State of Minnesota
Department of Public Safety

Highway Safety Plan

Federal Fiscal Year 2008

Prepared for:
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National Highway Traffic Safety Administration

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Minnesota's Highway Safety Plan: Federal Fiscal Year 2008

Introduction

The Office of Traffic Safety (OTS) in the Minnesota Department of Public Safety (DPS) administers federal funds provided by the National Highway Traffic Safety Administration (NHTSA) under the State and Community Highway Safety Program (Public Law 89-564). The funds are used to change driver behavior by enforcing traffic laws; making the public aware of the dangers of crashes, the likelihood of receiving a ticket, and the best ways to reduce their risk; and assisting state, county, and community efforts in traffic safety. In addition, OTS analyzes crash data, identifies at-risk populations, seeks out or crafts programs to reduce the risks, and evaluates the success of various traffic safety programs.

One of the requirements associated with managing the State and Community Highway Safety Program is to prepare an annual plan that describes the projects to be funded in the coming year. Strategic planning techniques (clarifying the program's mission and goals, setting measurable objectives, identifying problems, developing strategies, and evaluating the program's progress towards the goals) have been used to develop the plan for more than two decades. The performance plan, process description, required plans, and program areas sections of this Highway Safety Plan report the general goals we have set for our program, and the strategies, tactics, and projects we intend to implement during Federal Fiscal Year 2008.

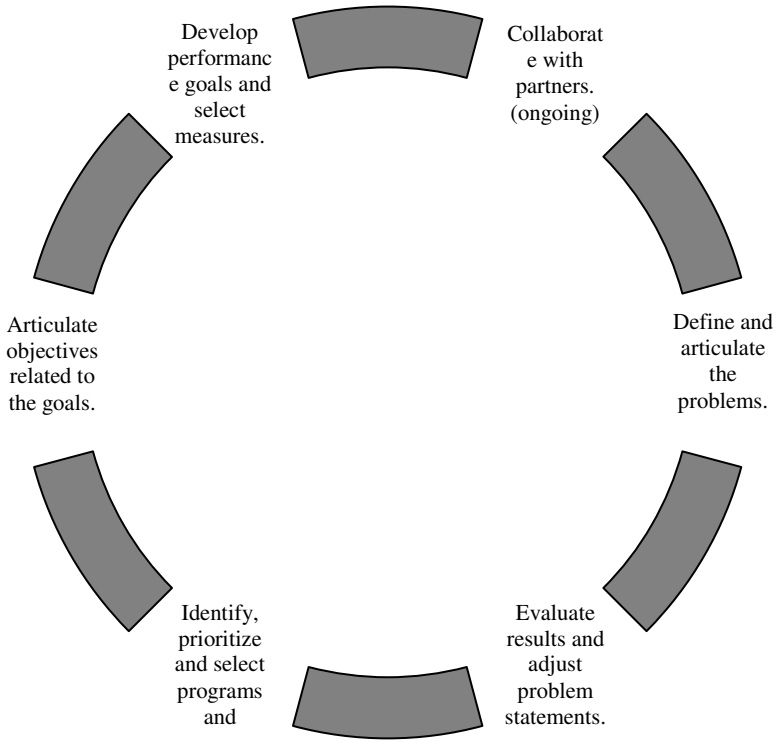
The OTS collaborates with other divisions in DPS, other state agencies, county and local units of government, as well as, private organizations and individuals to improve traffic safety throughout Minnesota. We communicate with and disseminate information to our partners throughout the state, colleagues in others states, and federal agencies. The federal funds allow us fund traffic safety action programs and to support innovative technological solutions to a variety of traffic safety problems – from equipment for law enforcement, to data collection and problem identification technologies, to computer solutions for Driver and Vehicle Services, and beyond. Finally, we see ourselves as sound stewards of public funds, seeking to invest in programs that will reduce not only the economic cost of crashes in Minnesota (estimated for 2006 to be more than $1.5 billion) but also the emotional toll on families of crash victims.

In 2001, the Minnesota Departments of Public Safety and Transportation collaborated on a conference called *Toward Zero Deaths*. One of the most significant results of that conference was an improved understanding between the two agencies. We came to the realization that we share the same goals for traffic safety and we will reach those goals more certainly and quickly if we work closely together. DPS and MNDOT are now

collaborating on a good number of specific projects and routinely sharing information and working together. A Comprehensive Highway Safety Program was written in 2006, this year that plan was updated into the MN/DOT Strategic Highway Safety Plan. That document has incorporated our primary goals and strategies. In addition, OTS has forged stronger ties with the Motor Carrier Safety Assistance Program -- with the Patrol Chief, OTS Director, MCSAP Director, and FMCSA representative meeting quarterly for breakfast. While the 2008 Minnesota HSP concentrates on solutions to poor driver behaviors and decisions, the OTS does have an increasingly system-wide understanding of traffic safety problems.

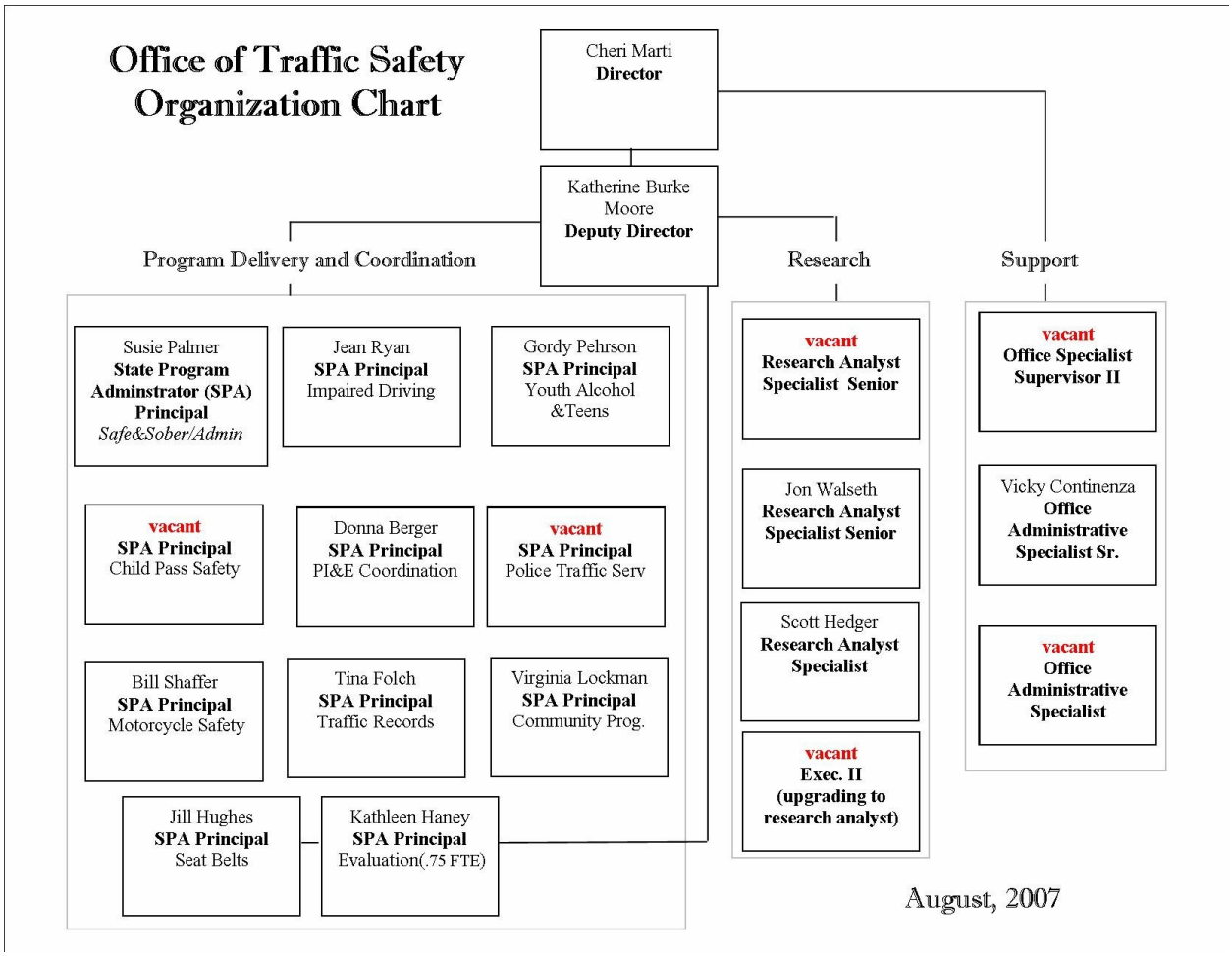
Summary of the Planning Process

At any point in time the OTS is planning, evaluating, and administering projects in at least two federal years, and during the late fall can be working with three separate years. The planning process has no distinct beginning or ending as shown in the following diagram.



Organizational Structure

The Office of Traffic Safety is a division of the Department of Public Safety. The Commissioner of Public Safety holds a cabinet level position. The organizational structure of the OTS, is fairly flat; with one Director, one Deputy Director, three support staff positions, four research positions (including the FARS analyst), and eleven "coordinator" positions. The position title for the coordinators is State Program Administrator, Principal (SPAP). At the time of the submission of this Highway Safety Plan, two of the coordinator positions, two of the research positions, and two of the support positions are not filled. The office is currently in the process of working with DPS' Human Resources Division, reviewing and updating position descriptions and obtaining lists of candidates to interview.



Mission Statement

Fulfilling the purpose of the program will take concentrated and coordinated efforts by a large number of traffic safety agents, each working within their own sphere of influence. The mission of the Office of Traffic Safety is to lead efforts to prevent traffic deaths and injuries by changing human behavior in Minnesota. The campaign under which striving towards our mission is conducted is called *Toward Zero Deaths (TZD)*.

Summary of Priorities

Minnesota's federal fiscal 2008 Highway Safety Plan supports the national priorities and those articulated by Region V of the National Highway Traffic Safety Administration. The priorities below are listed in no specific order.

NHTSA Priority: Data Enhancement
Minnesota Status:

- Minnesota's Traffic Records Coordinating Committee is presently very active and committed under the leadership of OTS' traffic records coordinator.
- The majority of TRCC recommendations in their Strategic Plan are likely to receive commissioner level approval.
- The influx of dedicated money from SAFETY LU guarantees progress, not just plans, for improvement in information systems.

NHTSA Priority: Cut America's traffic fatality rate
Minnesota Status:

- 0.87 in 2006; This marks the second time Minnesota has been under 1.0 deaths per hundred million vehicle miles traveled and the lowest we have seen since records were kept. We expect we will rank with the very safest states in the nation for 2006.

NHTSA Priority: High visibility enforcement for impaired driving and seat belts
Minnesota Status:

- In federal 2008, the OTS expects to expend more than eight million dollars for high visibility enforcement and efforts directly related to it -- patrolling hours, liaisons, paid media advertising the enforcement, training, equipment, and earned media (does not include courts, prosecutors, or evaluation efforts)
- Research has shown a direct correlation between citations and decreased deaths and crashes; the OTS is committed to high visibility enforcement.

NHTSA Objective: Stem the Rising Tide of Motorcycle Deaths
Minnesota Status:

- Motorcycle deaths increased by more than 10% between 2005 and 2006. In the past ten years, they have increased 204% (from 23 in '97 to 70 in '06)
- The state-funded media efforts relating to motorcycle safety in 2008 will increase with federal funds to discourage impaired riding.
- *Safe & Sober* agencies in areas popular with riders and where crashes have killed or injured riders are encouraged to work some days focusing on motorcycles.

NHTSA Objective: Continued emphasis on child passenger safety and teen safety
Minnesota Status:

- Minnesota has historically had a respected child passenger safety program with a strong advocacy group across the state. During federal 2007, the OTS was hampered in its efforts towards child passenger safety because the staff position that coordinates and monitors that area was empty much of the year.
- Children under the age of 10 who were killed or severely injured in vehicles crashes have decreased by more than half in the past decade --from 88 to 37
- The OTS receives the state's funding for combating underage drinking which is a good fit with our efforts with teens. Towards the end of 2007, one of the present OTS coordinators expressed a desire and commitment to assignments to the teen safety area; our youth coordinator position had also changed frequently during the year and this is a positive step.
- Teenagers (15 through 19) who were killed or severely injured in vehicles in crashes have also decreased by more than half (from 685 to 292) in the past decade.

National Objective: Emphasis on Older Drivers
Minnesota Status:

- The OTS is monitoring the statistics carefully and researching programs available for older drivers in other states.
- The OTS has a staff person participating on the Minnesota Partnership for Safe Mobility (MPSM) committee and keeping abreast of efforts in the state.
- An older driver program eligible for NHTSA federal funding has not been identified or developed.

National Objective: Establish Speed Management
Minnesota Status:

- The OTS believes high visibility speed enforcement is the most effective way to decrease the problems associated with people driving too fast. We presently do not have the significant amount of funding necessary to carry out an effective speed enforcement program.
- The OTS will not be active in setting speed limits as had been suggested as a way to "manage" speed. That is not an area about which we have any understanding or knowledge, and certainly no expertise. First, do no harm.

Performance Plan

Annually, Minnesota's Department of Public Safety (DPS) Office of Traffic Safety (OTS) prepares a Highway Safety Plan that describes how Minnesota will use the federal funding supplied by the National Highway Traffic Safety Administration/U.S. Department of Transportation under the State and Community Highway Safety Program. The plan also includes descriptions of related state and other federal programs conducted by the OTS.

This document serves several purposes. First, it meets the requirements of the State and Community Highway Safety Program for states to receive NHTSA funds. Second, it summarizes the identified traffic safety trends, problems, and the current efforts to reduce or eliminate those problems. Finally, it provides a landscape within which other traffic safety programs (supported with federal, state, local, or private funds) can find perspective and connection.

Purpose

In Minnesota, as well as across the nation, traffic crashes are the leading cause of death for toddlers from age 3 through young adults of 34. In an average year, 600 people are killed and 40,000 are injured in Minnesota alone. The purpose of the State and Community Highway Safety Program is to save lives and protect families by reducing the number of deaths and injuries that occur on our streets and highways.

Vision

Everything done by OTS and all the programs supported by OTS are designed to reduce the number of people killed in traffic crashes to zero. Related to this is the desire to minimize the number and severity of injuries that occur in traffic crashes. We seek a world where everyone is buckled up, no one drives too fast or after drinking, and drivers are calm and well-rested and concentrate on driving while decreasing in-vehicle distractions.

Vision Components

Turning our vision into reality will take more than hard work by the staff of OTS. It will take the collaborative efforts of traffic safety agents at all levels of government, a dedication to traffic safety and personal responsibility by individuals throughout Minnesota, and a renewed commitment to excellence in all of our programs. We believe that the following six components must be in place for us to accomplish our mission and achieve our long-term vision of zero traffic fatalities in Minnesota:

1. **Informed Public:** We need a well-informed populace that sees traffic safety as an important health issue, supports traffic safety legislation and enforcement, and understands

the benefits of driving safely. We need the public to have the perception that traffic violations are likely to result in negative consequences (arrests, citations, fines, and/or injuries).

2. **Safety Partnerships:** We need to support traffic safety and injury prevention groups, organizations, or agencies that share our vision. We value activities that enrich partnerships and contribute to an increased sense of community.

3. **Efficient/Effective Traffic Law Enforcement:** We need to support law enforcement agencies working on traffic safety. We need a well-trained and well-equipped enforcement community that is motivated to enforce traffic safety laws, has the time available to do so, and is able to support their actions successfully when testifying in court. We value efficient law enforcement procedures so that officers are quickly back on the road after making an arrest.

4. **Improved Data and Records:** We need to support and improve our crash database and other data systems so that we have confidence in the problem identification process and our project selections. We need to support our fiscal and administrative system and procedures so that we remain confident in the accuracy of the claims, vouchers, and fiscal reports.

5. **Well-managed/Innovative/Proactive Projects:** We need to continue to work with strategies that have proven effective. We need to identify new approaches and solutions to seemingly intractable problems. We need quick and appropriate reactions to emerging traffic safety problems. We value a well-trained OTS staff of dedicated traffic safety professionals, and data systems that provide us with the information needed to confidently make and carry out plans.

6. **Customer Service and Communication:** We want our products and services to citizens, agencies, and organizations to be high quality and useful. We value getting back to people quickly with all the information they requested. We want our products and services to anticipate the needs of our customers. We need outstanding communication within OTS, within DPS, with our partners, and with our customers.

