1), measured through the implementation of MMUCC recommended fields and/or values, which will bring MNCrash closer to a uniform national standard of crash data collection. With a baseline of zero, the goal is to implement a minimum of 50% of the MMUCC 6 recommendations that currently do not align in MNCrash.

*Core System: Crash* *Performance Area: Accuracy, Completeness, Integration, Timeliness, Uniformity Accessibility*

## **MN\_CR\_02 Traffic Incident Management System [BIL 402/State] AKA 24-05-08**

**Project Description:** This project will identify the various sources, types, and hosts of traffic incident data that can be utilized to improve incident response, traffic management, and clearance rates (accuracy and timeliness).

By utilizing and improving the data captured by the MNCrash system, and identifying other potential sources of relevant data, 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 and other data sources where appropriate.

Currently, efforts are being made to continue to engage and educate agencies on TIM principles, while focusing on the TIM data currently in use, along with finding other means to collect and utilize TIM data. The official kick-off meeting took place in June, 2022, and the project is underway.

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.

## **MN\_CR\_04 MMUCC [405C] AKA 24-05-09**

**Performance Measure:** The performance measure for this project is crash uniformity (C-U-1), measured by the implementation of modifications and enhancements to the MNCrash application, and based on recommendations made by CDUG and OTS staff, as it relates to MMUCC 6th edition (scheduled to be published in early 2024). With a baseline of zero, the goal is to implement a minimum of 50% of the MMUCC 6 recommendations (that have been updated from MMUCC 5) that do not currently align with MNCrash.

**Core System:** *Crash Performance Area Uniformity*

A list of the countermeasures that the State will implement, including; **Strategy: Data Collection and Analysis (iii)** Identification of the performance target(s) the countermeasure strategy will address, along with an explanation of the link between the effectiveness of the countermeasure strategy and the performance target; **C-1 Number of Traffic Fatalities (iv)** A description of any Federal funds that the State plans to use to carry out the countermeasure strategy including, at a minimum, the funding source(s) ( e.g., Section 402, Section 405(b), etc.) FAST Act 402, FAST Act 405c and an estimated allocation of funds; \$2,730,000.00 (v) A description of considerations the State will use to determine what projects to fund to implement the countermeasure strategy, including, as applicable, public engagement, traffic safety data, affected communities, impacted locations, solicitation of proposals; and solicitation of proposal (vi) A description of the manner in which the countermeasure strategy was informed by the uniform guidelines issued in accordance with 23 U.S.C. 402(a)(2) and, if applicable, NHTSA-facilitated programmatic assessments. Reduce accidents resulting from unsafe driving behavior (data driven programs) **Impacted Projects 24-05-03, 24-05-06, 24-05-07, 24-05-08, 24-05-09, 24-06-11** ;and a description of the linkage between the problem identification and the countermeasure strategy; 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 2022, 93.3% of drivers and passengers buckled up according to the observational survey. Yet, 30% of motor vehicle occupant 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.

#### **MN\_CR\_05 Data Evaluation [405C] AKA 24-05-06**

##### **Performance Measure:**

The performance measure for this project is integration. Data Project Assessment is working on the integration of all data and people. The current baseline for the data model is zero with a goal of writing business requirements of 3 data sets. This model will continue to grow additional data is received. The success of this goal will be measured by the ability to model current data.

# APPENDIX C

## 405d Impaired Driving Countermeasures Low

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—(i) The problem identified during the planning process described in paragraph (b)(1) of this section that the countermeasure strategy addresses Impaired driving remains a serious threat on Minnesota roadways, accounting for one fifth 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 2022, there were 25,872 motorists arrested for DWI, compared with 24,324 in 2021, a 6% increase.

Minnesota, like 49 other states, has a 0.08 BAC limit for drivers. Motorists can be arrested with a BAC under 0.08 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 0.08, 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**

The term "alcohol related" is used when any amount of alcohol was involved. In 2022, 32% of fatalities involved some amount of alcohol. The term "alcohol impaired" is used when the amount of alcohol involved is greater than the 0.08 legal limit. Fatalities involving alcohol impairment still concern the State. In 2022, there were 73 alcohol impaired (drunk driving) fatalities. Whether alcohol related or alcohol impaired, these fatalities and serious injuries are preventable. We must not become complacent in our mission to drive deaths toward zero.

The most significant age group of concern remains the 20-34 year-olds. Thirty percent of all alcohol impaired fatalities were in that age group, compared with 18% 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 2022, males accounted for 77% of killed drivers who tested positive for alcohol.

In 2022, the eight county Twin Cities metro area had 42.1% of the impaired driving arrests and the remaining 79 county non-metro area had 57.9%.

### **Summary**

Minnesota recorded a 7.9% decrease in alcohol related (drunk driving) fatalities from 2020-2022. Our enforcement efforts will continue to focus 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 roadway.

