



## Advisory Council on Traffic Safety

### Final Minutes

Wednesday, December 11, 2024

1:00 – 4:00pm

Humphrey School of Public Affairs, University of Minnesota  
301 S 19th Ave, Minneapolis, MN 55455  
Josie Johnson Community Room (Room 180)

#### **Attendees**

Appendix A lists all Council members, staff, and invited guests who were present at the meeting.

#### **Call to Order**

Chair Hanson called the meeting to order at 1:04 p.m.

#### **Welcome and Introductions**

##### **Chairs' Welcome and Introductions**

Chair Hanson welcomed members. All members and staff introduced themselves and the organization they were representing on the Council.

#### **Approve Today's Agenda**

Wojcik made a motion to approve the agenda. Leuer seconded the motion. Motion carried.

#### **Approve Minutes from October 9, 2024 Meeting**

Wojcik made a motion to approve the October 2024 minutes without change. Ferguson seconded the motion. Motion carried.

The final meeting minutes are available on the [October meeting webpage](#).

#### **Membership Updates**

Gina Calistro is a new member of ACTS representing victims advocacy organizations. Gina introduced herself and thanked the Council for the opportunity.

#### **Member Profile**

Mike Moilanen is the Director of Planning and Project Management at the Mille Lacs Band of Ojibwe. In this role, he leads all road construction, non-casino construction and community water and sewer installation at the Mille Lacs Band of Ojibwe. They have had over 200 new homes built and over 150

home renovations and manages over 500 houses. They recently completed a health and human services building including a medical and dental clinic, a community center, two head start facilities, and two pow wow grounds. He also sits on the [Advocacy Council for Tribal Transportation](#) and the [Tribal Transportation Program Coordinating Committee \(TTPCC\)](#).

### **Policy and Legislative Affairs Subcommittee**

Paul Aasen, chair of the ACTS Policy and Legislative Affairs Subcommittee (new name), provided an update from the subcommittee. Aasen mentioned that the impacts of the November 2024 election are still uncertain. Currently the House is split evenly, the Senate has a democratic majority, there are many new legislators, and there is uncertainty regarding funding. From a national perspective, there are a few potential outcomes including non-reauthorization of the transportation act or executive impoundment of existing budgetary funds. We will continue to keep an eye on this.

Aasen shared the revised position statements (see Appendix B). The subcommittee felt that the original position statements reflected items in the SHSP and past TZD 2.0 discussions. The SHSP and TZD 2.0 report were thoroughly vetted and include important areas such as the safe system approach and vulnerable roadway users. The committee decided to endorse and support the SHSP as the framework for traffic safety efforts.

Aasen shared a fact sheet from House file 287 that allocated about \$20 million, similar to what ACTS is proposing. The subcommittee recommends the second statement on the ACTS position statement support ongoing funding to continue traffic safety efforts initiated by the 2023 omnibus transportation bill including \$20 million for ACTS and funding to support staffing for the MNTrauma data management analysis.

Rep. Elkins mentioned that the co-chairs of the transportation committee will be Rep. Erin Koegel and Rep. Jon Koznick.

ACTS funding comes from a wide range of funding sources including one-time general fund money and trunk highway fund money. It will be difficult to get additional general fund money next year.

Chair Hanson discussed the current ACTS funding status. We do not have the authority to enter into grants, which limits our ability to get the funding out. ACTS approved approximately \$1.4 million during their project solicitation, but the lack of grant authority means we cannot currently distribute some of those funds. The Minnesota Department of Safety's Fiscal and Administrative Services office and the DPS legislative liaisons are working on proposed legislative language changes to go to the committees. The language would allow ACTS grant making authority and extend the \$4 million appropriation into the next biennium so the funds can be distributed to non-State agencies to support their efforts to eliminate fatal and serious injury crashes.

Moving forward, the Council agreed that a portion of ACTS funding should be used to support local communities across the state for outreach and events, include Safe Road coalitions.

Brian Harmon is assembling data for the ACTS Annual Report. It will be formatted similar to the quarterly fatality report. The annual report is due January 15, 2025 and it will take crash fact data and identify the highest priority problems, and also identify resources and authority for funding.