Goals

Every year, in preparation for writing the HSP, progress to date on reaching goals is reviewed and goals are updated. As part of the state biennial budgeting system, goals are again reviewed and updated in concert with our partners. Before the goals are set, the most recent data from the OTS observational surveys of seat belt use, Division of Driver and Vehicle Services' crash database and from the national FARS database are considered. Estimates on the cost of crashes are obtained from the National Safety Council. To measure our progress in accomplishing our mission, we have set the following four goals:

Reduce the number of traffic deaths and serious injuries and the fatality rate

- Reduce the number of deaths from 494 in 2006 to no more than 400 by 2010.
- Reduce the number of serious injuries from 1,844 in 2006 to no more than 1,700 by 2010.
- Reduce the fatality rate from .87 in 2006 to no more than .75 by 2010

Due to the low numbers of deaths and severe injuries in 2006, the first two have been revised downwards from 480 deaths; and 1,800 severe injuries. As the number of miles driven (the denominator in the fatality rate equation) is not expected to increase greatly due to high gas costs, the fatality rate goal was not decreased.

Increase seat belt use

- Increase seat belt use in the general population from 83% in 2006 to at least 94% by 2010.

The 83% found in 2006 was not a statistically significant decrease from 2005's 84%. In addition, the post-May mobilization survey in 2007 found a 85.2% use rate. Nevertheless, without a stronger seat belt law this goal will remain extremely difficult to reach and is not changed.

Decrease impaired driving

- Reduce the number (and percentage) of fatalities that are alcohol-related from 166 (34% of traffic deaths) in 2006 to no more than 125 (31% of traffic deaths) by 2010.

The relationship between the percentage and number of alcohol related deaths has been changed; the percentage was increased in order to keep the aggressively low number of people killed the same.

Reduce the economic loss

- Reduce the economic loss due to traffic crashes from $1.53 billion in 2006 to no more than $1 billion by 2010.

This goal was not changed from the previous year; we believe we are on track to reach it.

Interim Goals by Year

	2006 goal/actual	2007	2008	2009	2010
Deaths	539/494 exceeded	474	448	424	400
Serious Injuries	2,000/1,844 exceeded	1,800	1,768	1,735	1,700
Fatality Rate (100 mil VMT)	.95/.87 exceeded	.84	.80	.77	.75
Observed Belt Use	85%/85% met	88%	91%	93%	94%

Continued	**2006 goal/actual**	**2007**	**2008**	**2009**	**2010**
Impaired Driving Deaths (as % of Total Deaths)	162/166 nearly met 30%/34%	155 33%	143 32%	131 31%	125 31%
Crash-related Costs (billions)	$1.5/$1.53 nearly met	1.4	$1.35	$1.2	$1.0

Progress Towards Goals: Trends

In the short term, comparing goals set last year for 2006 to actual occurrences in 2006, we met or exceeded all goals except alcohol-related fatalities where we were just short of the decrease projected in the number of people killed and higher than expected in the percentage of fatalities that were alcohol-related. The interim goals have accordingly been adjusted.

Considering longer range results, the majority of trends aren't quite as uniform as would seem from the consideration of only planned 2006 versus actual 2006. In the past ten years, Minnesota has seen three years (1997, 1998, and 2002) during which the number of persons killed increased and four years (1998, 2000, 2003, and 2005) during which the percentage of fatalities that were alcohol-related increased. In seven of the ten past years, the cost to society of traffic crashes rose; although that is hardly surprising considering the double digit increases seen annually in the cost of medical services. The trend toward increased seat belt use is slow but has held its own overall. The trend toward fewer serious injuries continues to follow a significant downward projection.

Demographical Trends

All of the information in this section is from a June, 2007 report from the Minnesota State Demographic Center entitled *Minnesota Population Projections, 2005 – 2035*. Minnesota's population is expected to grow by nine percent from 2005 through 2015. To some extent, where and to whom that growth is found will determine future traffic safety trends.

While the large majority of crashes occur in the metro area (regardless of how metro is defined), the large majority of crashes with which OTS is concerned -- the severe ones leaving people dead or with serious injuries -- occur outside of the metropolitan area. Since the metropolitan area is scheduled to increase in population by over 11% and the rest of the state will only grow by less than 6%; those facts indicate fewer deaths and severe injuries in the future.

The continuing aging of the baby boom will cause an explosion in the number of people ages 55 to 69 in the coming decade. Since those age groups are least likely to be in crashes or exhibit risky behavior, that also bodes well for deaths and serious injuries. In the longer term, between now and 2035, the populations over the age of 65 will more than double. The severity of injuries and likelihood of crashes increase sharply as people pass the age of 85. The number of Minnesotans who are 85 years old or older, will increase slowly in the near future (5% increase by 2010), after 2010, that increase will be much sharper (over 9% between 2010 and 2015). In the

short term, the aging population will not greatly affect traffic deaths and severe injuries but after 2010 the aging population will start a long and steady increase in deaths and severe injuries.

Of course those drivers who are most likely to die in a crash (teenagers), and those most likely to drink and drive and fail to wear seat belts (20-34 year olds) will also impact crash rates. The number of teenagers (15 through 19 years old) will actually decrease by about 3% by 2010 and an additional 5% between 2010 and 2015. With fewer teens we can expect fewer deaths. Minnesotans in their early 20's (those who receive the highest number of DWIs and were the very least likely to buckle up when they were killed in crashes) will not show much change at all (less than a 2% increase in the next decade) and so will neither adversely or inversely affect traffic deaths and serious injuries. In contrast, Minnesotans aged 25 through 29 and 30 through 34 will both grow significantly in the coming decade; the younger of the two groups by over 14% and the older group by over 18%. In the short term, this is the only piece of bad news from the demographic expectations.

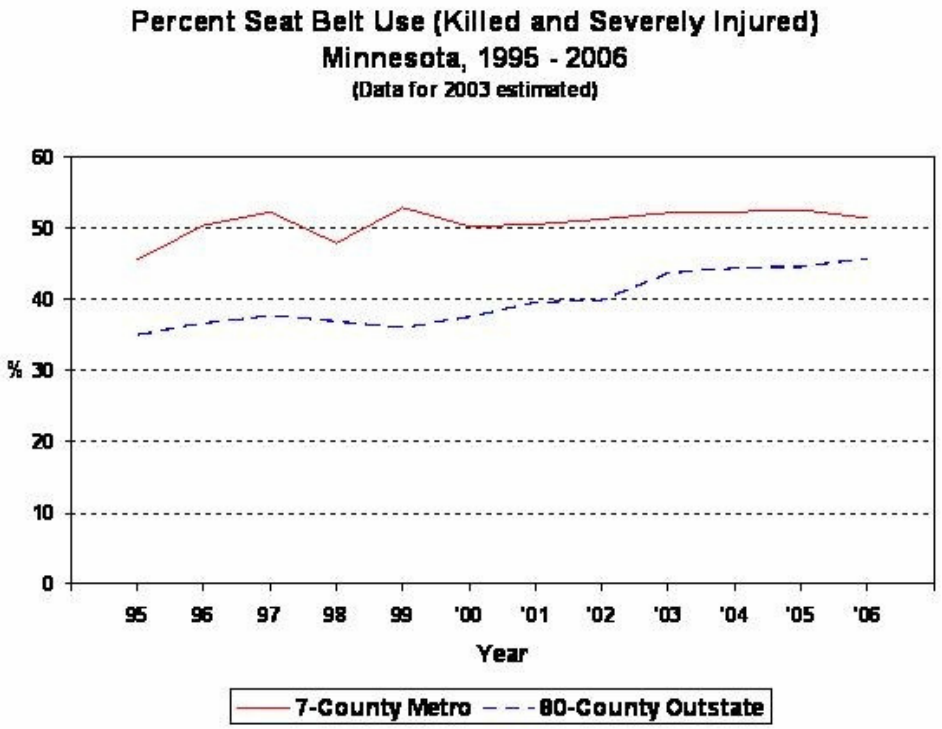
Seat Belt Use

When we look at seat belt use as identified in the 2006 crash data base, the metropolitan area had the highest use; with over 78% of those killed or injured in the seven-county metro area wearing a seat belt at the time of the crash. The western counties bordering the Dakotas continue to have the lowest belt use of vehicle occupants in crashes -- only 60% in the northwest, 68% in the west central, and 70% in the south west were belted at the time of the crash. In the past decade, children under the age of 14 who were killed or severely injured in crashes have decreased by more than half (from 178 to 69) as have teenagers (15 through 19) (from 685 to 292). Increased passenger protection use has definitely been a factor in those successes.

When we look at the seat belt use of those killed and injured by roadway type, the lowest use rates are found on township roads and the highest on interstates. These facts have remained fairly constant over the years.

Historically, the gap between seat belt use of those killed and severely injured in the seven county metropolitan area and the other 80 counties in the state has been about 10 percentage points. As shown by the graph on the next page, it appears the gap is continuing to become smaller and is closer to 5 percentage points in 2006.

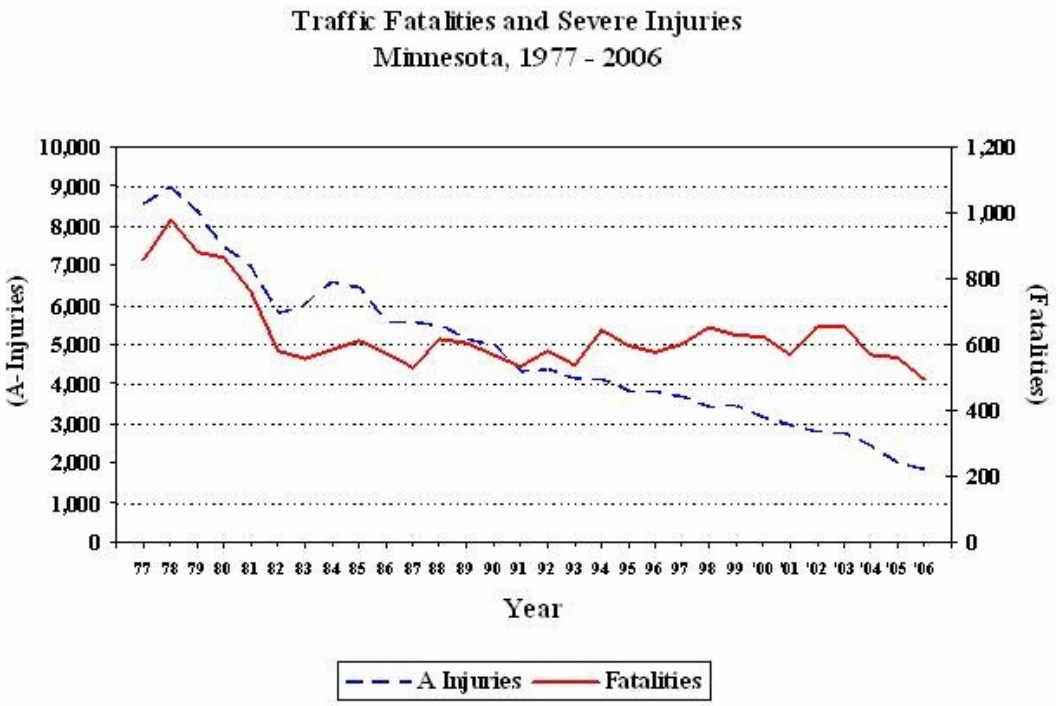
Observed seat belt use in the general population has generally increased or remained statistically unchanged each year since Minnesota passed a seat belt law and began conducting valid surveys in 1986. After the June, 2007 survey, observed belt use was 85%, the highest we have ever had. More detailed information on observed seat belt use is provided at the beginning of the occupant protection program area.



Deaths and Severe Injuries

There were 65 fewer traffic deaths in 2006 than in 2005. Of those killed in traffic crashes in the past five years (2,932 people), 67% were males; this is remarkably consistent over time. Of those killed in the five years between 2001 and 2005, nearly 43 percent were between the ages of 15 and 34 and 31 % were males between 15 and 34. Of those killed in traffic crashes in 2006, 44% were between the ages of 15 and 34 and 31% were males between the ages of 15 and 34. These percentages did not show a change even with the large decrease in overall deaths; it appears the decrease in deaths was felt relatively equally by age groups.

Minnesota has kept records of severe injuries caused by crashes since1977. Over this time period, the highest number of severe injuries occurred in 1978. That number was 8,965. Thus, 30 years ago, almost 9,000 people sustained severe injuries, compared to 1844 in 2006,. A severe injury is defined as one that will not allow the victim to go about his or her regular routine in the near future. Severe injuries include everything from a vegetative, comatose condition to broken bones. A severe injury is a painful, expensive experience. According to the National Safety Council, the average cost for a serious injury is now $60,500 -- that is considered a conservative estimate by many.



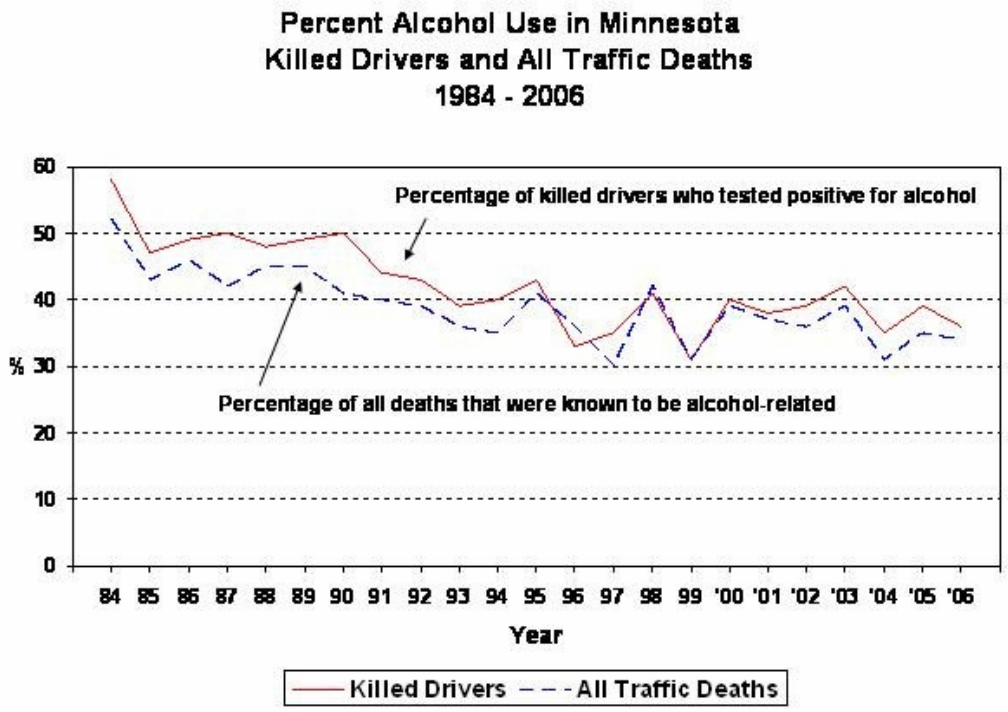
Impaired Driving

In 2006, 166 people died in alcohol-related traffic crashes; this is the lowest number we have ever seen. It is 34% of all traffic-related deaths which is about average for a year. Minnesota's fewer deaths in 2006 were felt equally by those drinking as well as those not drinking at the time of the crash.

Drinking and driving continues to be a stubborn problem. We don't have a reliable measure of how many people in the general driving population are drinking and driving -- we cannot say, for example, that 3% of the miles driven in MN are driven in an impaired condition in the same manner as we can say 15% of the miles traveled in Minnesota is done by people who are not buckle up.

But we can look at how many of the killed drivers who were tested for blood alcohol content turned out to have a positive BAC. And we can look at how many traffic deaths were alcohol-related. These two measures are closely related to one another; two ways of expressing the role of alcohol in fatal crashes. In the absence of a better measure, it is used as proxy measure for the prevalence of drinking and driving in Minnesota.

As seen in the following graph, the most common impaired driving measure – the percentage of traffic deaths in which at least one driver, or operator, or pedestrian had been drinking -- has not had the same steady and positive direction as is seen in the number of severe injuries or of seat belt use.



Minnesota is making some progress against drunk driving, yet it's a particularly frustrating problem; the reasons for the see-saw effect visible in the graph are simply not clear. Predictably, there is a strong positive relationship between alcohol use and crash severity. In 2006, 7% of all minor injuries, 13% of moderate injuries, 24% of severe injuries, and 34% of deaths were alcohol-related. All of these percentages are unchanged from 2005.

Minnesota's officers arrested 41,842 impaired drivers in 2006; an amazing 13% increase over 2005's 36,870. Males mad up 69% of those arrested for DWI (another remarkably constant number) females about 22% and the gender of the remaining 9% was not reported in 2006. In 2006, 21 to 34 year olds committed slightly over 54% of the DWIs on record; an increase over 2005's 50%. The percentage of DWIs arrested in the metropolitan counties of the state has leveled off after several years of a slow decline with 49% in 2006 and 48% in 2005.