**Performance Measure** C-1 Fatalities, C-5 Impaired Related Fatalities

**Estimated three year funding** \$29,760,000.00 combination of 405c, 405d, 164a, FAST Act/BIL 402

### **Funding Considerations**

- Equity data
- Fatal and Serious Injury data
- Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8  
Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint system) by occupants of motor vehicles; (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

(ii) A list of the countermeasures that the State will implement, including; **DWI Courts**

(A) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; Chapter 1; 3 Deterrence 1 DWI Courts

**Impacted Projects: 24-03-01, 24-03-04, 24-03-06, 24-03-21** and a description of the linkage between the problem identification and the countermeasure strategy; Problem ID 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 Minnesota traffic deaths annually. One in seven Minnesota drivers has a DWI on record and about half of those will re-offend. Reducing recidivism is key to decreasing impaired-driving related traffic fatalities and injuries. 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 237 participants with 84 graduates, 11 of whom incurred an additional DWI arrest. This recidivism rate of 6.7% demonstrates the projects success if compared to the statewide recidivism rate of nearly 40%. 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. Last year, 21 participants obtained valid unrestricted driving privileges and 49 obtained driving privilege via ignition interlock devices.

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 compared with regular courts. OTS believes in adopting an approach rooted in rehabilitation and support because this approach can be more cost effective long term than repeat arrests and incarceration and it will bring us closer to our goal of reducing impaired related traffic deaths and injuries.

ii) A list of the countermeasures that the State will implement, including; **Ignition Interlock**

(A) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; Chapter 1; 4 Deterrence 2 Alcohol Interlocks

**Impacted Projects: 24-03-05** and a description of the linkage between the problem identification and the countermeasure strategy; 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. Furthermore, one in seven Minnesota drivers has a DWI on record and of those, about half will re-offend. Reducing recidivism is key to decreasing impaired-driving related traffic fatalities and injuries. Studies have shown ignition interlock to reduce recidivism 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 fiscal year ended with DVS monitoring 14,104 participants and field investigators having conducted 212 inspections of service centers around the state.

(i) A list of the countermeasures that the State will implement, including; **Alcohol and drug impaired driving enforcement** For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; Chapter 1; 2 Deterrence 2 high visibility enforcement 5 integrated enforcement **Impacted Projects: 24-03-03, 24-03-10, 24-04-01, 24-04-08** and a description of the linkage between the problem identification and the countermeasure strategy; 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.

Alcohol consumption by drivers 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.

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. eCharging remains voluntary, however 99.9 % of DWI submissions are completed through the system.

(ii) A list of the countermeasures that the State will implement, including; **Impaired Data Collection and Analysis**  
(A) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; or  
(B) For State-developed countermeasure strategies, justification supporting the countermeasure strategy, including data, data analysis, research, evaluation and/or substantive anecdotal evidence, that supports the effectiveness of the proposed countermeasure strategy; Last year 58% 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. (iii) Identification of the performance target(s) the countermeasure strategy will address, C-1 Fatalities, C-5 Impaired Related Fatalities along with an explanation of the link between the effectiveness of the countermeasure strategy and the performance target; 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. (iv) A description of any Federal funds that the State plans to use to carry out the countermeasure strategy including, at a minimum, the funding source(s) ( e.g., Section 402, Section 405(b), etc.) BIL 405d Impaired Driving Countermeasures Grants, FAST Act 405c traffic records and BIL 164 and an estimated allocation of funds; \$2,250,000.00. (v) A description of considerations the State will use to determine what projects to fund to implement the countermeasure strategy, including, as applicable, public engagement, traffic safety data, affected communities, impacted locations, solicitation of proposals; and traffic safety data (vi) A description of the manner in which the countermeasure strategy was informed by the uniform guidelines issued in accordance with 23 U.S.C. 402(a)(2) and, if applicable, NHTSA-facilitated programmatic assessments. 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. **Impacted projects 24-03-02, 24-03-09.**

(ii) A list of the countermeasures that the State will implement, including; **Responsible Beverage Service**  
(A) For countermeasures rated 3 or more stars in *Countermeasures That Work* citation to the countermeasure in the most recent edition of *Countermeasures* Chapter 1 5 Prevention 3 Responsible beverage service 2 stars Intensive, in-person responsible server training that includes establishment management support. 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. **Impacted projects 24-03-18** and a description of the linkage between the problem identification and the countermeasure strategy; 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. Alcohol consumption by drivers 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.

(ii) A list of the countermeasures that the State will implement, including; **Enforcement of Drug Impaired Driving/Law Enforcement Training (A)** For countermeasures rated 3 or more stars in *Countermeasures That Work* citation to the countermeasure in the most recent edition of *Countermeasures* 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 **Impacted projects 24-03-12** and a description of the linkage between the problem identification and the countermeasure strategy; 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 law enforcement 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 close to 20% of all traffic deaths annually. However, drug-impaired driving enforcement 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 and ARIDE training. These courses are peer-taught by trained troopers, local officers, tribal officers, and county deputies. By the end of FY22, there were 256 certified DREs representing 121 agencies.

*Project 24-03-22 Impaired Driving Program Staff allowed and necessary no countermeasure needed*

Projects and countermeasures used in the Impaired Driving program area were influenced by the Impaired driving assessment prepared by NHTSA. The documents will continue to be utilized as projects and countermeasure are developed.