### **2025-2029 Strategic Highway Safety Plan (SHSP) Update and Discussion**

Vice Chair Sorenson provided a brief overview of the State Highway Safety Plan (SHSP) to the members. The federal government requires the Minnesota Department of Transportation to develop the SHSP

every five years, but the formation of ACTS now provides us with a tremendous opportunity to leverage the expertise of this Council in developing programs and policies for improving traffic safety in Minnesota.

Leuer reviewed the process and schedule for the SHSP. They will have the draft SHSP completed in March 2025 and then there is a 30-day comment period. After the comment period, they will review comments and create a final document.

Whitney Mason, one of the team members working on the SHSP, noted that the team hosted a SHSP 101 meeting last Friday as an opportunity for ACTS members to become more familiar with what the SHSP is and what's included in the plan. A recording of this meeting is located on the [ACTS December meeting page](#).

Members were asked to share 1-3 tactics, in the area of traffic safety that they work or represent, that Minnesota should be prioritizing for eliminating life-changing crashes over the next five years. The following summarizes each member's priorities:

**Jim Kosluchar (City Engineers Association of Minnesota Representative):** 1) Continue to enforce existing roadway regulations. 2) Safety for all roadway users.

**Andrew Witter (MN County Engineers Association Representative):** 1) Counties vary but rural roadway safety is a priority. 2) Partner with private automobile companies regarding technology in vehicles.

**Paul Aasen (MN Safety Council):** 1) Rural road safety especially regarding excess speed and run off the road. 2) Seatbelts.

**Reed Leidle (Contractor Representative):** 1) Construction work zones, especially safety of workers and their mental health. Also, need to influence driver behavior in work zones along with the need for accurate work zone speed data, speed safety cameras, and connected work zones (pushing accurate and real time notifications and alerts to navigation systems). 2) Education - utilize proven methods on projects once they are let.

**Rep. Steve Elkins:** Implementation of legislation passed last session 1) Bike safety legislation. 2) Speed cameras. 3) Addressing aging population. 4) Older drivers who potentially need their license taken away.

**Kyle Shelton (Center for Transportation Studies/University of MN):** 1) Speed. 2) Connected and autonomous vehicles, including how we communicate with the federal government and other states to enable and coordinate and put pressure on OEMs and others to encourage technologies in new safety standards.

**Pete Hosmer (Minnesota Driver and Traffic Safety Education Association Representative):** Drivers Education 1) Extended and continued education for all. 2) Recent legislation regarding online driver's education. How can we use this to get all drivers to complete online driver's education?

**Gina Calistro (Victim Advocacy Organization Representative):** 1) Ignition Interlock for repeat offenders. 2) Impaired driving.

**Chief Jeff Tate (MN Chiefs of Police Representative):** 1) Seatbelts. 2) Distracted. 3) Drunk and drugged driving.

**Dylan Ferguson (EMS Representative):** 1) Safety of ALL responders (TIM) – law enforcement, EMS, etc. 2) Keep looking for more accessible training for first responders statewide. 3) Providing resources to keep local ambulances on the road so they can continue to deliver care so they can focus on post-crash care.

**Cheryl Quinn (Vulnerable Roadway User Representative):** 1) Separate vulnerable roadway users from auto traffic. 2) More attractive bike facilities, separated from vehicles. This is also a public health issue/opportunity.

**Heidi Schallberg (Metropolitan Planning Organizations Representative)** 1) Prioritize safety for people walking and biking. 2) Managing speed by ensuring state aid standards are flexible enough to protect walk/bike users and adaptable to technology such as ebikes, etc. 3) Equity

**Josie Donohue (AAA):** 1) Ignition interlock for all offenders. 2) Motorcycle helmet law.

**Christine Bogojevic (State Patrol):** 1) Strategic enforcement and education. 2) Assist local agencies struggling with recruitment and retention.

**Annette Larson (MN TZD):** 1) Traffic safety culture. 2) Older drivers. 3) Younger drivers – for example Impact Teen Drivers. 4) Unlicensed drivers, especially diverse populations. 5) EMS and Post-Crash Care including telemedicine.

**Dr. Robert Jacobs (Minnesota Statewide Trauma Advisory Council Representative):** 1) Motorcycle helmet law. 2) Older drivers especially the need for continued education and evaluation. 3) Integrate hospital data with crash data.

**Michael Moilanen (Tribal Governments Representative):** 1) Pedestrian safety in rural areas. 2) Engineering designs for pedestrians on rural roads.