In some ways, we can be pleased that the percentage of all deaths that are alcohol-related has not steadily climbed since the mid-1990s -- given the increase in the number of young adults in the driving population, one would actually expect there to be a significant increase in DWI. For

example, from 1997 to 2002, the number of 20-to-24 year-old drivers increased 21% (compared to just 4% for teenagers, for example). People in their early twenties drink and drive the most. As the baby boom echo grows into a more responsible age, we should see a resumption of the trend of decline in alcohol-related deaths. Provided, that is, that we keep advocating on behalf of the "drive sober" message, and that we maintain our vigilance against drunk driving through programs like NightCAP and *Safe & Sober*.

Process Description

Problem Identification Process and Sources

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

OTS has traditionally been fortunate in the area of traffic records -- in contrast to many states our crash report data has had a comparatively fast turnaround from the time it is received to the time it is entered and available for analysis. Fatality data is received daily by the Patrol and is shared with OTS. Complete crash data from the previous year is usually available by the following May; preliminary data on critical measures such as the percentage of fatalities related to alcohol is available to the staff before plans for the next year are finalized. In addition to the crash data, we are fortunate to have a research analyst with the ability to extract information from the drivers' license database and produce aggregate statistics on DWIs.

Our NHTSA-approved observational study of seat belt use has traditionally been conducted each August with the results available by September. The present approved design (first used in August of 2003) provides the OTS with a statewide estimate, and estimates for the metropolitan versus non-metropolitan areas, for three different age groups, by type of vehicle driven, and by major versus minor roadways. Starting in 2003, we also conducted mini-surveys before and a full statewide observational survey after the May mobilization, as well as telephone surveys of attitude and knowledge of that campaign. This information is used in our planning process.

Minnesota began designing and implementing a Crash Outcome Data Evaluation System (CODES) five years ago. CODES links data from ambulance run reports, hospital records, and crash reports. As the system becomes more complete and our experience with it grows, this data will provide an additional source of valuable data for the state.

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

Throughout the year, requests for information come in from the press, the legislature, the public, and within the Department and OTS for the data to be broken down in ways not displayed in the book. The questions are most often generated by a national or another state's press release or by a Minnesota traffic safety project that we are evaluating or itself identifies a need for localized information. In addition, the OTS will make requests for FARS information, CODES information, and CMV information as questions arise.

2008 Problem Identification

In 2006, Minnesota's death rate per hundred million vehicle miles traveled was .87 – the lowest rate in our history and significantly better than the national average of 1.44. The percentage of persons buckled up in crashes, 85% after the 2007 May mobilization, is the highest we have seen since we began tracking that number. The number of people killed in alcohol-related crashes is also the lowest we have seen since records were kept. Nevertheless, Minnesotans have serious traffic safety behavioral problems that can be addressed. The highest priority problems are documented and demonstrated in the following statistics:

- 41,842 impaired driving arrests were made on Minnesota roadways last year (after increasing for seven years in a row, then decreasing for the next three years, the number of DWIs rose for the second year in a row to the highest number ever). Of the DWI arrests, 70% were male, 22% were female and gender was not stated for 8%.
- Of the 494 persons killed on our roads, 166 (34%) deaths involved a drinking driver, pedestrian, motorcycle rider, or bicyclist.
- Nearly 66% of those killed in 2006 crashes were males. In contrast, slightly more women (18,039) than men (16,540) were injured in crashes.
- When comparing the proportion of different age groups with drivers licenses to the proportion of them who were in a crash, all age groups up to the 29 years old were over-represented in crashes.
- Of the 373 drivers or passengers who were killed inside vehicles, only 149 were known to be using a seat belt at the time of the crash. As a percentage of those killed, this 40% is the same as last year's 40% and the previous year's 39.5%. Women occupants who died in crashes were more likely to be buckled up than were men; 47% in comparison to 40%.
- Belt use in fatal crashes was lowest for 20 through 24 year olds – fewer than 19 percent were known to be restrained, 20 percent of the 35 to 39 year olds, and 21 percent of the 30 to 34-year-olds were safely restrained. These cohorts are different than those with the lowest use in previous years; leaving the strong impression the differences seen in these relatively small numbers may be random.. In terms of numbers of people killed in vehicles, teenagers (15 through 19) continued to suffer the greatest losses with 58 (in comparison to 62 in 2005) and were again followed by 20 to 24 year olds with 49 (57 in 2005).
- While crashes occur much more frequently in the Minneapolis/St. Paul seven-county metropolitan area (59% of the total), approximately 70% of deaths and serious injuries occur in the rural counties of the state. Congestion may be frustrating, but as speeds decrease so does injury severity.
- Illegal or unsafe speed was involved in crashes that killed 151 people; 30% of the total who died. The percentage of Minnesota's traffic deaths involving speeding remains fairly consistent over the years (in 2005 it was 29%).

- Driver inattention or distraction was a factor in the deaths of 75 people (15% of the total deaths, slightly down from last years 18%) and injuries of another 7,058.
- Persons in their early twenties are the most likely to drink and drive and to have been arrested for DWI. Fully 57% of DWIs were between the ages of 20 and 34 and fully 26% were between 20 and 24. In 2005, most (35%) of those arrested had a BAC between .10 and .14 and 29% were between .15 and .19. The illegal per se limit in Minnesota is .08. While an average of one out of every 10 drivers have a DWI on their record, men are nearly four times as likely to have a DWI on their drivers license record as are women.

Minnesota Motor Vehicle Crash Facts contains a vast amount of additional specific information about the causes of crashes, the age groups and geographic areas most involved in crashes, crash trends over time, and types of driver behavior that are most dangerous. Regardless of which traffic safety topic you study, the following issues recur as major contributors to crashes, injuries and fatalities:

- Impaired driving
- Failing to use seat belts or child seats
- Driver inattention and distraction
- Speeding
- Inexperience

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

Services

In carrying out its mission, OTS serves as the staff office for the Governor's Representative for Highway Safety and coordinates Minnesota's participation in the National Highway Traffic Safety Administration's State and Community Highway Safety grant program. Minnesota Statute 4.075 establishes the existence of the highway safety program in the Department of Public Safety. In addition to the NHTSA federal grant programs, OTS coordinates and manages state-funded programs -- the motorcycle safety program and the child seats for needy families program – as well as the federal grant program combating underage drinking from the Office of Juvenile Justice and Delinquency Prevention. OTS also produces *Minnesota Motor Vehicle Crash Facts* to satisfy the requirements of M.S. 169.10.

Staff plays a variety of roles in accomplishing the division's mission and goals. State Program Administrators (roughly half of the OTS staff of 20) serve as grant coordinators who provide technical assistance and consultation to project directors (grant recipients), and interact with funding agencies (usually NHTSA), providing them with necessary and requested information. Coordinators also act as program experts who testify before the legislature, answer questions from the media and the general public, and advise policy makers and legislative staff on issues related to the program areas they coordinate. The coordinators manage approximately 210

federal-funded grants, 35 state-funded grants, and 20 contracts each year. In addition to non-profits and local units of government (and to a much lesser extent private organizations), five other divisions within Public Safety and two other state agencies have projects from OTS.

OTS has three research analysts who analyze traffic crash data from Minnesota, produce the legislatively-mandated *Minnesota Motor Vehicle Crash Facts* booklet, identify traffic safety problem areas for the coordinators, answer questions from the general public, and evaluate the effectiveness of various traffic safety programs.

Two OTS staff have become proficient in using and updating websites, as a result of which the OTS has made much better use of its website-- *www.dps.state.mn.us/ots*- The contents include several years of *Crash Facts*, the *Impaired Driving Facts* book, active requests for proposals and application forms, schedules and pictures of events, a resource catalog, the complete contents of media kits, and fact sheets. The website is updated at least weekly and it is a great source of pride, as well as information. Law enforcement agencies can submit reports on their mobilization and crackdown work on-line.

Project Selection

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

- Projects that directly support traffic safety efforts in cities, counties, and communities.
- Projects that support traffic safety efforts at the state level or which indirectly support the activities in communities.
- Projects that support our in-house efforts to evaluate, coordinate, and monitor the other projects.
- Mobilizations and Crackdowns

The OTS also considers the recommendations for strategies in the statewide Comprehensive or Strategic Highway Safety Plan.

Direct Community Support

For projects that directly support community traffic safety efforts, we issue a request for proposals (RFP) to local units of government. In the RFP, we define eligibility, the identified problems at the state and local level, the types of activities that can be funded, the timeframe for the projects, the contents of the required application, any task specific requirements, and the range of application budgets we are expecting to receive. Applications received in response to RFPs are evaluated and rated, based on budgets, work plans, proposed personnel, prior experience with OTS, and objectives.

Depending on the specifics of the project being funding, counties and cities are eligible for funding based on such data as:

- They have a higher percentage of impaired driving crashes than the state as a whole based on population.
- They have a higher percentage of impaired driving crashes than the state as a whole based on vehicle miles driven.

- They have a higher percentage of people in crashes not using safety restraints than the state as a whole based on population.
- They have a higher percentage of people in crashes not using safety restraints than the state as a whole based on vehicle miles driven.
- They are one of the worst twenty counties in terms of number of traffic fatalities, or
- They are one of the "worst" fifteen counties accounting for 60% of the state's alcohol related fatalities.

Indirect Community Support

Many of our projects provide indirect support to local traffic safety programs. For these projects, the coordinator responsible for the program area determines what types of support (such as turn key programs, public information materials, or improved crash data analysis) are most needed. Many of our traffic safety efforts at the state level -- such as projects that provide training and assistance for local peace officers, provide new technology that makes gathering accurate data easier, provide classes for child passenger safety advocates, and provide data improvement projects at OTS or the Department of Health –are extremely beneficial to and ultimately of direct benefit to local communities.

Coordination/Monitoring Support

In addition to our Planning and Administration activities, we use the 402 funds to support program area experts who are responsible for coordinating and monitoring projects in the following traffic safety program areas: Alcohol, (youth access to alcohol, adult impaired driving, impaired driving community programs, and public information programs addressing impaired driving), Occupant Protection (both child passenger safety and adult), Police Traffic Services, Traffic Records, Safe Communities, Motorcycles, Evaluation, and Public Information. Federal funds are used to support the OTS research staff (3 research analysts) who are charged with conducting our problem identification efforts

Mobilizations and Crackdowns

Minnesota has fully supported the seat belt and impaired driving national mobilizations and plans to continue to do so. The mobilizations are planned and conducted by a team comprised of all the OTS coordinators, as well as, our director, deputy director, *Safe & Sober* and NightCAP liaisons, and staff from the Office of Communications. The amount of effort and number of personnel hours invested in the mobilizations is enormous; as is the financial commitment. Projects most directly related to the mobilizations include our enforcement projects such as *Safe & Sober* overtime grants, our liaisons, the *Safe & Sober* Challenge, equipment incentives for every agency participating in the mobilization, the annual Toward Zero Deaths conference with its law enforcement track, traffic officer

advanced training, paid and earned media, and the observational study and evaluation projects. All of our Safe Communities support the mobilizations and crackdowns.

Strategic Highway Safety Plan (SHSP)

This document is an edited version of the Comprehensive Highway Safety Plan (CHSP) which was introduced last year jointly by the Departments of Public Safety and Transportation. The CHSP was the written result of the cooperative work of a wide group of safety organizations, experts, and advocates who attended many meetings and two conferences over the course of the previous four years and considered the wealth of information available on the most effective countermeasures. Both Plans describe the critical emphasis areas and recommend strategies to be implemented by engineering, enforcement, education (such as earned and paid media activities), and emergency services to move *Towards Zero Deaths* on Minnesota roads.

The MN/DOT was primarily responsible for the 2008 SHSP with OTS as a partner. Future versions/revisions will likely include input from a more varied group of safety organizations and advocates. The SHSP is still undergoing revisions; the following discussion is based on what was on the website in late August, 2007.

The critical emphasis areas in the SHSP, in the order of percent of traffic deaths affected include:

- increasing seat belt usage and improving airbag effectiveness,
- reducing impaired driving,
- improving the design and operation of intersections,
- curbing aggressive driving,
- instituting Graduated Drivers Licensing,
- reducing head-on and across-media crashes.

The OTS' Highway Safety Plan (this document you are reading) is one of the many safety plans mentioned in the document. Specific projects from our HSP mentioned in the SHSP are Safe & Sober and NightCAP enforcement, HEAT enforcement, Safe Communities, Motorcycle Safety, liaison programs, child passenger safety, public information and education (Office of Communications programs), and monitoring of drivers with repeat DWI offenses (DWI courts). The recommendations of the Traffic Records Coordinating Committee are covered under a section of the SHSP completely separate from the OTS' HSP.

The SHSP advocates and recommends strategies to be used. The strategies included that require involvement of the DPS or OTS, and are most likely to be directed at or to be considered by some part of DPS or OTS include:

- Encouraging the enactment of graduated drivers licensing system for young drivers
- Creating a TZD task force to raise public awareness of traffic crash issues
- Enhance driver education
- Support the enforcement of traffic laws by working with courts to prevent the reduction or dismissal of citations for impaired or aggressive driving

- Use Safe Community Coalitions to improve driver behavior
- Provide resources for enforcement for speeding, unbelted occupants, and impaired drivers
- Encourage the enactment of a state primary seat belt law
- Support and implement automated enforcement
- Use well-publicized saturations and targeted enforcement
- Support and encourage DWI Courts
- Conduct training for law enforcement on the importance of crash data collection
- Expand quick clearance policies for incidents and allow law enforcement to retrieve data from onboard computers
- Provide common location information to assist EMS
- Fund a project coordinator in DVS for crash data improvement
- Publish DVS crash database standards for enforcement record management systems
- Build an electronic interface between the crash database and enforcement record management systems
- Build an Impaired Driving Offender Tracking System
- Provide carriers with automatic notification of driving convictions for any driver that works for them

Project Development

In brief, the process of identifying and implementing projects includes the following steps:

- Conduct problem identification
- Gather input from partners and boards
- Solicit new project ideas to address the problems
- Identify specific strategies likely to address problems
- Review the results of current projects aimed at identified problems
- Review submissions for new projects
- Identify program deficiencies
- Tentatively award funding to projects
- Write requests for proposals (as needed or required)
- Prepare Highway Safety Plan
- Identify project directors and organizations
- Conduct on-site project meetings
- Prepare project agreements
- Monitor projects
- Evaluate success
- Start all over again

Gathering Input from Partners

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

- **National Highway Traffic Safety Administration**: The OTS takes into account the recommendations and opinions of the Great Lakes Region NHTSA Office and the NHTSA headquarters staff.
- **Traffic Records Coordinating Committee:** This committee was completely overhauled and revitalized in 2005, partially in response to expectations of the new 408 funding and mostly because the need to do so had been previously identified within the state. Under the direction of OTS representatives from local law enforcement, DOT, Health, DPS, and the courts worked together to develop a strategic plan and prioritize projects in it to ensure that any proposed changes to data systems related to traffic safety are reviewed by and acceptable to all. The TRCC currently meets monthly, while working on the strategic plan meetings were more frequent.
- ***Safe & Sober* NightCAP, and Community Health Liaisons:** Minnesota's four law enforcement liaisons and two community health liaisons provide a wealth of information and recommendations about the needs of state, county, and local law enforcement and health agencies.
- **Motorcycle Safety Advisory Board:** This long-standing committee continues its important role in defining key messages for public information campaigns and providing recommendations for the state-funded motorcycle safety program.
- **Child Passenger Safety Advisory Board**: Formed in the summer of 2000, this team of Minnesota child passenger safety experts meets quarterly to provide advice on improvements to Minnesota's child passenger safety program. There are twelve CPS certified members from around the state and different professions on the board.
- **Toward Zero Deaths Conference** In a collaborative effort, the Departments of Transportation and Public Safety design and conduct the annual Toward Zero Deaths conference with sessions geared towards state and county traffic engineers; public health personnel; local, county and State Patrol enforcement officers; and safety advocates (such as OTS staffers, Triple-A, MADD, child passenger safety experts, the Minnesota Safety Council, the MN Department of Health, and EMS providers). Evaluations of all sessions are conducted and used in planning for the next year's conference.
- **Towards Zero Deaths Committees** Eventually, the TZD program will have three committees, the Governor's Executive Committee, the Steering Committee, and Program Teams. The Executive Committee will meet twice a year and will provide broad-based leadership and support. The steering committee will have responsibility for providing strategic direction and implementing TZD initiatives. The program teams will be made up of stakeholder interest groups focusing on all four E's – engineering, enforcement, education, and emergency medical services.
- **Toward Zero Deaths Forums** (formerly Traffic Safety Partners Breakfasts)**:** Four times a year, the Center for Transportation Studies will invite advocates from

around the state into St. Paul to discuss trends, current efforts, and new ideas for decreasing traffic deaths and injuries. Participants include representatives from organizations such as MADD, the Minnesota Safety Council, the Minnesota Institute of Public Health, EMS, the law enforcement community, and AAA; from other state agencies such as Health and DOT, other divisions within the Department of Public Safety (the Minnesota State Patrol, the Office of Communications, and Driver and Vehicle Services); and present contractors to the Office such as our law enforcement liaisons and the Minnesota County Attorneys Association. Information gathered at these meetings is considered when developing future programs and plans. In addition, the meetings increase partnership possibilities and decrease the possibility of duplication of efforts for everyone involved.