**24-03-02 Dashboard**

Core System: Citation and Adjudication/ Performance Area: Completeness

Amount	Source	Use	Fain
\$310,000.00	FAST Act 405c	Traffic Records	69A3751930000405CMNO
\$ 40,000.00	BIL 405d	Impaired Driving Low	69A3752230000405DMNL

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

**Purpose:** This project seeks to improve the quality of location and address data on DWI arrest reports in order to improve analysis of the data along with other factors to aid in enforcement efforts, crash reduction efforts, and roadway design. 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.

FFY2024 Update: There was a delay in the Bureau of Criminal Apprehension (BCA) hiring a Business Analyst for the DWI Dashboard software re-write. it is anticipated that the analysis will be completed in FY23, and the re-write work will start in FY24. The software analysis and rewrite of the DWI Dashboard will use 405c funds.

Funds will cover operating expenses, salary, fringe, and reasonable in/out state travel for attendance and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota's goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Intended sub-recipient:** MN Department of Public Safety (DPS), BCA

**MN\_CIT\_01 DWI Dashboard [405D/405C] AKA 24-03-02**

**Performance Measure:** The performance measure for this project is the accurate.



Mapping of DWI arrests measured by the percent of DWI arrests mapped both by geocoding and manual review. The current baseline is 90% for geocoding and 95% with manual review. The percentage of DWI arrests successfully mapped will be tracked for 6 months and then compared to the baseline. *Core System: Citation / Adjudication*  
*Performance Area: Completeness*

**24-03-04 Liaison Judicial**  
 Program area/countermeasure strategy DWI courts

Amount	Source	Use	Fain
\$50,000.00	BIL 405d	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** This project will provide for a Judge to serve as a liaison between NHTSA, OTS, the district court judges, and other stakeholders to reduce instances of impaired driving and incidents of recidivism of impaired driving.

Funds will cover salary and fringe, operating expenses /software, reasonable in/out state travel, and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** Serving entire state focusing on impaired driving laws  
**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

**24-03-05 Ignition Interlock (Vendor Oversight)**  
 Program area/countermeasure strategy Ignition Interlock

Amount	Source	Use	Fain
\$350,000.00	BIL 405d	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** 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, travel to the over 217 service centers across the State and reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities. In addition, reasonable and necessary communication/phone charges, vehicle lease payments, office printing/copying, and postage related to the MN ignition interlock program will also be covered.

**Location:** throughout the State, with a focus on lower than state average equity score, local partnership, over represented in fatal and serious injury, and worst alcohol counties  
**Sub recipient:** DPS Driver and Vehicle Services

**24-03-06 Liaison Probation**

Amount	Source	Use	Fain
\$50,000.00	BIL 405d	Impaired Driving Low	69A3752230000405DMNL

**Purpose:** This project will provide for a probation officer to serve as a liaison between NHTSA, OTS, probation and correction officers, and other stakeholders to reduce instances of impaired driving and incidents of recidivism of impaired driving.

Funds will cover salary and fringe, operating expenses / software, reasonable in/out state travel and registration for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties  
**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

**24-03-09 BCA Lab Technicians**

Assessment recommendation, implementation in progress

Amount	Source	Use	Fain
\$400,000.00	BIL 405d	Impaired Driving Low	69A3752230000405DMNL

This project funds a lab technician at the BCA who performs vital drug and alcohol testing. Activities will include but are not limited to: drug screening and confirmatory tests of samples beyond the triage point and ongoing study of drug use by category.

Funds will cover salary, fringe, reasonable and necessary operating expenses, testing supplies related to the project, and reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety seminars/conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes, and worst alcohol counties

Intended

**Sub-recipient:** MN DPS BCA

**24-03-12 Drug Recognition Evaluators/ DRE support**

Amount	Source	Use	Fain
\$550,000.00	FAST Act 405d	Impaired Driving Low	69A3752230000405DMN

**Purpose:** This project provides funding for State Patrol personnel to coordinate Drug Recognition Evaluator, Standardized Field Sobriety Testing, and Advanced Roadside Impaired Driving Enforcement instructors and training sessions and to provide necessary 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.

Courses offered include:

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

Funds will cover reasonable and necessary operating expenses, equipment and room rental related to this project, salary, fringe, and reasonable in/out state travel for attendance, vending, and/or facilitation at traffic safety conferences that assist in reaching Minnesota’s goal for impaired related fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, counties over represented in fatal and serious injury crashes and worst alcohol counties

**Sub recipient:** Minnesota State Patrol

# APPENDIX D

## 405e Distracted Driving Grants

## Application 405e Distracted Driving

Question used in drivers written exam

True or False

Eating a sandwich while driving is considered distracted driving?

True!

**Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—

(i) The problem identified during the planning process described in paragraph (b)(1) of this section that the countermeasure strategy addresses and a description of the linkage between the problem identification and the countermeasure strategy; 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 show young men continue to be over represented in traffic fatalities. Campaigns need to focus on platforms that will reach this target demographic, without ignoring the younger teens, seniors, and other roadway users.

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

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

These include:

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

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 statewide/national campaigns targeting seatbelt use, motorcycle awareness, move over law awareness, impaired driving, distracted driving, speeding and pedestrian safety.