**Michael Wojcik (Bike Alliance of MN):** 1) State policies must be implemented at district/city/county levels. 2) Internal inspector general to evaluate projects. 3) Lower urban design speeds. After ACTS meeting, Wojcik added the following: Stop assuming and designing for VMT growth; MUTCD - 85% rule; Complete Streets 2023, 2024 Laws; Context Sensitive Solutions; Safe Systems Approach; 20 MPH Urban Design Speeds, Separated infrastructure at speeds > 20 MPH; Automated enforcement, reduce dangerous interactions; Reduce automobile VMT; Slow intersections / Intersection / Right turn on red; Prioritize Transit over lane expansion; Vehicle weight & front end height; Integrated Land Use; and Regional Transit.

**Jessica Schleck (MN TZD)** 1) Regional projects/tasks. 2) Public health – regional coordinators are already working on public health – can they do more with safety.

**Kristine Hernandez (MN TZD)** 1) Start laying groundwork for more bold legislation. Start working on helmet law – lay the groundwork now (seatbelt law took 10 years). 2) Driver education for all. 3) Unlicensed drivers. 4) Expand the speed safety camera program. 5) Rescind recent lane splitting motorcycle legislation.

**Commissioner Julie Jepson (Association of Minnesota Counties Representative)** 1) Speed and technology. 2) Inclusive and accessible education, need to pull immigrant community into education. 3) Funding for local governments. 4) Engineering of roads especially in areas with significant growth in suburbs.

**Becky Putzke (Law Enforcement Liaison)** 1) Traffic enforcement. 2) Greater focus on multiple roles that law enforcement officer plays in traffic safety including traffic management, first one on scene, crash reporting. 3) Deep dive into law enforcement training including emphasizing why it is important and not just how to do a traffic stop, etc.

**Nick Martini (Minnesota Association for Pupil Transportation Representative):** 1) Inattention around school buses. 2) Stop arm violations. 3) School zones safety.

**Gayra Ostgaard (MN Department of Education)** 1) Access to education for all. 2) Inattentive drivers—students are on buses and traveling on buses to activities all day – not just in school zones/times. 3) Students walking to school. 4) Bus driver shortage.

**John Hausladen (MN Trucking Association)** – Trucks have similar challenges as buses and most drivers run into trucks versus other way around. 1) Speed enforcement and saturation. 2) Distracted drivers. 3) Continue education. 4) Roadside enforcement for speed and distraction.

**Judge Kerry Meyer (American Bar Association, State Judicial Outreach Liaison):** 1) Focus on impaired driving. 2) DRE saturation throughout the state, especially with marijuana. 3) Early screening and assessment. 4) Need to have different laws for drugged vs. drunk driving.

**Charles Young (MN Department of Human Services):** 1) Vulnerable user protection, including children and people with disabilities. 2) Support research for automated vehicles.

**Michelle Severson (MN Council on Disability):** People with disabilities do not have the option to travel in their own vehicle and are often pedestrians who are difficult to see if they are in a wheelchair 1) Maintain pedestrian infrastructure for people in wheelchairs or walkers.

**Chris Hartzell (League of Minnesota Cities Representative):** 1) Legislation regarding speed cameras. 2) Public safety officers providing education and enforcement. 3) Prioritize Safe System approach. 4) Prioritize vulnerable roadway users.

**Sargent Ramos (Minnesota Sheriff's Association Representative):** 1) High visibility enforcement. 2) Educating public of the dangers of driving while high.

**Vice Chair Catherine Diamond (MN Department of Health):** 1) Merge efforts for public health with other agencies on traffic safety. 2) Review poverty rates and traffic fatalities and see if there is a correlation. 3) Merge the public health data with the traffic data and apply to programs and policies. 4) Older drivers and their health.

**Chair Mike Hanson (MN Department of Public Safety):** 1) All of the above. 2) Data, innovation, and technology and how we use tools and combine them together.

**Vice Chair Brian Sorenson (MN Department of Transportation):** 1) Invest for long term by focusing on education and integrating traffic safety into every curriculum K-12. 2) Integrating the Safe System Approach into SHSP.

Vice Chair Sorenson also mentioned the critical role ACTS will have in implementing the SHSP in the coming years.