- **Minnesota Seat Belt Coalition**: Many organizations, agencies and individuals are members of the Minnesota Seat Belt Coalition, sharing the goal of increasing safety belt use in the state. Meetings are most frequent just before and during the legislative session. Staff and organizational support for the Coalition is provided by the Minnesota Safety Council (see www.mnsafetycouncil.org for more information).

Methods for Selecting Projects

Data analysis provided through OTS researchers is published annually in the *Minnesota Motor Vehicle Crash Facts*. This document, along with requests of the researchers for additional runs of more specific information such as data by city and county, forms the basis of problem identification in Minnesota. In turn, problem identification is the basis for project selection.

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

We always have many more sound project ideas than we can fund -- it is a competitive process. As a result, we discuss each new project idea and challenge the budget assumptions for each proposed project. We also consider our funding by area – are we fulfilling our responsibilities for maintenance of effort and do we have projects that fit into the conditions and plans for the various NHTSA funding sections such as 402, 408, 410, 2010, and 164 (both HE and AL). Within the constraints of our available funding, the OTS management team decide which of these projects to fund and at what level.

Once the slate of projects for the coming federal fiscal year has been established, each project is assigned to a coordinator who is responsible for working with the project director to resolve issues specific to that proposal and ensure that the necessary applications, budgets, and approvals are in order prior to the beginning of the federal fiscal year. The coordinator also monitors the project throughout the year to ensure that it stays on track, offers suggestions and assistance to the project director, and helps evaluate the success of the project. When the activity is conducted directly by the OTS, the assigned coordinator either assumes responsibility

for ensuring the project is conducted by doing the work him or her self or by writing a request for proposals to find other professionals or organizations to do so. In the end, we strive to arrive at a balanced, comprehensive traffic safety program for Minnesota.

Specific NHTSA Required Plans

Enforcement

Enforcement Activities Philosophy

By ruling of the Minnesota Supreme Court check-points have been declared unconstitutional; therefore Minnesota's enhanced enforcement efforts are of the blitz/saturation type.

Minnesota's enforcement programs all stress increasing occupant protection, safe speed selection, and/or decreasing impaired driving. All enforcement programs have strong earned media components and the more important ones also have a paid media component.

We strongly encourage multi-agency cooperation in grant-funded and on-duty saturations to maximize the impact on the public and decrease duplicative paperwork and media efforts. Enforcement projects that are not competitively awarded are required to include the State Patrol, a Sheriff's Office, and at least one municipal agency in each effort. For the competitively awarded *Safe & Sober* projects, applications from more than one agency are strongly encouraged by awarding a large number of points in the proposal evaluation for doing so.

Some of our enforcement programs are statewide, and some are specific to a group of counties, or a particular segment of roadway. All are based on strictly based on problem identification.

Community and political support is critical to sustaining traffic enforcement in counties and cities. The public information and media work conducted on the local level are largely responsible for gaining that support. In addition, the OTS and our enforcement liaisons take advantage every chance possible to make a presentation to the city council and county board meetings. The presentations, usually of a piece of equipment provided to the enforcement agency by OTS, discuss why traffic safety is so important, praise the agency for their work, and thank the council/board for their support.

Enforcement Training

Officers being reimbursed with NHTSA money, regardless of the project, are all required to have completed Standardized Field Sobriety Training (a two day course with actual drinking subjects each of the two days) and Advanced SFST: Drugs that Impair (a one day course). For projects where the emphasis is passenger protection at least part of the time, they are also required to have completed the four hour Occupant Protection Usage and Enforcement training – a course distilled from the NHTSA TOPS curriculum. Beginning in the 2007 federal year, all officers for whom we pay any time were also required to have an SFST Update four hour class unless their last experience with an SFST class was less than five years ago. The instructors and materials for the classes are provided by the Minnesota State Patrol through a grant with OTS.

Enforcement Projects

In order to support increased enforcement of traffic safety laws at every agency in the state, especially those pertaining to impaired driving and seat belt use, Minnesota has a variety of enforcement projects. Our saturations are all STEP projects – publicizing the up-coming enforcement, increasing enforcement activities for a period of time, and then publicizing the results of the enhanced enforcement. All the projects discussed below are included in the appropriate Program Areas later in this HSP. They are summarized here to assist those interested in this single strategy.

Ultra-High Visibility DWI Enforcement

Due to the 164 Transfer money provided to Minnesota because our repeat DWI offender laws do not meet federal guidelines, the OTS is piloting two ultra-high visibility projects during 2008. The projects will be conducted on a county-wide basis with all agencies participating in the saturation efforts monthly during inclement/winter months and much more frequently during the more pleasant months when DWI crashes most often occur. The projects will take place in Anoka County (just north of Minneapolis' county) and Dakota County (just south of St. Paul's county) and will concentrate a very large number of squads on selected roadways. The projects will utilize large, portable electronic message signs and with officers wearing reflectorized vests identifying the event as DWI enforcement.

Safe & Sober

The statewide *Safe & Sober* project provides grants on an annual basis as the result of applications received in response to a Request for Proposals available on our website and through the regular mail and e-mail. At least 90% of the grant funds are used for overtime enforcement during the time periods set up in the grant. In federal 2008 those time periods include ten days in mid-October on seat belts, weekends in December on DWI (with weekends being defined as Thursday, Friday, and Saturday nights), seven days of speed during April (with the seven days decided jointly by area agencies) the national Memorial Day seat belt mobilization and the July weekends DWI crackdown. During 2008, the Republican National Convention will occur in St. Paul and will hire all available officers to work for that event; therefore, the OTS moved our major statewide DWI push from Labor Day to July. Eligibility for the *Safe & Sober* grants is defined as being over-involved in alcohol-related deaths and severe injuries, over involved in deaths or severe injuries where passenger protection was not used, or being in one of the twenty counties with the highest number of deaths and severe injuries.

In addition to designing and conducting statewide events publicizing the enforcement periods and setting up regional events with the help of the locals, the Office of Communications oversees a contract to purchase media related to the waves and provides media packets for each enforcement period defined in the grant. The agencies do much more than simply send out personalized news releases before and after each wave; they set up and hold news conferences kicking off the waves, are active in seeking interviews on radio stations and cable television, encourage reporters to ride along with patrolling officers and attend SFST classes, write letters to the editor and seek others to do the same. Some are also adept at finding businesses to support their efforts through such things as providing coupons; placing messages on changeable outdoor signs, on prom flowers and dry cleaning bags; and a wide range of other

creative earned media ideas. In the past couple of years, the Safe Communities grants have become much more active in promoting the enforcement waves.

The Challenge program encourages agencies which did not receive a grant or were ineligible for one to do similar work (officer training, media relations and public information, and enhanced enforcement during the set time periods) and report what they have done at the end of the year to OTS. Agencies compete with others based on number of officers and the top three in each of ten size categories are given a mini-grant for $3,000; $2,000; or $1,000. The Challenge program is particularly effective with the small enforcement agencies. Any agency which did not receive a grant for the year is eligible for the Challenge.

Because the requirements and reports are light, the mobilizations and crackdowns cover a larger number of agencies than the grant and challenge programs combined. To participate in the mobilizations and crackdowns, (October seat belts and December holiday DWI, Memorial Day seat belts and July DWI) agencies must at a minimum issue pre and post news releases, increase their patrols and enforcement of the chosen violation, and report to us the number of chosen violations written during the enforcement period. Any and all officers can participate; there are no training requirements. On the report, each agency also marks their choice of small award – an item valued at approximately $50 such as two convertible child seats, a Stinger flashlight, a tint meter, or two ticket books or equipment bags. We try to change those incentives to keep interest up and the agencies motivated. Agencies are not allowed to report together on mobilization results; each agency must report their own. All agencies are strongly encouraged by the *Safe & Sober* liaisons to participate in all mobilizations and crackdowns; and grantees are required to participate under their grant agreements. In addition to the small awards each agency receives for participating, each receives a chance at a drawing for a larger item -- their choice of a lidar, radar, in-squad camera, or two low profile light bars.

Night CAP

The Nighttime Concentrated Alcohol Patrol (NightCAP) program concentrates on impaired driving enforcement and is coordinated by our NightCAP liaison. The vast majority of the project funding is spent on enforcement in the 15 counties which together account for 60% of all Minnesota's alcohol-related fatalities. State Patrol districts set up at least monthly saturations in those 15 counties -- in the summer, the events become more frequent. The saturations must include officers from at least one sheriff's department and local police department. The local agencies can be reimbursed for their overtime hours or do the shifts on-duty and receive a small piece of equipment for participating. The program has a large motor home, called the BATmobile, which is equipped with an Intoxilyzer evidentiary BAC machine, and a room suitable for field drug exams. The NightCAP liaison is generally responsible for the program. He also takes the BATmobile to the more populous NightCAP saturations, where it greatly cuts down on the amount of time to process an impaired driver. The NightCAP liaison also provides caps with the NightCAP logo on it to officers who get a "hat trick" – three DWIs in a single shift.

HEAT

In 1997, in response to the repeal of the National Minimum Speed Limit law, speed limits were increased on Minnesota rural interstates and certain expressways. The change was covered by the media, but no substantial enforcement or education effort accompanied the change. In 2005, Mn/DOT reviewed crash data from five years before and after the speed limit increase made in 1997. The study showed a 93% increase in fatalities on four-lane divided expressways where speed limits were raised from 55 to 65 MPH. The same study revealed a 70% increase in deaths on rural freeways that were raised from 55 to 70 MPH. From this study, Mn/DOT and DPS concluded that the engineering change made in 1997 created a hazard to the motoring public that could be resolved by the use of education and enforcement.

The Minnesota DOT and DPS in cooperation with a wide array of organizations and individuals formulated a Comprehensive Highway Safety Plan (CHSP). The CHSP identified enforcement as the highest priority strategy to improve traffic safety. Federally funded programs specifically for the enforcement of impaired driving and seat belt laws, and public education about that enforcement, have been available to begin to address those highway safety priorities for some time before the CHSP; therefore, impaired driving and passenger protection were to some extent already covered in the state. Minnesota reports show that roughly 20 percent of crashes in which someone died had excessive speed listed as a contributing factor.

The Minnesota DOT and DPS jointly designed and implemented an enforcement project to address high speeds on suitable expressways and freeways. Nearly $3,000,000 in federal funds (164HE repeat offender transfer monies) were invested in the project for federal fiscal year 2006 and $1,500.000 was invested in the summer of 2007. The project was entitled HEAT and showed that increasing speed limits on roadways engineered for higher limits did not have to result in increased fatalities if sufficiently massive amounts of enforcement occurred at the same time. The MN/DOT and DPS have so far been unable to find the significant amount of resources needed for this project in 2008.

Evaluating Enforcement Activities

In the beginning, the OTS imposed three specific performance objectives on all enforcement projects. Those three objectives were 1) number of contacts with the public per hour worked, 2) number of citations as opposed to warnings, and 3) number of passenger protection actions. We set the minimum objectives at two contacts per hour, fifty percent which resulted in a citation and twenty percent which related to seat belts or child seats.

Minnesota statutes include a prohibition of what are commonly referred to as “quota laws” – a prohibition against evaluating enforcement employees based on number of tickets written. Therefore, our grants stated agencies would “strive to achieve” the objectives. Nevertheless, even that was challenged in 1999 and beginning with federal 2000 grants, OTS was no longer allowed to set any numerical objectives for agencies. In certain quarters, this has caused much, much ado about absolutely nothing. The absence of numerical goals set by OTS has empirically not had any adverse impact on enforcement activity. Instead of comparing an agency with the numerical goals we had set, we compare each agency with the average performance of all

agencies during that time period. Grantees are appraised of their progress in comparison to the average results throughout the year. The averages for all agencies have increased each year.

A contact is defined as a vehicle stopped. In order to encourage DWI and other arrests in which a person is taken into custody, (necessitating a long process and/or a long drive for the arresting officer) metro agencies receive four points for each person taken into custody, and non-metro agencies receive six points. When an officer is having a car towed, but is not taking the driver into custody, two points are awarded as a wait for a tow truck will be the likely result. Other vehicle stops result in one contact point. An agency's total points are divided by the hours worked to compute the contacts per hour. The citation objective is computed on the simple ratio of citations issued to number of vehicles stopped and the belt objective is the simple ratio of seat belt and child seat citations and warnings to vehicles stopped.

The three enforcement objectives are factors the OTS looks at carefully when considering funding individual projects for a subsequent year. In particular, agencies must discuss their past *Safe & Sober* funded enforcement actions in a separate section of that application and if they have not met or exceeded the average, must discuss changes they will make that will enable them to do so.

In addition to the enforcement performance objectives discussed above, each *Safe & Sober* grant must write at least three objectives of their own in specific formats provided, for example, increase seat belt use as shown by informal surveys from a baseline of 72% in June of 2007 to 78% in June of 2008, increase impaired driving arrests made during the Labor Day crackdown from a baseline of 27 in 2004 to 34 in 2005, or decrease the number of deaths and serious injuries in the jurisdiction(s) from 256 (May through September 2006) to 225 (May through September 2007). In their final reports, agencies discuss their progress towards meeting these goals.

Federal 2008 Media/Communications Plan

(From the Minnesota Department of Public Safety Office of Communications)

A communications plan is a living document; changes to it are made as new research studies suggest, new budget information requires, and new issues and priorities are considered.

October 2007

Editorial:

Seat Belt Use Rate

- Issue news release on seat belt use rate (emphasize unbelted vehicle occupant serious injuries/fatalities). Merchandise four-color PDF format maps (by Minnesota region for 2002-2006) showing location of unbelted crash fatalities, especially for media outlets' web sites. Merge new data with October Seat Belt enforcement effort.

Deer-Vehicle Collisions

- Issue news release on deer-vehicle collisions (target suburban commuters, residents in exurban and rural areas); issue jointly with Departments of Transportation and Natural Resources. Emphasize driver response to situation ("Don't veer for deer").

Seat Belt Enforcement

- Issue seat belt enforcement media packets (in September including pre- and post-enforcement template news releases, county-specific stats, etc.) to participating law enforcement agencies statewide for customization and distribution; work "homecoming" angle for teens.
- Conduct news conference/event to launch statewide seat belt/child restraints enforcement, Oct. 12–21.

Halloween

- Alert media to impaired driving saturations during pre-Halloween weekend. Merchandise last year's DWI arrests and alc-related crashes during holiday period.
- Provide partners with NHTSA-developed impaired creative for distribution.

NightCAP Releases

- Ongoing; issue post-enforcement news releases on results/arrests/alcohol-concentration levels of NightCAP impaired driving saturations by market.

Ongoing

- Monthly news release recapping traffic deaths and serious injuries.
- State Patrol bimonthly interview appearance on leading "active rock" format morning drive-time radio station.

PSA Media:

- Secure co-branding advertiser for rotating TV public service announcements in the Minnesota Wild Hockey October-April season.
- Leverage relationship with Border Foods (Minnesota franchisee of Taco Bell and Pizza Hut outlets). All bagged food orders (drive-thru, to-go) will have "Click It or Ticket" Post-Its affixed to orders concurrent with enforcement campaign. Supplement with counter/door signage and Post-Its on Pizza Hut boxtops.

Paid Media:

- Contract with media buying agency and plan paid media for the year; emphasis on upfront buying to leverage total budget of $1.56 million:
    - $560,000 for occupant protection/general safety (402), including:
        - $350,000 for May Mobilization
        - $100,000 for Special Programming Opportunities
    - $1,000,000 for impaired driving (410)
        - $75,000 for December Mobilization
        - $160,000 for NightCAP/Extended Impaired Campaign
        - $450,000 for July Mobilization
        - $200,000 for Motorcycle Campaign
        - $115,000 for Special Programming Opportunities
- Fall 2007 Rider Review published in Minnesota Motorcycle Monthly.