(ii) A list of the countermeasures that the State will implement, including; Communication and Outreach /Allowed under 23 CFR §1300.21(f)(1)(i) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; 1. Alcohol and Drug Impaired Driving, 5. Prevention, Intervention, Communication and Outreach; 2. Seatbelts and Child Restraints, 3. Communication and Outreach, Enforcement, 6. Communication and Outreach for Child Restraints; 3. Speed Management, 4. Communication and Outreach; 4. Distracted Driving. 2. Communications and Outreach; 5. Motorcycle Safety, 4. Communications and Outreach, 4.1 Conspicuity and Protective Clothing, 4.2 Motorist Awareness of Motorcyclists; 8. Pedestrian Safety; 9. Bicycle Safety. Allowed under 23 CFR §1300.21(f)(1)(i)

**Impacted Projects 24-08-01, 24-08-02**

**Performance Measure** C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-5 Number of Impaired Related Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

24-08-01	Full Service Media Contract		
Amount	Source	Use	Fain
\$2,330,000.00	BIL 405d	Impaired Driving Low	69A3752330000405DMNL
\$ 325,000.00	FAST Act 405e	Distracted	not available at the time of submission
\$ 120,000.00	FAST Act 405f	Motorcycle Programs	69A3752330000405FMN0
\$ 100,000.00	FAST Act 405h	Non Motorized	69A3752330000405HMN0
\$ 60,000.00	FAST Act 405h	Preventing Roadside Deaths	not available at the time of submission

Media activities include targeting advertising on promoting; motorist awareness of motorcycles and the move over law occupant protection, pedestrian safety preventing distraction, impaired and speed, and enhanced law enforcement campaigns such as "Click it or Ticket" and Labor Day and winter holiday "Drive Sober or get Pulled Over" campaigns. Paid media includes, but is not limited to, television/cable, radio, print, online, cinema, and out-of-home executions. The full-service media agency will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved. Funding is separated by activities: impairment 164 transfer funds, 405e distracted, 405h pedestrians, 405h preventing roadside deaths, 405f motorcycle safety awareness and training, and all other behaviors 402.

**Purpose** This project also includes developing creative messaging for impaired driving, seat belt, motorcycle, speed, distracted driving, and pedestrian creative concepts to place across mediums approved by DPS-OTS. The full-service media 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

On a limited basis, this project may include media relations services as requested by DPS-OTS to coordinate a comprehensive traffic safety public information and education campaign to support the enforcement initiatives.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes, specific media campaigns will focus on counties pertinent to over representation. (e.g. motorcyclist awareness campaign will be focused in counties with higher fatal and serious injuries involving motorcyclist and other vehicles)

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

Minnesota is currently working on MMUCC 6 compliance (

OTS:

DISTRACT (Person) Person.DistractedDrivingCde

Distractions that may have affected performance

- 1 = Not Distracted
- 2 = Manually Operating an Electronic Communication Device (texting, typing, dialing)
- 3 = Talking on Hands-Free Electronic Device
- 4 = Talking on Hand-Held Electronic Device
- 5 = Other Activity, Electronic Device
- 6 = Passenger
- 7 = Other Inside the Vehicle (eating, personal hygiene, etc.)
- 8 = Outside the Vehicle (includes unspecified external distractions)
- 99 = Unknown

MMUCC 6:

Attribute Values:

Select 1

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

# APPENDIX E

## 405f application Motorcyclist Safety Grants

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—

(i) The problem identified during the planning process described in paragraph

In 2022, 293 motorcycle riders were seriously injured and 80 were killed in 1,035 reported traffic crashes.

**Performance Measure** Performance Measure C-1 Number of Traffic Fatalities, C-7 Motorcyclist Fatalities, C-8 Unhelmeted Motorcyclist Fatalities

**Estimated Three-Year Funding** \$470,000. FAST Act/BIL 402 and State transportation safety funds are used to support the motorcycle safety program.

#### **Funding Considerations**

Equity data

Fatal and Serious Injury data

Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 13

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint system) by occupants of motor vehicles; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

(and a description of the linkage between the problem identification and the countermeasure strategy; Program management is an essential component to improve traffic safety in the state of Minnesota. This position works with partner agencies including but not limited to law enforcement agencies, technical colleges, motorcycle dealerships, private business, advocacy groups, and other OTS staff to coordinate traffic safety and rider education grants, impairment enforcement, and awareness efforts to reduce fatalities and injuries among motorcycle riders as indicated by crash and injury data. (ii) A list of the countermeasures that the State will implement, including; For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; or N/A

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—

(i) The problem identified during the planning process described in paragraph (b)(1) of this section that the countermeasure strategy addresses and a description of the linkage between the problem identification and the countermeasure strategy; 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 show young men continue to be over represented in traffic fatalities. Campaigns need to focus on platforms that will reach this target demographic, without ignoring the younger teens, seniors and other roadway users.

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

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

Cinema advertising

Digital billboards

Gas station Media - TV, fill boards, pump-toppers, concrete floor graphics

Indoor displays in restaurants and restrooms

Light rail train wraps, bus tails, bus kings, truck side wraps

Out-of-home advertising (OOH)

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



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 statewide/national campaigns targeting seatbelt use, motorcycle awareness, move over law awareness, impaired driving, distracted driving, speeding and pedestrian safety.