### **Subcommittee and Working Group Updates**

There have been two new working groups created since our last Council meeting.

- Safe Road Coalitions Working Group
  - Leader: Annette Larson
  - Members: Yet to be determined. Members can reach out to Annette
- Traffic Incident Management Working Group
  - Leaders: To be determined
  - Members: Aimee Eaggen, Tony Kasella, Reed Leidle, Dylan Ferguson, and Jessica Schleck

Potential future working groups include Traffic Safety Culture and ATV/UTV.

### **Road Safety Information Center Update**

Chair Hanson provided an update on the Road Safety Information Center (RSIC). In 2023, the Office of Traffic Safety received an ongoing appropriation from the legislature for RSIC. They partnered with various companies including Nerderly and Google on development. Chair Hanson discussed three analytic models they are currently reviewing (placement of EMS, drivers over 65, and work zone).

RSIC is the cornerstone of the Data Analytics Information Center which will integrate multiple data sources and expand analytic capabilities, visualization, improve preventative safety measures, and identify more and better ways to serve over-represented communities (primarily immigrant and Hispanic communities, as well as tribal nations). RSIC will look at real-time data and historical data to develop a preventative traffic safety measure to help Minnesotans make safe choices on the road. Ultimately, it will help reach their goal of equitable levels of service to all communities.

Placement of EMS: By reducing the number of minutes to arrive on the scene, the likelihood of death decreases. The team reviewed 30 locations and determined that the response time could be reduced by 13 minutes with a reduction of eight miles response distance effecting 215 crashes. From this group of 30, they prioritized 10 locations with a 8-16 minutes average response time saved.

Rise in Severe and Fatal Crashes Involving Drivers over age 65: They identified crashes involving drivers over age 65 and analyzed patterns and anomalies and correlated this data with crash statistics to identify high-risk locations and behaviors. They found that if there is enforcement, the number of crashes goes down. Older drivers are overrepresented in crashes especially since the number of miles driven is lower.

Work Zones: There has been an increase in construction projects over the past several years. During this time period, there was a decrease in work zone citations, an increase in work zone crashes, many severe and fatal. The next step is to build out the pilot project to improve safety in work zones.

Minnesota received \$2+ million grant funding from NHTSA to help with the next generation of RSIC and the next generation of MN Crash (state crash reporting).

### **Review and Approve Strategic Council Documents**

Vice Chair Diamond reviewed the proposed mission and vision statements for the Council.

**Proposed Vision Statement:** *“Minnesota: where all roadways are free from fatal and serious injuries”*

**Proposed Mission Statement:** *“The Advisory Council on Traffic Safety is dedicated to leading Minnesota towards zero fatal and serious injury crashes through collaboration, best practices, and innovative safety solutions. We provide expert advice to agency commissioners, while also guiding communities, practitioners, and policymakers to promote an equitably safe roadway system for all Minnesota communities. The Council also serves as the lead for the state’s Toward Zero Deaths program.”*

Council members shared the following feedback:

- For the vision statement, consider including “person” or “user” to humanize our work.
- For the mission statement, consider including the word “synergy” and a statement that the Council is legislatively mandated.

The Executive Committee will review feedback and finalize the statements shortly.

Vice Chair Diamond also shared the process for development and approval of the annual ACTS budget: the Executive Committee will draft an annual budget, the Council will have a chance to review and provide input, and the Executive Committee will give final approval. The Council also agreed that should move away from one-time project funding toward more programmatic funding to benefit communities across the state.

### **Public Comment**

Chair Hanson opened up the floor to public comment. Martinson mentioned FHWA’s proven safety counter measurers toolset.

### **Adjourn**

Chair Hanson thanked everyone for their time, attention, and involvement in traffic safety.

Wojcik made a motion to adjourn, Ferguson seconded the motion. Motion carried. The meeting adjourned at 3:58 p.m.

The next Advisory Council on Traffic Safety meeting will be Wednesday, February 12, 2025 from 1:00-4:00pm in the Josie Johnson Community Room at the Humphrey School of Public Affairs on the University of Minnesota campus.