November 2007

Editorial:

Thanksgiving

- Issue news release with traffic safety reminder; emphasize increased travel, impaired drivers, role of seat belts. Target: Holiday travelers, returning college students, M 18-34. Provide MSP spokesperson for interviews, ride-along opportunities; underscore impaired driving.
- Issue news release detailing crash fatalities and serious injuries after Thanksgiving weekend.

NightCAP Releases

- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

Pre-Holidays & New Year Impaired Driving Mobilization

- Develop and distribute pre- and post-enforcement template news releases, and county-specific stats sheet to law enforcement agencies statewide for local customization and distribution.

PSA Media:

- Minnesota Wild hockey PSA campaign continues.

Paid Media:

- Media buying agency to negotiate and place TV and radio ads in key markets in support of December impaired driving mobilization.

December 2007

Editorial:

Safe Winter Driving

- Issue news release with safe winter weather driving tips coinciding with first measurable snowfall (emphasis on belts, safe speeds, vehicle maintenance; coordinate with MnDOT and its message re: snow plows and safe distances).

Holidays & New Year

- Issue statewide news release emphasizing designated drivers during busy holiday celebration period. Targets: M & W, 18-45.
- Conduct ride-alongs with state troopers and other law enforcement agencies emphasizing targeted impaired driving saturations.

Impaired Driving Mobilization & NightCAP Counties

- Issue pre- and post-enforcement template news releases, and county-specific stats sheet to law enforcement agencies statewide for local customization and distribution.
- Hold news conference to introduce new NightCAP counties for 2008; include law enforcement from each county; announce statewide Safe & Sober mobilization.
- Develop/distribute poster highlighting NightCAP counties to law enforcement agencies, Minnesota County Attorneys Association, MADD chapters, and other channels.

DWI TV on YouTube

- Post 10-plus videos from Minnesota cops telling their DWI stories. Launch the effort in mid-late December to sustain the news of the ongoing DWI enforcement effort.

NightCAP

- Ongoing news releases; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

PSA Media:

- Leverage relationship with White Castle. All Twin Cities' White Castle locations' drive-thru orders will have Safe & Sober/White Castle co-branded "DDOTLUA" Post-Its affixed to orders concurrent with impaired driving enforcement campaign. Supplement with counter/door signage.
- Minnesota Wild hockey PSA campaign continues.
- Distribute "Elf Arrest" TV PSA to stations statewide through FastChannel/Pathfire.

Paid Media:

- TV and radio ads air in key markets in support of December impaired driving mobilization.

January 2008

Editorial:

Preliminary Fatalities for 2007

- Issue news release citing preliminary total traffic fatalities for 2007. Target: Legislators, other key influencers and policy makers with emphasis on role of seat belts and primary. Merchandise at county level.

Super Bowl

- Develop and provide pre- and post-enforcement template news releases, stats sheet for law enforcement agencies statewide for local customization and distribution. Emphasize impaired driving; safe alternatives. Target: M, 18-45.
- Merchandise controlled drinking demo illustrating unsafe/illegal morning-after AC levels.

NightCAP Releases

- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

***Look Out, Teens!* TV Commercial Challenge**

- Issue news advisory to announce TV commercial contest for teens.
- Employ partners to promote in schools/local communities.

PSA Media:

- Minnesota Wild hockey PSA campaign continues.

Paid Media:

- Media buying agency to negotiate and place TV and radio ads in state high school tournaments (hockey, basketball, wrestling) February TV coverage with teen-oriented seat belt message.
- Ongoing placement of "special programming" buys to air during special high-ratings shows outside of major mobilization buys.
- Motorcycle rider training messaging during state high school hockey tournament (radio).

February 2008

Editorial:

April Spring Fever Speed Mobilization

- Develop and distribute pre- and post-enforcement template news releases, and county-specific stat sheets to law enforcement agencies statewide for local customization and distribution.

Super Bowl

- Issue news release on historical Super Bowl DWI arrests, state patrol enforcement, designated drivers. Target: M, 18-45.
- Target NightCAP counties and pitch State Patrol interviews to youth-oriented radio stations stressing enforcement. Target: M, 18-34, rural skew.

St. Patrick's

- Develop and provide pre- and post-enforcement template news releases, stat sheets for law enforcement agencies statewide for local customization and distribution. Emphasize impaired driving; safe alternatives. Target: M, 18-45. Secure on-air controlled drinking sessions.

NightCAP Releases

- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

PSA Media:

- Minnesota Wild hockey PSA campaign continues.

Paid Media:

- Media planning and analysis for April Speed Spring Fever and May Mobilization.
- High school tournament campaign airs (see Jan.).
- Planning/purchase of U of Minnesota *Daily*, UMD Statesman, Mankato Report and St. Cloud campus paper "don't drink and drive" insert for spring break/St. Patrick's Day drop.

March 2008

Editorial:

Impaired Driving Facts (IDF06) Publication

- Issue news release on main findings of *Impaired Driving Facts 2006*. Targets: Legislators, key influencers, policy makers, county attorneys, criminal justice, med/health community.
- Distribute news release and publication to key media.

St. Patrick's

- Issue news release on DWI arrests, enforcement, designated drivers. Target: M, 18-45.
- Target NightCAP counties and pitch State Patrol interviews/controlled drinking labs to youth-oriented radio stations stressing enforcement. Target: M, 18-34, rural skew.

Spring Break

- Target safe driving/don't drink and drive communication through college newspapers and radio stations in advance of spring break (employ MnSCU contacts).

NightCAP Releases

- Issue NightCAP mid-year citation totals news release.

- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

Motorcycles
- Issue news release, conduct media pitches to elevate awareness of motorcycle training.
- Issue news release to industry publications to promote conspicuity campaign.
- Provide conspicuity form letters to the editor to motorcycle riders, instructors, clubs, advisory committee.

May Mobilization
- Begin securing seat belt-related stories to pitch to media for May effort.

PSA Media:
- Minnesota Wild hockey PSA campaign continues.

Paid Media:
- Heavy metro cable TV targeting M 18-34 with impaired enforcement message.
- Campus newspaper (U of M, UMD, St. Cloud, Mankato) insert drops.

Motorcycles
- Motorcycle conspicuity campaign print/Web begins. Target audience: motorcycle riders 16-65+.

Other:
- OOC representative to attend Lifesavers Conference.

April 2008

Editorial:

Pre-May Mobilization
- Develop and provide comprehensive media material (releases, fact sheets) to grantees in advance of May seat belt mobilization.
- Coordinate regional news events/launches.
- Identify, pitch and book radio/TV/print interview opportunities with law enforcement.

April Speed Spring Fever (Enforcement seven days between April 1-30)
- Distribute news releases, fact sheets statewide announcing launch of law enforcement.
- Secure editorial coverage leveraged by paid media buy.
- Execute regional news events/launches; leverage media buy to secure radio station event sponsor in each market.

Fishing Opener
- Issue traffic safety news release reminder targeting speeding, impaired driving. Target: M, 18-45.

Motorcycles
- Issue motorist awareness news release statewide at onset of motorcycle season.
- Issue Flood Run news release advising driving public to increase awareness.

PSA Media:
- Minnesota Wild hockey PSA campaign continues.

Paid Media:

May Mobilization
- Secure paid media for extensive, 10-day statewide TV and radio campaign targeting M, 18-34. Message: CIOT. Cite five-year total of seat belt citations during previous May Mobilizations.
- Support media campaign with gas pump-toppers, indoor, and mobile boards as appropriate.
- Leverage paid buy to secure editorial opportunities with emphasis on radio drive-time interview with law enforcement.

Minnesota Twins (TBD)
- Begin six-month, home plate signage campaign with Minnesota Twins (April-May, seat belt message; June-July, speeding message; Aug.-Sept. impaired driving message).

Motorcycles
- Motorcycle conspicuity campaign print/Web continues.
- Spring 2008 Rider Review published in Minnesota Motorcycle Monthly.

May 2008

Editorial:

May Mobilization
- Distribute news releases, fact sheets statewide announcing launch of law enforcement.
- Secure editorial coverage leveraged by paid media buy.
- Execute regional news events/launches; leverage media buy to secure radio station event sponsor in each market.

Pre-Summer Impaired Campaign:
- Distribute template news releases, customized fact sheets to 13 NightCAP announcing launch of summer law enforcement focus and supporting paid media campaign.

***Look Out Teens!* TV Commercial Challenge**
- Issue news release announcing the finalists for the contest and promote online voting.
- Issue final news release announcing winner.

Memorial Day Safe Road Trip Tips
- Issue news release/PSAs to radio stations statewide to promote safe travel over the holiday.

- Issue fatal/serious crash re-cap of the Memorial Day weekend.

Proms/Graduations
- Safety message surrounding year-end school festivities included in Rural Belt and May Mob overall executions.

Motorcycles
- Weekly local news advisories regarding Washout events around the state.

Paid Media:

May Mobilization
- Paid media campaign launches with $350,000 (402 funds) of spot TV, spot cable and local radio; employ gas pump-toppers, indoor, and mobile boards as appropriate.
- Leverage paid buy to secure editorial opportunities with emphasis on radio drive-time interview with law enforcement.

Motorcycles
- Motorcycle conspicuity campaign print/Web continues.

Other Paid Media:
- Twins campaign continues (seat belts).
- *Look Out, Teens!* winning ad airs

PSA Media:
- Leverage relationship with Border Foods (exclusive Minnesota franchisee of Taco Bell and Pizza Hut outlets). All bagged food orders (drive-thru, to-go) will have "Click It or Ticket" post-it affixed to order; approx. 750,000 during campaign. "Buckle Up" window clings on all restaurant exit doors.

June 2008

Editorial:

Pre-July Impaired Mobilization
- Develop and distribute comprehensive media material (releases, fact sheets) to grantees/participants in advance of effort.

Warm Weather/Summer Travel Advisory
- Issue news release focusing on safe summer driving; deadly historical trend.

Speed Enforcement/ Mid-year Fatalities
- Issue news release announcing results of enforcement effort since campaign began September 2005. Reference number of mid-year traffic deaths, re-emphasize deadly summer months.

May Mobilization
- Issue news release announcing results of enforcement effort.

Speeding
- Develop and provide pre- and post-enforcement template news releases, stats sheet for law enforcement agencies statewide for local customization and distribution. Emphasize speeding. Target: metro and rural males, 18-34.

***Crash Facts* 2007**
- Issue *Crash Facts* 2007 news release to recap state's traffic stats/trends.

NightCAP Releases
- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

Motorcycles
- Issue news release in response to high-profile fatal crashes, as appropriate.

Paid Media:

July Campaign
- Secure paid media campaign of spot TV, spot cable and local radio; gas pump-toppers, indoor, and mobile boards as appropriate.
- Leverage paid buy to secure editorial opportunities with emphasis on radio drive-time interviews with law enforcement.

Extended Impaired Campaign (NightCAP Counties)
- Secure paid media for multi-month impaired driving targeting M, 18-34 Message: "DD. Over. Under." Emphasis on cable TV and radio in media markets in 15 NightCAP counties with highest alcohol-related fatalities.

Motorcycles
- Motorcycle conspicuity campaign print/Web continues.
- Impaired riding ad campaign begins.

Other Paid Media:
- Twins campaign continues (speeding).
- Speed enforcement campaign continues.

July 2008

Editorial:

July DWI Mobilization

- Distribute news releases, fact sheets statewide announcing launch of law enforcement.
- Secure editorial coverage leveraged by paid media buy.
- Execute regional news events/launches; leverage media buy to secure radio station event sponsor in each market.

NightCAP Releases
- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

4th of July Safe Road Trip Tips
- Issue news release/PSAs to radio stations statewide to promote safe travel over the holiday.
- Issue fatal/serious crash re-cap of the 4th of July period.

Motorcycles
- Issue news release in response to high-profile fatal crash(es) as appropriate.

Paid Media:

July DWI Mobilization
- Paid media campaign launches: TV and radio campaign targeting M, 18-34. Message: "DD. Over. Under." Cite 10-year total of DWI arrests; cite previous arrests during enforcement campaigns (county-specific).
- Leverage paid buy to secure editorial opportunities.
- Coordinate regional news events/launches.

Motorcycles
- Motorcycle conspicuity campaign print/Web continues.
- Impaired riding ad campaign continues.

Other Paid Media:
- Extended impaired campaign continues in NightCAP counties.
- Speed campaign continues statewide.
- Twins campaign continues (speeding).

August 2008

Editorial:

July Mobilization
- Issue news release announcing results of July DWI mobilization.
- Grantees issue local results.
- Issue news release recapping fatal and serious injury crashes over the weekend.

NightCAP Releases
- Ongoing; issue post-enforcement news releases on results/arrests of NightCAP impaired driving saturations.

Back to School Safety Advisory

- Issue news releases highlighting B-T-S CPS, pedestrian & crosswalk safety. Issue B-roll Beta tape to TV outlets statewide. Target: Parents/caregivers, general motoring public.

Motorcycles

- Issue news release in response to high-profile fatal crash(es) as appropriate.

Paid Media:

July Mobilization

- Continued placement of media through social norming BOGO or bonus spots.

Motorcycles

- Motorcycle conspicuity campaign print/Web continues.
- Impaired riding ad campaign continues.

Other Paid Media:

- Extended impaired campaign continues in NightCAP counties.
- Speed campaign continues statewide
- Twins campaign continues (impaired).

September 2008

Editorial:

State Patrol at State Fair

- Promote Patrol's traffic safety resources amd enforcement efforts through special opps at Minnesota State Fair.

Seat Belt Survey

- Issue news release announcing results of annual August statewide seat belt use survey.

Motorcycles

- Issue Flood Run news release advising driving public to increase awareness.

Paid Media:

Motorcycles

- Motorcycle conspicuity campaign print/Web continues.
- Impaired riding ad campaign continues.

Other Paid Media:

- Twins campaign continues (impaired).

Highway Safety Plan Program Areas

Introduction

Once upon a time, it seemed easy to assign a project to a specific area and have only one coordinator really understand what that project was about. Those days have long since passed and Minnesota is a safer state for their passage. While projects by necessity are still usually assigned to one program area and one coordinator, those decisions are seldom easy or obvious. Each coordinator must have an understanding of the total traffic safety landscape to be able to make his or her individual projects successful and efficient. For ease of use, Minnesota's Highway Safety Plan is organized by general area codes used in the Grant Tracking System: planning and administration, occupant protection, impaired driving, police traffic services, traffic records, community programs, motorcycle safety, and roadway safety. The reader is considered forewarned that synergies abound.

Beginning with the 2007 federal year, OTS coordinators were assigned a region of the state in addition to a subject area of expertise. Within his or her region, the coordinator is responsible for managing and coordinating the *Safe & Sober*, as well as, Safe Communities projects.

The following pages provide information about all the projects of OTS during federal fiscal year 2008. We have included brief descriptions of all types of funding sources and special projects of which we have information at this time. Revisions to the Highway Safety Plan will be written as necessary. This Highway Safety Plan supports our mission, will move us towards zero deaths and our interim goals, and ultimately help us achieve our vision of a safer Minnesota.

08-01: Planning and Administration

Planning and Administration is a critical function of Minnesota's traffic safety program, ensuring funds are used on identified problems, towards target markets, and on the strategies most likely to make an impact on the number of crash related deaths and serious injuries. The OTS uses P&A funds to support the operational costs of the Office of Traffic Safety (such as rent, supplies, phones, general mailings, in-state travel, and employee development and training) and some staff salaries. The following OTS staff members are supported through P&A projects:

- Director (1)
- Deputy Director (1)
- Support Staff (3)
- Program Coordinator (1.00)
- Accounting Officer (.5)

During 2007, the Office of Traffic Safety (OTS) continued to meet with other divisions of the Department of Public Safety (DPS) to discuss website based grant systems. To provide funding for OTS' share of a system, $15,000 was programmed in each of the coordination projects and $30,000 was programmed in the problem identification project. In total, $180,000 from OTS will be available to be used for the development and/or purchase of a system.

The 2007 Minnesota legislative session granted OTS' request for an additional $111,000 per year to maximize the amount available for planning and administration (P&A). NHTSA rules limit the amount of 402 funds that can be spent on P&A to 10% of the total amount of 402 funds expended and funds devoted to P&A must be matched by an equal amount of state funds. In federal 2007, OTS received $4,350,000 in 402 funds and beginning in 2008 will have $435,000 in state funds dedicated to planning and administration.