(ii) A list of the countermeasures that the State will implement, including; Communication and Outreach /Allowed under 23 CFR §1300.21(f)(1)(i) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; 1. Alcohol and Drug Impaired Driving, 5. Prevention, Intervention, Communication and Outreach; 2. Seatbelts and Child Restraints, 3. Communication and Outreach, Enforcement, 6. Communication and Outreach for Child Restraints; 3. Speed Management, 4. Communication and Outreach; 4. Distracted Driving. 2. Communications and Outreach; 5. Motorcycle Safety, 4. Communications and Outreach, 4.1 Conspicuity and Protective Clothing, 4.2 Motorist Awareness of Motorcyclists; 8. Pedestrian Safety; 9. Bicycle Safety. Allowed under 23 CFR §1300.21(f)(1)(i)

**Impacted Projects 24-08-01, 24-08-02**

**Performance Measure** C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-5 Number of Impaired Related Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities

**Estimated Three-Year Funding** \$34,100,000.00 combination of 405d, 405e, 405h, 405f, FAST Act Act/BIL 402

**Funding Considerations**

- Equity data
- Fatal and Serious Injury data
- Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guidelines 3, 7, 11, 14, 15 19 and 20.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance; (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles; (v) to reduce injuries and deaths resulting from accidents involving school buses; (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); and education.

Motorcycle Crash and Injury Counts						
Year	Fatal Crashes		Injury Crashes		PDO Crashes	
	Crashes	Motor-cyclist	Crashes	Motor-cyclist	Crashes	Motor-cyclists
		Deaths		Injuries		Involved
2020	64	64	831	926	105	122
2021	68	69	891	998	149	182
2022	78	80	812	883	145	171
<b>Total</b>	<b>210</b>	<b>213</b>	<b>2,534</b>	<b>2,807</b>	<b>399</b>	<b>475</b>

**2022 Motorcycle Registration Data by Minnesota County**

<b>County</b>	<b>Training Will Be Conducted in FY24</b>	<b>Training Will Not Be Conducted in FY24</b>	<b>County</b>	<b>Training Will Be Conducted in FY24</b>	<b>Training Will Not Be Conducted in FY24</b>
Aitkin		889	Marshall		648
Anoka	21,420		Martin		1,422
Becker	2,404		Meeker		2,080
Beltrami	1,907		Mille Lacs		1,986
Benton		2,337	Morrison		2,173
Big Stone		339	Mower		2,800
Blue Earth	3,700		Murray		638
Brown		2,051	Nicollet	2,005	
Carlton		2,246	Nobles		1,182
Carver		4,622	Norman		384
Cass		2,142	Olmsted	6,475	
Chippewa		819	Otter Tail		3,905
Chisago		4,500	Pennington	867	
Clay	2,821		Pine	1,990	
Clearwater		522	Pipestone		653
Cook		412	Polk		1,843
Cottonwood		769	Pope		718
Crow Wing	4,144		Ramsey	15,764	
Dakota	17,524		Red Lake		341
Dodge		1,373	Redwood		954
Douglas	2,730		Renville		1,115
Faribault		1,122	Rice		3,818
Fillmore		1,507	Rock		618
Freeborn	2,657		Roseau		921
Goodhue		3,158	St. Louis	11,121	
Grant		454	Scott		8,451
Hennepin	38,392		Sherburne		6,582
Houston		1,310	Sibley		1,205
Hubbard		1,357	Stearns	8,424	
Isanti		3,441	Steele		2,433
Itasca		2,808	Stevens		445
Jackson		669	Swift		613
Kanabec		1,289	Todd		1,743
Kandiyohi	2,819		Traverse		207
Kittson		255	Wabasha		1,313
Koochiching		666	Wadena		804
Lac Qui Parle		428	Waseca		1,290
Lake		814	Washington		12,490
Lake Of The Woods		228	Watonwan		731
Le Sueur		2,154	Wilkin		492
Lincoln		467	Winona	2,685	
Lyon	1,465		Wright		8,777
McLeod	2,749		Yellow Medicine		823
Mahnomen		137			

**Multi-Vehicle Motorcycle Crashes by Minnesota County, 2022**  
**Ranked by All Crashes (Fatal and Serious Injury Crashes Used as Tie Breaker)**