**Appendix A: Attendance: Members, Staff, and Invited Guests**

Member Name	Organization	Present		Not Present
		In-person	Virtual	
<i>Council Members</i>				
Aasen, Paul	Minnesota Safety Council	X		
Ali-Mumin, Abdirahman	Representing Vulnerable Road Users			X
Bogojevic, Christina	Minnesota State Patrol	X		
Calistro, Gina	Representing Victims Advocacy Organizations	X		
Cocking, Aaron	Insurance Federation of Minnesota			X
Diamond, Catherine	Minnesota Department of Health, Injury and Violence Prevention Section	X		
Donohue, Josephine	AAA- The Auto Club Group	X		
Ferguson, Dylan	Emergency Medical Services Regulatory Board	X		
Hanson, Mike	Minnesota Department of Public Safety, Office of Traffic Safety	X		
Hartzell, Chris	City of Woodbury (representing League of Minnesota Cities)		X	
Hausladen, John	Minnesota Trucking Association		X	
Hernandez, Kristine	TZD Statewide Communications Director	X		
Hosmer, Pete	A+ Driving School (representing Minnesota Driver and Traffic Safety Education Association)	X		
Jacobs, Robert	CentraCare (representing Minnesota Statewide Trauma Advisory Council)	X		
Jeppson, Julie	Anoka County (representing Association of Minnesota Counties)		X	
Kosluchar, Jim	City of Fridley (representing City Engineers Association of Minnesota)	X		
Larson, Annette	TZD Statewide Program and Operations Director	X		
Leidle, Reed	Safety Signs (representing contractors)	X		
Leuer, Derek	Minnesota Department of Transportation, State Traffic Safety Engineer	X		
Martini, Nick	Northstar Bus Lines (representing Minnesota Association for Pupil Transportation)		X	
Meyer, Kerry	American Bar Association, State Judicial Outreach Liaison		X	



Moilanen, Michael	Mille Lacs Band of Ojibwe (representing tribal governments)	X		
Ostgaard, Gayra	Minnesota Department of Education		X	
Putzke, Becky	Law Enforcement Liaison		X	
Quinn, Cheryl	Representing Vulnerable Road Users	X		
Ramos, Michael	Washington County Sheriff's Office (representing Minnesota Sheriff's Association)		X	
Schallberg, Heidi	Met Council (representing metropolitan planning organizations)	X		
Schleck, Jessica	TZD Regional Coordinator	X		
Severson, Michele	Council on Disability		X	
Shelton, Kyle	Center for Transportation Studies, University of Minnesota	X		
Sorenson, Brian	Minnesota Department of Transportation, Office of Traffic Engineering	X		
Tate, Jeff	Shakopee Police Department (representing Minnesota Chiefs of Police Association)	X		
Witter, Andrew	Sherburne County (representing Minnesota County Engineers Association)	X		
Wojcik, Michael	Bicycle Alliance of Minnesota	X		
Young, Charles	Minnesota Department of Human Services		X	
To be determined	Minnesota Operation Lifesaver			X
<i>Council Staff</i>				
Dolan, Linda	Center for Transportation Studies, University of Minnesota	X		
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota		X	
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
No invited guests				

## Appendix B: Revised Position Statement



### Draft Positions from the ACTS Policy and Legislative Subcommittee

#### ACTS 2025 Positions

##### 1. Overall Policy

The Advisory Council on Traffic Safety endorses and supports the Minnesota Strategic Highway Safety Plan as the framework for the focus areas, strategies and tactics to address our state's most pressing traffic safety needs. The Advisory Council also supports efforts to acquire and ensure the necessary authorities, resources and time to fully implement the plan. The Advisory Council believes the plan was developed with sufficient feedback, reflects sound transportation policy including the safe systems approach, recognizes the range of roadway users and their vulnerabilities, and provides a linkage between existing and new additional traffic safety efforts.

##### 2. 2025 Funding Need

Ongoing funding is needed to continue the traffic safety efforts initiated by the 2023 omnibus transportation bill:

- \$20M in state funding should be appropriated to the Advisory Council and/or the Departments of Transportation and Public Safety for the purpose of funding grants for high-risk rural roadways, Safe Road Zones, law enforcement training on traffic safety, safe rides home programs, work zone safety redesigns, vulnerable road user protection, fatality and injury reduction and state match for federal traffic safety funding.
- Funding should be provided for sustained staffing for MNTrauma data management and analysis. MNTrauma data complements the traffic data management center information for prevention, response and safety decisions.