Project Number:	08-01-01
Project Title:	Planning and Administration
Target Population:	Public Safety professionals in all units of government
Description:	This project provides for the staff responsible for the overall management, support, and operations of the Office of Traffic Safety and projects primarily funded by the National Highway Traffic Safety Administration (NHTSA). In-state travel costs for staff, and the use of state vehicles is also supported to ensure travel within Minnesota to meet traffic safety partners, discuss and monitor projects, and attend in-state meetings, conferences, and workshops. Other funding received and managed by the office is provided by the federal Enforcing

	Underage Drinking Law program, and the state funded planning and administrative match, Motorcycle Safety Fund and the Child Seats for Needy Families Fund, The activities undertaken include prioritizing problems and solutions based on crash data, providing leadership and guidance to the program, directing and testifying on traffic safety legislation as appropriate, seeking approval and providing information for the biennial state budget, and providing support services and oversight for program staff members and the operations of the Office of Traffic Safety.
Evaluation	Business programs are efficiently and effectively managed so that operations support the effectiveness of program areas and work towards obtaining our goals and objectives.
Directing Agency:	DPS:OTS

Project Number:	08-01-02
Project Title:	Planning and Administration Accounting
Target Population:	Staff of Office of Traffic Safety
Description:	This project provides the OTS with the services of an accounting officer on a half-time basis to set up and track budgets in the state system, submit the voucher of costs incurred on the grant tracking system (GTS), provide financial reports to the OTS and others, and assist the OTS with fiscal processes and procedures. Costs associated with the project include rent, salary, fringe benefits, and indirect costs. Allowable costs are split on a 50/50 basis between federal and state funds.
Evaluation	OTS accurately adheres to the fiscal requirements of both the NHTSA and state systems.
Directing Agency:	DPS: Office of Fiscal & Administrative Services

Funding for Planning & Administration

In thousands of dollars

08-01

Code Section Project	PA 402	State	Total	Federal benefit to Local	Percent Local Benefit
01 P & A OTS	410.0	410.0	820.0	0.0	0%
02 P& A Finance	25.0	25.0	50.0	0.0	0%
Total	435.0	435.0	870.0	0.0	0%

08-02: Occupant Protection

Occupant Protection programs in Minnesota take a variety of forms. The projects listed in this section reflect our Child Passenger Safety (CPS) initiatives, projects aimed at only at increasing belt use or measuring it, and providing extra enforcement for the May seat belt mobilization.

Please note that many of OTS programs related to seat belts is listed in other sections of the Highway Safety Plan. Enforcement projects related to seat belts are included in all the Safe &Sober projects in the police traffic section (section 4) and local coalition projects related to seat belts are in the community programs section (section 3). In addition, seat belt campaign materials, earned media kits, and paid media are also provided through the community programs section, and the services of the Safe & Sober and community health liaisons are provided elsewhere.

Minnesota crash data are persuasive: teenagers are the age group with the highest number of traffic-related deaths (58 out of 373 occupants killed) and severe injuries (234 out of 1,328 occupants severely injured). Minnesotans in their early twenties and thirties who are killed in crashes are least likely to be wearing their seat belts – non-use for those ages in 2006 was 75% and 72% respectively. Those killed or severely injured in crashes are much less likely to be wearing their seat belts during the late night hours that during other times of the day. While nearly 60% f those killed or seriously injured between ten in the morning and five in the afternoon are buckled up, that percentage falls to 30% between nine in the evening and three in the morning. Thus, beginning in 2007, attention to enforcing seat belt use in the evening was strengthened by OTS, regardless of the obvious difficulties.

Males in the general population buckle up less often than females by slightly less than 8 percentage points in June of 2007, pick-up truck drivers buckle up less than drivers of other vehicles by about 7 percentage points, and those classified as 16 to 29 years old wear their seat belts less than other age cohorts. The increase in observed seat belt use seen in June of 2007 was about four or five percentage points in all ages estimated except for 16-29 year olds which saw an increase of slightly more than 2 percentage points.

When drawing conclusions from the tables on the following page, it is important to keep in mind that the smaller the number of individuals observed in the cohort, the larger the range for statistical significance will be. For example, since so few children between birth and ten are observed, the changes in use from one year to the next are relatively meaningless.

Observed Shoulder Belt Use and Unweighted Number by Vehicle Type and Site Type

	All Vehicles		Car		SUV		Van/Minivan		Pickup	
Site Type & Survey Date*	%	N	%	N	%	N	%	N	%	N
Intersection04	77.1	7,532	79.8	3,632	79.9	1,314	83.1	1,026	65.9	1,560
Intersection05	80.6	7,408	82.0	3,703	83.9	1,511	87.0	932	68.8	1,262
Intersection06	79.7	8,322	81.8	3,921	83.1	1,643	84.4	1,163	68.7	1,595
Intersection07	85.7	6,964	86.6	3,333	90.3	1,445	90.7	1,008	74.5	1,178
Exit Ramp 04	82.0	6,025	85.0	3,159	81.9	943	84.0	912	70.2	1,011
Exit Ramp 05	87.5	7,289	87.9	3,827	91.1	1,437	89.4	1,016	78.6	1,009
Exit Ramp 06	84.7	7,058	85.6	3,630	86.1	1,374	86.8	1,005	76.1	1,049
Exit Ramp 07	87.5	5,749	87.2	2,919	89.4	1,172	91.6	837	80.7	821

*June

Observed Shoulder Belt Use and Unweighted Number by Age

	Estimated Age									
	0–10		11--15		16—29		30—64		65—Up	
Survey Date	%	N	%	N	%	N	%	N	%	N
June 2004	89.3	111	88.9	271	73.0	4,127	80.2	7,818	85.0	1,214
June 2005	86.7	116	80.3	274	74.8	4,524	84.8	8,205	88.7	1,560
June 2006	81.0	85	85.5	302	75.6	4,320	82.0	8,943	88.6	1,713
June 2007	95.1	80	89.8	235	77.9	2,868	87.5	7,987	93.3	1,530

Observed Should Belt Use and Unweighted Number by Sex

	Male		Female	
Survey Date	%	N	%	N
2004	73.1	7,551	84.9	5,990
2005	78.7	7,878	87.2	6,692
2006	77.0	8,303	85.9	6,882
2007	82.7	6,986	90.2	5,704

Progress in occupant protection use can be seen on several fronts. Less obvious than the increase in seat belt use in the general driving population, but equally important, is the steady decrease in severe injuries that has occurred over the past decade. Although the total number of people involved in crashes each year doesn't change a great deal, many fewer people suffer debilitating and disfiguring injuries – an accomplishment we credit to increased belt use.

Project Number:	08-02-01
Project Title:	Occupant Protection Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the federally funded occupant protection projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to increase seat belt use of all occupants in the vehicle, regardless of age or seating position. This is accomplished by outreach, assisting with print and electronic materials, responding to legislative and media inquiries, and forming beneficial partnerships. Additionally, the position exists to assist coalitions and partners in the state addressing seat belt issues.
Evaluation	Evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination and monitoring of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-02-02
Project Title:	Child Passenger Safety Coordination
Target Population:	Child Passenger Safety (CPS) advocates, parents and caregivers of children, NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature and media with questions and concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the federal child passenger safety programs and the state dedicated child-seat fund. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to increase proper child seat and booster seat use of all age-appropriate occupants in the vehicle. This coordinator is responsible for providing certification updates for nationally accredited instructors and technicians at the annual Towards Zero Deaths conference, responding to legislative and media inquiries about child seats, and forming and continuing beneficial partnerships. Additionally, the position exists to assist the advocates, coalitions, and other partners in the state addressing child seat issues.

Evaluation	Evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination and monitoring of projects undertaken. The written evaluations from the CPS portion of the Toward Zero Deaths conference and reports from the Resource Center(s) will be used to evaluate the project
Directing Agency:	DPS: OTS

Project Number:	08-02-03
Project Title:	Child Passenger Safety Support
Target Population:	CPS advocates, parents and caregivers of children, NHTSA, State of Minnesota, MN Department of Public Safety, and project directors; also the legislature and media with questions and concerns
Description:	This project provides for a full-range of material and service support necessary to ensure the safe transportation of children in vehicles. The strategies undertaken include providing training for instructors and clinicians who in turn train parents and caregivers to correctly use the appropriate seat, providing print and other outreach materials to the general public, as well as to CPS instructors and technicians. This project will fund the variety of ways that outreach and education is disseminated to the public and our partners regarding the safe transportation of children. Costs of creating print materials, mailing and shipping, conducting training and workshops, training tools and purchasing child restraint systems are all used to support the CPS efforts of staff and partners.
Evaluation	The determination of success will consider the results of evaluations completed by car seat clinic and fitting stations users and by advocates who are trained and work with the program.
Directing Agency:	DPS: OTS

Project Number:	08-02-04
Project Title:	Safety Belt Observational Surveys
Target Population:	NHTSA, Minnesota Legislature, and Safety Professionals
Description:	Minnesota's random, statistically valid, NHTSA –approved survey of seat belt use allows us to capture demographic data to help target our passenger protection program as well as judge the success of our efforts to convince Minnesotans to simply buckle up. The survey may be conducted multiple times throughout the year to evaluate our efforts as well as to determine our statewide rate. Surveys will also aid in

	evaluation of the *Click It or Ticket* May enforcement mobilization. Reports on safety belt usage will be generated. Survey costs include gathering the data, analyzing the data, and generating the statewide use report as well as wireless charges to transmit the data. The use of Personal Digital Assistants (PDAs) has eliminated the costs for data entry and allows the OTS to oversee the data collection process more efficiently.
Evaluation	Evaluation is administrative for this project -- the surveys will be completed in a timely manner and in accordance with the official survey methodology and the results will be reported on schedule. The results of the survey will be used to evaluate progress in increasing the safety belt use rate.
Directing Agency:	DPS-OTS with some contracts to private firms and individuals.

Project Number:	08-02-05
Project Title:	Minnesota Seat Belt Coalition
Target Population:	Coalition members and policy makers
Description:	The Minnesota Seat Belt Coalition is a large and diverse group of organizations and individuals supportive of increasing seat belt use in the state. Coordination of the Coalition activities is housed at the Minnesota Safety Council. This project provides financial support for the coalition's work including mailings and meeting expenses.
Evaluation	A comparison will be made of planned to actual grant duties and objectives of the grantee.
Directing Agency:	Minnesota Safety Council thorough a grant with DPS:OTS

Project Number:	08-02-06
Project Title:	'Tween Seat Belt Use
Target Population:	Young people between childhood and their teenage years and their parents and caregivers
Description:	The OTS does not have a program to provide or distribute that encourages seat belt use by those children from the age of 10 through the age 13. During these years, attitudes and habits concerning seat belt use can be formed that can carry over into the high risk teenage years. This project will explore the needs and possibilities of a new or existing program and the provision of such a program in Minnesota.
Evaluation	The success of this project in its first year will be judged on the basis of information researched and documented on the target audiences and

	distribution possibilities and progress made towards the development of specific program.
Directing Agency:	DPS:OTS through grants, contracts, and/or purchase orders

Project Number:	08-02-07
Project Title:	Car Seats for Needy Families
Target Population:	Organizations and individuals who are trained CPS advocates and parents.
Description:	Fines for failure to comply with the child passenger safety law are dedicated to the Minnesota Child Restraint and Education Account, the primary state means for providing car seats to low-income families. OTS uses the funds to support child safety seats to trained child passenger safety specialists who distribute the safety restraints at the same time they provide education to families. A grant program has been developed that allows local agencies to order and distribute child restraints for which lower than usual prices have been obtained under a state purchasing contract. The agencies complete an application, accept the state educational outline, and provide proof of child passenger safety certification, samples of print materials, and attest to following a low-income guideline for recipient selection.
Evaluation	Informal feed-back from grantees
Directing Agency:	DPS:OTS with grants to local agencies

Project Number:	08-02-08
Project Title:	May Mobilization Mini Grants
Target Population:	Minnesota residents and visitors in vehicles on our roadways
Description:	While some enforcement agencies successfully apply for and receive competitive year-long grants to conduct enhanced traffic enforcement patrols in waves focusing on a variety of traffic laws including seat belt use, the majority of agencies in the state do not. Without a change in passenger protection laws, success in increasing seat belt use is closely tied to enforcement efforts and the paid and earned media surrounding those efforts. Therefore, during the May *Click It or Ticket* mobilization, mini-grants for overtime enforcement of seat belts will be provided to agencies in the state which have demonstrated a commitment to seat belt enforcement in the past or can demonstrate a new commitment to seat belt enforcement.
Evaluation	The overall May mobilization will be evaluated as shown by seat belt use in observational surveys; knowledge, awareness, and attitudes

	shown by random telephone surveys; and enforcement related results of the grantees.
Directing Agency:	DPS: OTS through mini-grants to agencies for overtime enforcement

Funding for Occupant Protection

In thousands of dollars

08-02

Code Section	OP 402	IN5 157 Innov.	State/Local Match	Total Funding	Local Benefit	Percent of Local Benefit
Project Number						
01 Belts Coordination	95..0			95.0	64.0	61%
02 CPS Coordination	95.0			95.0	71.0	75%
03 CPS Support	143.0			143.0	143.0	100%
04 Seat Belt Use Surveys	75.0			75.0	30.0	40%
05 Seat Belt Coalition	15.0			15.0	7.5	50%
06 'Tween Seat Belt Use	20.0			20.0	10.0	50%
07 Child Seats for Needy Families			50.0-	50.0		
08 May Mini-Grants	60.0	1.0	25.0	86.0	600	100%
Total	**503.0**	**1.0**	**75.0**	**579.0**	**385.5**	

Note: Projects related to enforcement of belt laws are included in Safe & Sober (section 4) and local education and state information projects are included in Community Programs (section 6).

Total local benefit for OP 402 funding is 61% for seat belts and 75% for child seats and 100% for IN5.

08-03: Impaired Driving

Minnesota observed another year of decreased alcohol-related fatalities and severe injuries in 2006. In fact, Minnesota experienced the lowest number of alcohol-related fatalities since records were kept; 166 were killed. The number of people severely injured in alcohol-related crashes remained fairly stable; from 440 in 2006 from 431 (the lowest in recorded history) in 2005. The largest decrease in alcohol-related fatalities occurred in the 35 to 50 year old age group; 46% fewer people died in this age group in 2006 than in 2005. Nearly half of the alcohol related fatalities occurred to those between t he ages of 20 and 34 and more than half of the impaired driving arrests occurred to those ages.

Minnesota's success in decreasing alcohol-related fatalities and severe injuries is attributed to the strong impaired driving programs being funded by the Office of Traffic Safety and the commitment of our traffic safety partners. Of particular note is the law enforcement community. In 2006, they arrested the highest number of DWIs on record; 41,842

Effective programs begin with good research. The Office of Traffic Safety will continue to research alcohol-related crashes and impaired drivers and fund programs supported by the findings. It is known that the most effective deterrent for impaired driving is sure and swift consequences and the fear of apprehension. Highly visible impaired driving saturations will continue to be a priority. Some enforcement will continue to be funded statewide. However, the majority of the effort will be in the 15 counties that were identified as having over 50% percent of alcohol-related fatalities and severe injuries. Community education programs have been developed specifically for these counties as well.

Young males continue to be over represented in alcohol-related crashes and DWI arrests. Males account for 76 percent of impaired driving incidents and 57 percent of DWI offenders arrested were in their 20s or early 30s. Paid media campaigns will continue to focus on the young male driver.

The number of repeat DWI offenders has been slowly decreasing over the last few years. Historically, Minnesota averaged between 45 to 50 percent of people arrested for DWI had a previous conviction of DWI. In 2005, 40 percent of the people arrested were repeat offenders. In 1990, 7.8% of first time violators incurred a second DWI within twelve months, by 2003, 6.39% did. In 1990, 14.5% of first time violators incurred a second DWI within two years, by 2004, 12.1% did. The same slow but steady decrease in recidivism is also found for three and four year look-back time periods and for second and third time violators. Minnesota will continue to support and encourage the development of programs, such as DWI courts, that are effective in reducing recidivism.

The OTS is excited this year about the start or enhancement of several innovative, well-researched programs that have been shown to be effective deterrents of impaired driving. These programs include the Anoka and Dakota Counties ultra-high visibility enforcement programs, enhanced DWI courts, ignition interlock pilot programs, and e-charging of DWI arrests.

Anoka and Dakota counties are in the Twin Cities metropolitan area and had the second and fourth highest number of crash-related deaths in 2006. The 2007 projects in those counties will use electronic roadside signs and officers wearing DUI labeled reflective vest in relatively confined areas to increase the visibility of the saturation efforts. Working in cooperation with other state agencies, the OTS is fostering DWI courts in additional counties. The OTS will fund a pilot program in two counties to help determine the best use of this promising tool. The e-charging project will help expedite the processing of a DWI offender and increase the accuracy of reports filed by officers. These new programs, coupled with projects that historically have been effective in reducing impaired driving, are expected to be effective campaigns in the OTS' Towards Zero Deaths effort.