Rank	County	Fatal Crash	Serious Injury Crash	Other Injury Crash	PDO Crash	Fatal and Serious Injury Crashes	All Crashes	Rank	County	Fatal Crash	Serious Injury Crash	Other Injury Crash	PDO Crash	Fatal and Serious Injury Crashes	All Crashes
1	Hennepin	3	33	60	25	36	121	40	Rock	0	1	0	0	1	1
2	Ramsey	2	12	29	11	14	54	40	Watonwan	0	1	0	0	1	1
3	Anoka	3	9	21	10	12	43	40	Winona	1	0	0	0	1	1
4	Dakota	1	8	18	6	9	33	40	Brown	0	0	0	1	0	1
5	Washington	0	3	18	6	3	27	40	Cook	0	0	1	0	0	1
6	Stearns	1	7	10	2	8	20	40	Dodge	0	0	0	1	0	1
7	Olmsted	3	5	6	4	8	18	40	Fillmore	0	0	0	1	0	1
8	Scott	1	5	7	1	6	14	40	Grant	0	0	1	0	0	1
9	St. Louis	2	1	9	1	3	13	40	Lincoln	0	0	0	1	0	1
10	Sherburne	0	3	6	1	3	10	40	Meeker	0	0	1	0	0	1
10	Blue Earth	0	2	6	2	2	10	40	Renville	0	0	1	0	0	1
12	Wright	1	1	6	1	2	9	40	Roseau	0	0	1	0	0	1
13	Chisago	0	2	3	3	2	8	40	Wabasha	0	0	1	0	0	1
14	Rice	0	4	1	1	4	6	58	Aitkin	0	0	0	0	0	0
14	Carver	1	2	2	1	3	6	58	Big Stone	0	0	0	0	0	0
16	Goodhue	0	2	2	1	2	5	58	Chippewa	0	0	0	0	0	0
17	Beltrami	0	2	2	0	2	4	58	Clearwater	0	0	0	0	0	0
17	Kanabec	1	1	2	0	2	4	58	Cottonwood	0	0	0	0	0	0
17	Crow Wing	1	0	2	1	1	4	58	Faribault	0	0	0	0	0	0
17	Nicollet	0	1	2	1	1	4	58	Itasca	0	0	0	0	0	0
17	Pine	1	2	0	1	3	4	58	Kittson	0	0	0	0	0	0
22	Cass	0	2	0	1	2	3	58	Koochiching	0	0	0	0	0	0
22	Kandiyohi	0	2	1	0	2	3	58	Lac Qui Parle	0	0	0	0	0	0
22	Douglas	0	1	0	2	1	3	58	Lake of Woods	0	0	0	0	0	0
22	Lake	0	1	2	0	1	3	58	Mahnomen	0	0	0	0	0	0
22	McLeod	0	1	1	1	1	3	58	Marshall	0	0	0	0	0	0
22	Pope	0	1	2	0	1	3	58	Martin	0	0	0	0	0	0
22	Benton	0	0	2	1	0	3	58	Morrison	0	0	0	0	0	0
22	Mower	0	0	2	1	0	3	58	Murray	0	0	0	0	0	0
30	Carlton	2	0	0	0	2	2	58	Nobles	0	0	0	0	0	0
30	Becker	0	1	1	0	1	2	58	Norman	0	0	0	0	0	0
30	Freeborn	1	0	0	1	1	2	58	Pennington	0	0	0	0	0	0
30	Isanti	0	1	0	1	1	2	58	Pipestone	0	0	0	0	0	0
30	Lyon	0	1	1	0	1	2	58	Red Lake	0	0	0	0	0	0
30	Polk	0	1	1	0	1	2	58	Sibley	0	0	0	0	0	0
30	Todd	1	0	1	0	1	2	58	Steele	0	0	0	0	0	0
30	Clay	0	0	2	0	0	2	58	Stevens	0	0	0	0	0	0
30	Houston	0	0	2	0	0	2	58	Swift	0	0	0	0	0	0
30	Otter Tail	0	0	1	1	0	2	58	Traverse	0	0	0	0	0	0
40	Hubbard	0	1	0	0	1	1	58	Wadena	0	0	0	0	0	0
40	Jackson	0	1	0	0	1	1	58	Waseca	0	0	0	0	0	0
40	Le Sueur	0	1	0	0	1	1	58	Wilkin	0	0	0	0	0	0
40	Mille Lacs	0	1	0	0	1	1	58	Yellow Medicine	0	0	0	0	0	0
40	Redwood	0	1	0	0	1	1		<b>Statewide</b>	<b>26</b>	<b>124</b>	<b>237</b>	<b>92</b>	<b>150</b>	<b>479</b>

# APPENDIX F

405g Non Motorized

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
Office of Grants Management and Operations

**FY 2024 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)**

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND  
PERCENT OF TOTAL, BY STATE  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	934	115	12.31%	Ineligible
Alaska	64	18	28.13%	Eligible
Arizona	1,053	276	26.21%	Eligible
Arkansas	651	100	15.36%	Eligible
California	3,980	1,206	30.30%	Eligible
Colorado	622	109	17.52%	Eligible
Connecticut	299	69	23.08%	Eligible
Delaware	116	28	24.14%	Eligible
Dist of Columbia	36	11	30.56%	Eligible
Florida	3,329	908	27.28%	Eligible
Georgia	1,658	338	20.39%	Eligible
Hawaii	85	25	29.41%	Eligible
Idaho	214	18	8.41%	Ineligible
Illinois	1,193	219	18.36%	Eligible
Indiana	897	119	13.27%	Ineligible
Iowa	343	44	12.83%	Ineligible
Kansas	426	54	12.68%	Ineligible
Kentucky	780	115	14.74%	Ineligible
Louisiana	828	191	23.07%	Eligible
Maine	164	12	7.32%	Ineligible
Maryland	573	155	27.05%	Eligible
Massachusetts	343	66	19.24%	Eligible
Michigan	1,086	225	20.72%	Eligible
Minnesota	394	63	15.99%	Eligible
Mississippi	748	118	15.78%	Eligible
Missouri	987	151	15.30%	Eligible
Montana	213	20	9.39%	Ineligible
Nebraska	233	23	9.87%	Ineligible
Nevada	333	97	29.13%	Eligible
New Hampshire	104	18	17.31%	Eligible
New Jersey	586	197	33.62%	Eligible
New Mexico	398	96	24.12%	Eligible
New York	1,045	300	28.71%	Eligible
North Carolina	1,538	275	17.88%	Eligible