Project Number:	08-03-01
Project Title:	Impaired Driving Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded impaired driving projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to decrease impaired driving in Minnesota and to assist other groups in the state addressing impaired driving. So far as possible, this position will be funded out of 164 funds. 402 funds will be used if sufficient 164 Transfer funds are not expended.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-03-02
Project Title:	Youth Alcohol Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded projects related to teenagers and to underage drinking. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to decrease the high risk behaviors of those under the age of 21, decrease minors' access to alcohol, and increase enforcement of minor consumption and sales of alcohol to minors laws. So far as possible, this position will be funded out of 164 funds. 402 funds will be used if sufficient 164 Transfer funds are not expended.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-03-03
Project Title:	Additional Impaired Driving Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for two half-time Office of Traffic Safety staff to manage and coordinate the federally funded impaired driving projects related to public information and education, and community programs. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of these positions are to decrease impaired driving in Minnesota and to assist coalitions in the state addressing impaired driving. So far as possible, this position will be funded out of 164 funds. 402 funds will be used if sufficient 164 Transfer funds are not expended.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-03-04
Project Title:	Drug Recognition Expert/Advanced Officer Training and Support
Target Population:	Law enforcement officers, with priority given to agencies with *Safe & Sober* grants that are required to have training, and through them, drug and alcohol impaired drivers.
Description:	The project provides funding for one State Patrol trooper to coordinate, provide instructors, and supply materials for the advanced traffic training courses provided by the project. These courses include delivery of one drug recognition evaluator (DRE) course, recertification training for current DREs, advanced training in OPUE II (Minnesota's version of TOPS), SFST, Advanced SFST – Drugs that Impair, SFST Update, and at least one SFST instructor course. 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 NightCAP and *Safe and Sober* shifts.
Evaluation	The project evaluation will be based on the number of officers that receive training and their level of their satisfaction with the training. The DRE program will be evaluated based on the number of controlled substance arrests and the level of satisfaction that officers state on the evaluations of training received.
Directing Agency:	MSP with a grant from OTS

Project Number:	08-03-05
Project Title:	Law and Legal Training
Target Population:	Law enforcement officers and county and city attorneys
Description:	This project provides an avenue to ensure annual training is easily available to Minnesota officers and prosecutors on new traffic safety law and DWI court rulings. Training will be provided through video conferencing as a cost saving method, as well as a way to make the training more interactive.
Evaluation	Participants will provide information through evaluation sheets which will be analyzed and reported by the contractor, and used to implement improvements and changes to future training..
Directing Agency:	Minnesota County Attorneys Association under contract to DPS: OTS

Project Number:	08-03-06
Project Title:	Dakota County High Visibility Saturations

Target Population:	Drivers in Dakota County
Description:	The Dakota County Saturations Project is a highly publicized impaired driving enforcement program in a southeastern metropolitan county which is the 5th highest county for number of alcohol-related fatalities and severe injuries. Impaired driving saturations will be conducted bi-monthly and include two law enforcement officers per agency from all twelve participating agencies. Locations for the saturations will be strategically selected based on areas of the county that have a high number of alcohol-related fatalities and severe injury crashes. Included in this project is funding for participation in the May National Mobilization.
Evaluation	A survey will be conducted on the residents of Dakota County to determine the public's awareness of the risks of driving impaired and their likeliness of being arrested. Further, agencies have set an objective to increase DWI arrests within the county and decrease the number of alcohol-related fatalities and severe injuries.
Directing Agency:	Rosemount Police Department with grant from OTS

Project Number:	08-03-07
Project Title:	Night CAP Liaison
Target Population:	Minnesota State Patrol supervisors and Minnesota county and local law enforcement administrators
Description:	This project will provide funding for a law enforcement liaison to facilitate the planning, promotion, and execution of the Operation NightCAP (Concentrated Alcohol Patrol) saturation program and assist the OTS with the planning of the impaired driving crackdowns. The liaison will plan and coordinate monthly impaired driving enforcement saturations in the 15 counties with the highest number of alcohol-related deaths and serious injuries. In addition, the liaison will promote, plan and coordinate both on-duty and overtime saturations statewide in locations with high impaired driving. The liaison is responsible for the maintenance and usage of the Breath Alcohol Test (BAT) Mobile" (a recreational vehicle van equipped with an Intoxilyzer evidenciary machine, a dark room for DRE tests, and holding cell) to make processing of impaired drivers as easy and quick as possible. Further, the liaison is responsible for promoting Operation NightCAP and traffic safety messages at local events and conferences through the usage of the "BAT Mobile" and NightCAP Junior Bug.
Evaluation	The liaison will be evaluated based on meeting the requirement to conduct one saturation every month in each of the 15 counties with the highest number of alcohol-related deaths and severe injuries, whether

	alcohol-related crashes have decreased in those counties, and if telephone surveys indicate an increased awareness of the impaired driving enforcement by the general public. Finally, an increase in the number of on-duty saturations will indicate project success.
Directing Agency:	DPS: OTS through a contract with a retired officer

Project Number:	08-03-08
Project Title:	Operation Night CAP
Target Population:	Minnesota drivers, especially those who reside in the counties that have a high percentage of the alcohol-related fatalities and serious injuries
Description:	Operation NightCAP is an overtime and on-duty enforcement program that funds impaired driving saturations throughout the state. Saturations will occur at least monthly in the 15 counties with the highest number of alcohol-related deaths and serious injuries. Other saturations will occur in areas of the state during events when impaired driving is prevalent. All saturations include participation by state, county, and local agencies. A Patrol supervisor at the district headquarters will work with the local law enforcement to schedule saturations that coincide with community needs. The supervisor will also attend each event and be responsible to report activity to the Operations NightCAP liaison within 24 hours. In addition, this project funds one clerical position to support this and other MSP traffic safety projects.
Evaluation	The project will be evaluated based on the requirement to conduct one saturation every month in each of the 15 counties with the highest number of alcohol-related deaths and sever injuries. A completed evaluation will determine if alcohol-related crashes have decreased in these counties and if DWIs increased. In addition, the project will be evaluated to determine if the number of on-duty saturations have increased.
Directing Agency:	DPS: MSP with a grant from OTS

Project Number:	08-03-09
Project Title:	Night CAP Equipment
Target Population:	Law enforcement agencies who participate in NightCAP
Description:	Equipment will be provided to agencies that participate in the NightCAP program on an on-duty basis -- they do not receive overtime reimbursement. The equipment will be related to enforcing alcohol violations and may include such things as preliminary breath testers (PBTs), flashlights, duty bags, and tint meters. Hats given to officers

	who complete a hat trick (3 DWIs on one shift) are also provided by this project. No single piece of equipment will cost over $5,000.
Evaluation	Agencies receiving equipment will also receive a postcard to complete and send in that will give information on their opinions on the program and equipment.
Directing Agency:	DPS: OTS

Project Number:	08-03-10
Project Title:	Resource Prosecutor
Target Population:	Court administrators, judges, prosecutors, and enforcement officers
Description:	This is the first full year in which a prosecutor to serve as a liaison between the NHTSA, OTS, and county and city prosecutors was provided by the OTS. A request for proposals was let last year and evaluation of the responses received, along with interviews, determined the selection of the Minnesota County Attorneys Association to conduct the project. The focus of the work is on prosecutor training, case consultation, research assistance, brief bans, expert witness referrals, monthly newsletters, a website for resources, and community outreach with MADD, schools, and other groups.
Evaluation:	The resource prosecutor will set goals and objectives with OTS; and progress towards there completion will be tracked. The number of prosecutors contacted and served, training conducted, and outreach activities conducted will be part of the project evaluation.
Directing Agency:	The Minnesota County Attorneys Association through a contract with the OTS

Project Number:	08-03-11
Project Title:	*Safe & Sober* DWI with Communities
Target Population:	Potential Impaired drivers at *Safe & Sober* grant sites
Description:	*Safe & Sober* is Minnesota's statewide Selected Traffic Enforcement (STEP) Program, combining enhanced enforcement with public education and media relations of that enforcement. The program provides overtime funding in the form of saturations specifically for DWI periods of the *Safe & Sober* program – four weekends in December and four more in July. This year, Safe & Sober will NOT include the Labor Day crackdown due to the Republican National Convention being held in the state over Labor Day. The RNC is expected to use all overtime available for officers during that time period. Therefore, the OTS has selected to do our second crackdown in July which is

	traditionally a high crash, and high DWI month. In the 2008 applications, agencies were able to apply for supplemental funding during days and nights where local celebrations historically contributed to DWI problems. Grants are awarded in a competitive process with eligibility restricted to those over-represented in crashes or in one of the 20 counties with the highest number of traffic deaths. See also project 08-04-03.
Evaluation	In addition to three enforcement performance measures designed by OTS, each *Safe & Sober* grant must write at least three objectives of their own in specific formats and report their progress towards meeting those objectives in their final report to OTS. In addition, the results of the DVS website and telephone surveys related to the Labor Day efforts will be used to evaluate the overall efforts.
Directing Agency:	Local Police Departments and Sheriffs' Offices with Grants from OTS: DPS

Project Number:	08-03-12
Project Title:	DWI Courts
Target Population:	Minnesota Judiciary and Convicted DWI Offenders
Description:	• The Minnesota Supreme Court and Office of Juvenile Justice Programs have dedicated state and federal grant funding to for the implementation of Drug Courts. The purpose of this project is to support judicial leadership, multidisciplinary collaboration and local planning to include impaired driving as a high priority when working with defendants in criminal court. Funding from this project will augment the grants provided by the other offices to include DWI courts.
Evaluation	The project will be evaluated based on the number of courts that demonstrate interest in creating DWI courts, the number of offenders that are managed by the court system through this method, and the recidivism rate of participants in the funded courts.
Directing Agency:	Judicial Districts through grants from OTS

Project Number:	08-03-13
Project Title:	Alcohol Focused Safe Communities
Target Population:	People in community coalitions with programs focusing on alcohol-related crashes
Description:	Special consideration is given to coalitions in communities where the number of alcohol-related crashes and severe injuries are worse than the average in the state. Mini-grants will be made available to help them

	increase local involvement in addressing the use of alcohol and drugs while driving and the use of passenger restraints. A workshop with the grantees from this Safe Communities and the ones focusing on other issues funded under 08-06-07 will provide a networking opportunity for the coalitions.
Evaluation	Grantees are required to set measurable goals and objectives as part of their grant contracts. Progress towards meeting those goals will be the evaluation of the overall project.
Directing Agency:	Community coalitions through DPS:OTS' grants

Project Number:	08-03-14
Project Title:	Impaired Driving Facts Book
Target Population:	Minnesotans interested in impaired driving
Description:	This project will fund printing an Impaired Driving Facts book which will document detailed information on impaired driving arrests, crashes, serious injuries, and fatalities.
Evaluation	The Impaired Driving Fact book is extremely popular and in high demand. The project will be evaluated based on the number of requests and feedback received.
Directing Agency:	DPS: OTS

Project Number:	08-03-15
Project Title:	Alcohol Media Relations
Target Population:	Minnesota's media, travelers, law enforcement and other traffic safety partners. In particular, those most likely to drive impaired (young males) and those identified as over-represented in fatal and serious injury crashes.
Description:	This project provides print and electronic materials on alcohol related traffic safety issues, as well as media relations services. The earned media materials to be provided include, but are not limited to, brochures, *Safe & Sober* media wave packets, production costs for public service announcements and paid ads, and poster boards and other materials to assist with news conferences and events. In addition to materials, costs include salaries, fringe benefits, indirect costs, and travel for 1.5 full-time equivalent staff who develop and direct the public information and education efforts. This project is conducted in conjunction with 08-06-04 which focuses on issues other than impaired driving.

Evaluation	Evaluation consider reports on frequency and reach of paid media messages and results of surveys on public recognition of messages and knowledge of activities.
Directing Agency:	DPS: Office of Communications with a grant from OTS

Project Number:	08-03-16
Project Title:	Mobilization/Crackdown Incentive Equipment
Target Population:	Participants in the December and July weekend impaired driving crackdowns
Description:	Agencies that participate in the December and July crackdowns focusing on impaired driving will be eligible for an incentive item in appreciation for their participation. Participation is defined as conducting enhanced enforcement and media relations, and reporting results to the OTS. Each reporting agency will receive their choice of equipment worth approximately $50. In addition, a random drawing will be held for nine larger pieces of equipment. A second chance at the random drawing is provided for those agencies which report additional information on their DWI arrests during the crackdown. If there is any single piece of equipment that costs more than $5,000, we will seek prior approval from Region V before purchasing.
Evaluation	The evaluation component related to this incentive project will judge if the awards are successfully encouraging more new agencies to participate and past agencies to continue participation.
Directing Agency:	DPS: OTS

Project Number:	08-03-17
Project Title:	DWI Paid Media
Target Population:	Those likely to drive impaired (young males) and identified as being over-represented in fatal and serious injury crashes.
Description:	Paid media is most efficient at reaching hard to reach audiences such as young males. To ensure the messages are seen by the target audience, they can be placed in specific programs and locations such as television and radio shows that audience. Some new mediums such as pump toppers and websites shown by research to be attractive to that audience will also be considered for media buys.
Evaluation	The evaluation component related to this program will consider the reach and frequency reported by the media purchaser, as well as the results of the random telephone surveys of awareness of the campaigns

	and any resultant changes in beliefs or behavior.
Directing Agency:	DPS: Office of Communications and OTS through a contract with a professional media purchaser

Project Number:	08-03-18
Project Title:	DWI Safe & Sober Liaisons
Target Population:	County and municipal law enforcement agencies, especially those identified as being over-represented in fatal and serious injury crashes.
Description:	The OTS let a request for proposals for law enforcement liaisons between the OTS and the agencies in the state in the summer of 2007. The RFP included the option to renew the contracts for four additional one year periods. For 2008 the first of those options will be used. The liaisons activities relate mainly to impaired driving and seat belts, with speed a tertiary effort. This project is conducted in conjunction with 08-04-04, which funds the liaisons activities that are not related to impaired driving.
Evaluation	The evaluation component will consider the number of agencies reporting the impaired driving crackdowns, and the objectives set by the liaisons themselves.
Directing Agency:	DPS/OTS through contracts with three liaisons

Project Number:	08-03-19
Project Title:	Transportation Operation Communication Centers (TOCC) Outreach
Target Population:	Sheriff's deputies and police officers patrolling the roadways and discovering impaired drivers
Description:	The TOCC system provides troopers in the field with the ability to send messages to dispatch and communicate car to car, and access to the criminal justice information system on a statewide basis. To further extend these abilities to cover more officers in the state, at agencies other than the patrol, this outreach project will provide a full-time civilian at the state patrol to provide other enforcement agencies with the ability to use the system.
Evaluation	In the short term, project success will be measured by the number of new agencies able to use the system each year and the number requesting to do so. In the long term, we will measure the percentage of local agencies able to connect and utilize the system.
Directing Agency:	DPS: MSP through a grant with OTS

Project Number:	08-03-20
Project Title:	Regional Impaired Driving Support
Target Population:	Impaired drivers in Minnesota regions
Description:	This project compliments the project described under project number, 08-06-13, entitled Regional Support which deals with activities other than impaired driving. Funding from this portion of the project will focus on reducing impaired driving in specific areas of the state. It will provide funding for grants and to assist Regions steering committees in accomplishing their effort to set up partnerships that will support impaired driving traffic safety programs. The specific projects to be conducted will be based upon the findings on the results of the original Southeast Region pilot project.
Evaluation	The success of the project will be determined by the partnerships created and the level of awareness of traffic safety issues in specific areas. The number of alcohol-related fatalities and severe injuries will ultimately determine success.
Directing Agency:	OTS through grants to be determined

Project Number:	08-03-21
Project Title:	DWI Electronic Charging System
Target Population:	Law enforcement officers, prosecutor, courts, and the DPS division of Drivers and Vehicle Services
Description:	• An impaired driving arrest is time consuming and paper intensive for the arresting officer. This project will fund re-engineering the business process for filing forms required to submit a criminal complaint and administratively revoke driving privileges of an impaired driver. Under this system, an officer will be able to electronically file all forms required for the DPS' Division of Driver and Vehicle Services (DVS) and courts to take the appropriate administrative and criminal action against a DWI offender. The systems will expedite the process and make it more quick, accurate, and easy. In 2007, a business analysis was completed for the project. This year the project will move into phase two which will build and pilot the system in four counties – Kandiyohi, Olmsted, St. Louis, and Carver.
Evaluation:	The project will be evaluated by achieving project milestones on time. Building the program and piloting it in four counties is the critical milestone. In the long term, the project will be evaluated by how well it is used by law enforcement and how much it improves the speed,

	accuracy, and eas of filing forms to charge a person with DWI.
Directing Agency:	Grants and contracts to be determined by DPS: OTS

Project Number:	08-03-22
Project Title:	DWI Enforcers to Lifesavers
Target Population:	Law enforcement officers in Minnesota
Description:	Up to fifteen local enforcement officers selected by the OTS for their work in ridding the roads of impaired drivers and participating in the OTS' mobilizations and crackdowns will travel to and participate in the Lifesavers conference in Chicago, Illinois.
Evaluation	The project will be evaluated based on the traveling officers' ratings of and short papers on the conference.
Directing Agency:	DPS: OTS through professional/technical contracts with individual officers from counties or cities.