# APPENDIX G

## 405h Preventing Roadside Deaths

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—

(i) The problem identified during the planning process described in paragraph Minnesota identified a problem with the number of first responders injured as a result of crashes that involved authorized vehicles working on the shoulder of the roadway. Current value 23 first responders were injured (2018-2022) Minnesota believes the crash data does not show a complete picture of the problem (shoulder, authorized vehicles, injuries data sets used). The development of better defined data criteria is currently being worked on. Currently accidental pedestrians are not included in this data set.

**Performance Measure** Performance Measure C-2 Serious Injuries

**New PM:** roadway shoulder injuries 5 year average 5 persons. Target: (2022-2026) 4 persons.

(this goal is based on 2% reduction per year, which is justified with other targets Minnesota utilizes and the ultimate goal of zero deaths in the NRSS).

**Estimated Three-Year Funding** \$300,000.00 405h preventing roadside deaths

**Funding Considerations**

- Equity data
- Fatal and Serious Injury data
- Local Partnerships

Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 13

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); (B)(i) driver education.

(and a description of the linkage between the problem identification and the countermeasure strategy; Serious injuries affect live afterwards, Media is a valuable tool and is an essential component to improve traffic safety in the state of Minnesota. (ii) A list of the countermeasures that the State will implement, including; For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; or N/A

**(4) Countermeasure strategy for programming funds.** For each program area identified by the State during the planning process conducted under paragraph (b)(1) of this section, a description of the countermeasure strategies that will guide the State's program implementation and annual project selection in order to achieve specific performance targets described in paragraph (b)(3) of this section, including, at a minimum—

(i) The problem identified during the planning process described in paragraph (b)(1) of this section that the countermeasure strategy addresses and a description of the linkage between the problem identification and the countermeasure strategy; 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 show young men continue to be over represented in traffic fatalities. Campaigns need to focus on platforms that will reach this target demographic, without ignoring the younger teens, seniors and other roadway users.

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

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

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

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 statewide/national campaigns targeting seatbelt use, motorcycle awareness, move over law awareness, impaired driving, distracted driving, speeding and pedestrian safety.

(ii) A list of the countermeasures that the State will implement, including; Communication and Outreach /Allowed under 23 CFR §1300.21(f)(1)(i) For countermeasures rated 3 or more stars in *Countermeasures That Work*, citation to the countermeasure in the most recent edition of *Countermeasures That Work*; 1. Alcohol and Drug Impaired Driving, 5. Prevention, Intervention, Communication and Outreach; 2. Seatbelts and Child Restraints, 3. Communication and Outreach, Enforcement, 6. Communication and Outreach for Child Restraints; 3. Speed Management, 4. Communication and Outreach; 4. Distracted Driving. 2. Communications and Outreach; 5. Motorcycle Safety, 4. Communications and Outreach, 4.1 Conspicuity and Protective Clothing, 4.2 Motorist Awareness of Motorcyclists; 8. Pedestrian Safety; 9. Bicycle Safety. Allowed under 23 CFR §1300.21(f)(1)(i)

**Impacted Projects 24-08-01, 24-08-02**

24-08-01 Amount	Full Service Media Contract Source	Use	Fain
\$2,120,000.00	BIL 405d	FDL*PM	Impaired Driving Low 69A3752330000405DMNL
\$ 210,000.00	BIL 405d	M60T	Impaired Driving Low 69A3752330000405DMNL
\$ 325,000.00	FAST Act 405e	B8APE	Distracted not available at the time of submission
\$ 90,000.00	FAST Act 405f	M9MA	Motorcycle Programs 69A3752330000405FMN0
\$ 30,000.00	FAST Act 405f	FF*PM	Motorcycle Programs 69A3752330000405FMN0
\$ 100,000.00	FAST Act 405h	FHPE	Non Motorized 69A3752330000405HMN0
\$ 60,000.00	FAST Act 405h	M12BPE preventing roadside deaths	not available at the time of submission

Media activities include targeting advertising on preventing distraction, occupant protection, speed, pedestrian, motorist awareness of motorcycles, and enhanced law enforcement campaigns such as “Click it or Ticket” and Labor Day and winter holiday “Drive Sober or get Pulled Over” campaigns. Paid media includes, but is not limited to, television/cable, radio, print, online, cinema, and out-of-home executions. The full-service media agency will be responsible for all aspects of negotiating and placing paid media buys with media outlets that are pre-approved. Funding is separated by activities: impairment 164 transfer funds, 405e distracted, 405h pedestrians, 405h preventing roadside deaths, motorcycle safety awareness and training 405f, and all other behaviors 402.

**Purpose:** This project includes developing creative messaging for impaired driving, seat belt, motorcycle, speed, preventing roadside death, distracted driving, and pedestrian creative concepts to place across mediums approved by DPS-OTS.

The full-service media 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

On a limited basis, this project may include media relations services as requested by DPS-OTS to coordinate a comprehensive traffic safety public information and education campaign to support the enforcement initiatives Planned activity adjusted based on community feedback

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes, specific media campaigns will focus on counties pertinent to over representation. (e.g. motorcyclist awareness campaign will be focused in counties with higher fatal and serious injuries involving motorcyclist and other vehicles)

**Sub recipient:** TBD (currently out for application, will update, for approval upon grant awards)

**Project Agreement number:** TBD (currently out for application, will update, for approval upon grant awards)



# APPENDIX H

## 405i Driver and Officer Safety Education Grants

(ii) A list of the countermeasures that the State will implement, including; **Supporting Enforcement/Professional Development** (B) For State-developed countermeasure strategies, justification supporting the countermeasure strategy, including data, data analysis, research, evaluation and/or substantive anecdotal evidence, that supports the effectiveness of the proposed countermeasure strategy; Encouraging law enforcement agencies to perform top notch enforcement and cultivate a positive traffic safety culture within their communities can greatly improve safety on Minnesota roadways by mitigating dangerous driving behaviors and preventing crashes from occurring.

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 trainings and schedules, manage budgets, and perform all of the essential behind-the-scenes tasks that are necessary for effective and efficient law enforcement. (iii) Identification of the performance target(s) the countermeasure strategy will address, C-1 Number of Traffic Fatalities, C-4 Unrestrained Passenger Motor Vehicle Occupant Fatalities, C-6 Speed Related Fatalities, C-10 Number of Pedestrian Fatalities along with an explanation of the link between the effectiveness of the countermeasure strategy and the performance target; 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 has chosen to use this countermeasure because it supports and motivates enforcement officers, enabling them 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. (iv) A description of any Federal funds that the State plans to use to carry out the countermeasure strategy including, at a minimum, the funding source(s) ( e.g., Section 402, Section 405(b), etc.) FAST Act 402 and an estimated allocation of funds; \$1,752,000.00. (v) A description of considerations the State will use to determine what projects to fund to implement the countermeasure strategy, including, as applicable, public engagement, traffic safety data, affected communities, impacted locations, solicitation of proposals; and solicitation of proposal (vi) A description of the manner in which the countermeasure strategy was informed by the uniform guidelines issued in accordance with 23 U.S.C. 402(a)(2) and, if applicable, NHTSA-facilitated programmatic assessments. improve law enforcement services **Impacted Projects: 24-04-03, 24-04-05, 24-04-07, 24-04-09, 24-06-10, 24-06-09**

24-06-09	Law Enforcement and Community Education		
Amount	Source	Use	Fain
\$300,000.00	BIL 405i	Driver and Safety Grants	not available at the time of submission

**Purpose:** This project will develop curriculum that has been vetted and developed with law enforcement personal and community members in mind. work closely with DPS-OTS staff, law enforcement, and other traffic safety stakeholders. The primary tasks will include, but not limited to:

- Create educational materials focused on the federal NRSS initiative and its five core objectives AND objective of improving law enforcement relationships with diverse communities
- Develop program and provide initial training to public including respectful traffic stops with focus on diversity, equity and inclusion
- Develop program and provide initial training to law enforcement including respectful traffic stops with focus on diversity, equity and inclusion
- Develop plan to engage key stakeholders
- Develop program and conduct initial “Train-the-Trainers” training to selected trainers

This will be accomplished through building relationships, trust and understanding how communities need to receive the message and how the message needs to be communicated. Likewise building relationships and building trust with the law enforcement agencies and personnel to select the right trainers, the right message and the right format.

After the curriculum is developed it will be shared with DVS and requested that it is incorporated in formal drivers training.

Funds will cover salary, fringe, reasonable and necessary participate stipends, operating expenses /software related to traffic safety projects. Reasonable in/out state travel for attendance, vending and/or facilitation at traffic safety seminars/ conferences that assist in reaching Minnesota's goal for traffic fatalities.

**Location:** throughout the State, with a focus on lower than state average equity scores, local partnership, and counties over represented in fatal and serious injury crashes.

**Sub recipient:** TBD (currently out for application, will update for approval upon grant awards)

Current courses that are implemented in Minnesota are below, the program above will be developing training for police and community the goal is to provide the curriculum for POST credit and as a requirement for any agency receiving grant funds.

- 10464-0202 Patrol—Traffic Stops and Racial Profiling module 1
- 10464-0203 Patrol—Traffic Stops and Racial Profiling module 2
- 10464-0204 Patrol—Traffic Stops and Racial Profiling module 3
- 10464-00291 Patrol—Traffic Stops and Racial Profiling module 1
- 10464-00290 Patrol—Traffic Stops and Racial Profiling module 3