Project Number:	08-03-23
Project Title:	Patrol's DWI *Safe & Sober*
Target Population:	Impaired drivers, especially young males in those jurisdictions over-represented in fatal or severe injury crashes where at least one driver, operator, or pedestrian had been drinking
Description:	*Safe & Sober* is Minnesota's statewide Selected Traffic Enforcement (STEP) Program, combining enhanced enforcement with public education and media relations of that enforcement. In part, the program provides overtime funding in the form of impaired driving saturations specifically for DWI periods of the *Safe & Sober* program – four weekends in December and July – the July wave replacing the national Labor Day crackdown. because of the Republican National Convention. This project provides for the Minnesota State Patrol to participate in the program through the provision of overtime patrolling hours and administrative hours at the district level. The project also funds additional troopers to work at Brainerd International Raceway and We FEST – two large out-state events that generate a great deal of drinking and driving. Other issues focused upon by the *Safe & Sober* program are funded under project number 07-04-02 in the Police Traffic Services section.
Evaluation	In addition to the three enforcement measures of comparison outlined by the OTS (see 07-04-03) the Patrol will identify three objectives of their own and report on their progress towards meeting those in their final report for the year. Each district of the Patrol shall report separately for

	each mobilization and crackdown held during the year.
Directing Agency:	DPS: MSP through a grant with OTS

Project Number:	08-03-24
Project Title:	DWI Health Liaisons
Target Population:	Young males to the age of 34 in Minnesota who are at greater risk for impaired driving than other cohorts.
Description:	The OTS has let a request for proposals to act as liaisons between the health community in Minnesota and the OTS. By the beginning of the 2008 federal year, we expect to have two part time liaisons under contract to conduct this work. The health liaisons time worked on other traffic safety issues is covered under project 08-06-10.
Evaluation	Evaluation of the effectiveness of the liaisons is based on the number of new contacts made, the liaison's participation in different health organizations, feedback from grantees, and progress towards objectives set by the liaisons themselves.
Directing Agency:	DPS: OTS through contracts identified by the RFP process

Project Number:	08-03-25
Project Title:	Innovative DWI Materials
Target Population:	Young males in Minnesota.
Description:	During 2007, the OTS had considerable success gaining publicity about impaired driving crackdowns through the use of urinal communicators; urinal "cakes" that play a recorded drunk driving message when they sense movement. This project will allow OTS to take advantage of opportunities to purchase such innovative materials in 2008.
Evaluation	Evaluation of the project will be administrative in nature; publicity gained and recognition on the random telephone surveys will be considered.
Directing Agency:	DPS: OTS through purchase orders and possibly grants

Project Number:	08-03-26
Project Title:	State Funded Impaired Driving Strategies (portions of the Bureau of Criminal Apprehension lab and the State Patrol DWI work)
Target Population:	Court administrators, judges, prosecutors, and enforcement officers

Description:	The BCA laboratory receives and analyzes all blood and urine samples submitted by law enforcement agencies to detect impaired driving. Employees of the BCA lab frequently serve as expert witnesses in impaired driving court cases. In addition, they educate law enforcement in breath-alcohol testing procedures, and evaluate and maintain breath-alcohol testing instruments. The lab is entirely state funded and a portion of it is used as match by the OTS. The Minnesota State Patrol's mission centers on traffic safety, and decreasing impaired driving is one of their highest priorities. The Patrol commonly makes at least one out of every five DWI arrests in Minnesota, and a portion of their costs are used as match by the OTS.
Directing Agency:	DPS' Bureau of Criminal Apprehension (BCA) and Minnesota State Patrol

Project Number:	08-03-27
Project Title:	OJJDP Enforcing Underage Drinking Laws
Target Population:	Drivers and passengers under the age of 21, providers of alcohol to minors
Description:	Each year the OTS applies for and receives grant money from the federal Office of Juvenile Justice and Delinquency Prevention (OJJDP) to reduce the access, use, and abuse of alcohol by those under the age of 21. The funding provides mini-grants to law enforcement agencies for compliance checks and alternate underage drinking strategies, educational programs for retailers and servers, judicial task forces to increase consistency in county courts, and youth designed activities to decrease underage drinking.
Evaluation	Each of the grantees collects data to reflect project activity. This data, reported to OTS and OJJDP, is used to measure changes in the program. The data tracks community involvement and is also used to plan the future direction of the program.
Directing Agency:	DPS: OTS with grantees including MADD, the Minnesota Institute of Public Health, DPS' Alcohol and Gambling Enforcement Division (which in turn makes grants to local enforcement agencies)

Project Number:	08-03-28
Project Title:	Ignition Interlock
Target Population:	Policy Makers and Repeat DWI Offenders
Description:	Ignition interlock is a promising tool to help reduce repeat impaired driving. This project will fund two counties – Beltrami, a northern rural

	county and Hennepin, the most populous county in the state and home to Minneapolis – to pilot ignition interlock programs. Included in the project costs will be funding for a person to monitor reports about people that have an ignition interlock installed, training on the programs, an indigent fund, and evaluation of the projects.
Evaluation	The program will be evaluated by determining a business process that effectively implements an ignition interlock program that results in a reduction of the recidivism rate and an increase in public safety.
Directing Agency:	DPS:OTS through grants to Beltrami and Hennepin counties

Project Number:	08-03-29
Project Title:	Anoka County Ultra-High Visibility
Target Population:	Minnesota young male drivers who reside in or frequently drive through Anoka County
Description:	Anoka County is the third highest county for the number of alcohol-related fatalities and serious injuries. This project will fund highly visible impaired driving enforcement of two to three saturations per month throughout the year. This is a populous urban/suburban area just north of the Twin Cities which will pilot test a high visibility impaired driving enforcement program with all eleven agencies in the county working in the area of electronic roadside signs. Additional items provided by the project include handouts, reflective vests and vehicle insignia that identify the efforts as focusing on impaired driving, and a random telephone survey of the county residents.
Evaluation	A survey of Anoka County residents will be conducted to determine the level of awareness of the program and if there is an increased fear of being apprehended. The long term evaluation will be to determine if the program reduced the number of alcohol- related fatalities and severe injuries within the county.
Directing Agency:	DPS:MSP with a grant from OTS

Project Number:	08-03-30
Project Title:	DWI Involved CODES Research
Target Population:	Traffic Safety advocates and agencies, and Minnesota's legislature and media
Description:	The science exists to conduct public health surveillance of fatal alcohol-related motor vehicle crashes; however, the epidemiology of fatal and nonfatal crashes differs. In order to identify, implement and evaluate prevention programs and policies, MDH will develop methodologies to

	understand, and conduct public health surveillance of nonfatal alcohol related crashes. This project will dedicate funding to support 1.5 FTE in the Minnesota Department of Health (MDH).
Evaluation:	At the conclusion of this project period, the agencies will be better able to: • Establish baseline methodologies, measures and conduct regular surveillance of nonfatal alcohol related crashes (in other words, know how to and from where to collect the data) • Suggest and support policy and interventions or programs for enforcement, consumption, and emergency department screening and referral (in other words, interpret the data and speak to meaning) • Identify new public health and safety questions to ask of the data
Directing Agency:	DPS:OTS through a grant with the Department of Health

Project Number:	08-03-31
Project Title:	State Patrol RMS; DWI and BAC Data
Target Population:	Impaired driving advocates and agencies, and impaired drivers
Description:	The Minnesota State Patrol is responsible for writing reports on approximately 50% of fatal crashes in the state. The Patrol will be adding a DWI component to their record management system (RMS). This project will fund the modifications needed to their present system and the interface required to communicate with the e-charging system to allow this to occur. While our knowledge of BACs in fatal crashes is fairly complete and accurate after a great deal of legwork, the OTS does not have such information on injury or property damage crashes. The system will also be modified to collect the blood alcohol content from all crash reports written by the state patrol and link that data with the crash records.
Evaluation	This project will be evaluated by determining how quickly and accurately blood alcohol results are reported in the crash records system and a person is charged with DWI by the criminal justice system.
Directing Agency:	DPS: MSP through a grant from OTS

Project Number:	08-03-32
Project Title:	DWI Evaluation and Research
Target Population:	Impaired driving advocates and concerned agencies, as well as the media and legislature
Description:	Evaluation of projects continues to be an integral part of traffic safety efforts. The OTS will conduct and/or contract for various methods to

	evaluate the programs carried out, particularly with regard to the national mobilizations as well as study the impaired driving problem in Minnesota.
Evaluation	Evaluation will be administrative in nature and will consider the usefulness of evaluations conducted and questions answered. The results will be used to evaluate our projects.
Directing Agency:	DPS:OTS through operating budgets, contacts and/or grants

Project Number:	08-03-33
Project Title:	Patrol DWI Travel
Target Population:	Officers of the Minnesota State Patrol
Description:	The MSP will send appropriate officers to attend traffic safety conferences such as Lifesavers and Drug Recognition that are held out of Minnesota. In addition, the MSP will send officers to attend the Towards Zero Deaths Conference which is held within Minnesota. Authorizations for travel or special expenses will be written as needed and submitted to the OTS and Commissioners Offices for approval and expenses reimbursed at a rate no higher than those authorized by Minnesota's Commissioners Plan. Attendees will provide short written reports to OTS after their return.
Evaluation	The reports received on out-of-state trips taken will be used to determine the usefulness of individual conferences attended
Directing Agency:	DPS:MSP with a grant from the OTS

Project Number:	08-03-34
Project Title:	Screening and Brief Intervention
Target Population:	Trauma Centers and Patients Who Had Been Drinking
Description:	Screening and Brief Interventions (medical personnel discussing alcohol use with patients coming to emergency rooms) is one of the National Highway Traffic Safety Administration's three key components to reducing alcohol-related fatalities and serious injuries. This project will provide grants to two or three trauma centers that agree to implement such a program. Funding will also pay for training and evaluation.
Evaluation	The program evaluation will consider the number of people trained, their evaluation of the training, and the number of people screened.
Directing Agency:	DPS:OTS grants with trauma centers

Project Number:	08-03-35
Project Title:	Year 08 410 Impaired Driving Funds
Target Population:	The Judiciary, Enforcement, Advocates, Impaired Drivers, the Media, and Legislature
Description:	410 Impaired Driving funds are historically used in the year following their appropriation due to the time of the year the obligations come down to the states. This is simply a placeholder project, to allow Minnesota to obligate those funds in September of 2008 when we expect to receive the funding. Projects will be conducted during federal 2009.
Evaluation	No evaluation or tasks are planned to be conducted during 2008
Directing Agency:	DPS:OTS through operating budgets, contacts and/or grants in the following year

Funding for Impaired Driving

In thousands of dollars

08-03						
Code	**AL**	**K8**	**J8**	**164AL**	**164PM**	**164PA**
Section	**402**	**410**	**410**	**Transfer**	**Transfer**	**Transfer**
Project						
01 Alcohol Coordination	55.0					110.0
02 Youth Alcohol Coord.	55.0					110.0
03 Additional Alcohol Coord.	55.0					110.0
04 DRE and Advanced Training				260.0		
05 Law and Legal Training		30.0				
06 Dakota County Saturations				1,000.0		
07 NightCAP Liaison		99.0				
08 NightCAP				3,000.0		
09 NightCAP Equipment		200.0				
10 Resource Prosecutor		150.0				
11 *Safe & Sober* DWI				850.0		
12 DWI Courts				1,000.0		
13 Alcohol Focused Safe Communities				750.0		
14 Impaired Driving Facts		3.5				
15 Alcohol Media Relations		225.0				
16 Crackdown Incentives		100.0	40.0			
17 DWI Paid Media					3,000.0	
18 DWI Safe & Sober Liaisons		100.4				
19 TOCC Outreach		100.0				
20 Regional DWI Support		200.0				
21 DWI E-Charging System				3,000.0		
22 Enforcement to Lifesavers		20.0				
23 Patrol DWI Safe & Sober		230.0				
24 DWI Health Liaisons		64.0				
25 Innovative DWI Materials		400.0				
26 State DWI Match						
27 EUDL						
28 Ignition Interlock				1,000.0		
29 Anoka High Visibility				1,000.0		
30 DWI CODES Research		100.0				
31 Patrol Mgmt System BAC		100.0				
32 DWI Evaluation& Research		140.0				
33Patrol Travel		30.0				
34 Alc. Screen & Intervene				100.0		
35 Year '08 410 Funds		2,400.0				
Total	165.0.0	4,691.9	40.0	11,960.0	3,000.0	330.0

(Continued on next page)

Funding for Impaired Driving

(continued)

In thousands of dollars

08-03

Project Numbers	Federal	State	Local	Total All Sources	Fed benefit to Local	Percent of Local Benefit
01 Alcohol Coordination	165.0			165.0	110.5	.67%
02 Youth Alcohol Coord.	165.0			165.0	128.7	.78%
03 Additional Alcohol Coordination	165.0			165.0	137.0	.83%
04 DRE and Advanced Training	260.0			260.0	130.0	50%
05 Law and Legal Training	30.0		30.0	60	27.0	90%
06 Dakota CO. Saturations	1,000.0		50.0	1,050.0	1,000.0	100%
07 NightCAP Liaison	99.0			990	89.1	90%
08 NightCAP	3,000.0	75.0	200.0	3,275.0	1,200.0	40%
09 NightCAP Equipment	200.0			200.0	200.0	100%
10 Resource Prosecutor	150.0		25.0	175.0	135.0	90%
11 *Safe & Sober* DWI	850.0		275.0	1,125.0.0	850.0	100%
12 DWI Courts	1,000.0			1,000.0	1,000.0	100%
13 Alc Focused Safe Communities	750.0		100.0	850.0	750.0	100%
14 Impaired Driving Facts	3.5			3.5	1.75	50%
15 Alcohol Media Relations	225.0			225.0	162.5	72%
16 Crackdown Incentives	140.0			140.0	126.0	90%
17 DWI Paid Media	3,000.0			3,000.0	2,400.0	80%
18 DWI S &S Liaisons	100.4			100.4	90.0	90%
19 TOCC Outreach	100.0			100.0	75.0	75%
20 Regional DWI Support	200.0		20.0	220.0	200.0	100%
21 DWI E-Charging System	3,000.0			3,000.0	1,200.0	40%
22 Enforcement Lifesavers	20.0		3.0	23.0	20.0	100%
23 Patrol DWI *Safe & Sober*	230.0	50.0		280.0	0.0	0%
24 DWI Health Liaisons	64.0			64.0	38.4	60%
25 Innovat. DWI Materials	400.0			400.0	320.0	80%
26 State DWI Match	0.0	3,000.0		3,000.0	NA	
27 EUDL	400.0			400.0	NA	
28 Ignition Interlock	1,000.0		100.0	1,100.0	950.0	95%
29 Anoka High Visibility	1,000.0	40.0	100.0	1,140.0	800.0	80%
30 DWI CODES Research	100.0			`100.0	50.0	50%
31 Patrol RMS BAC Data	100.0			`100.0	0.0	0%
32 DWI Eval & Research	140.0			140.0	70.0	50%
33 Patrol Travel	30.0			30.0	0.0	0%
34 Alc Screen & Intervene	100.0			100.0	100.0	100%
35 Year '08 410 Funds	2,400.0			2,400.0	1,848.0	77%
Total	**20,186.9**	**3,165.0**	**903.0**	**24,254.9**	**14,208.95**	

Federal Benefit to Local Units of Government: AL402: 76%, J8/K8: 77%, 164AL: 68%

08-04 Police Traffic Services

Research shows people are most likely to change their driving behavior if they perceive it likely they will receive a ticket or be arrested for non-compliance with traffic laws. Therefore, well-trained and well-equipped law enforcement officers with time dedicated to well-publicized traffic patrol are an essential part of our traffic safety program. Speeding, failure to yield, and inattention are the driving behaviors cited most frequently as one of the causes in all types of crashes. However, the primary reason many people are dying is the failure to use seat belts and one of the primary reasons for being in a serious crash is impaired driving. The Police Traffic Services segment of our traffic safety plan supports additional hours of enforcement throughout the state, and it provides assistance and some part of the motivation that officers need to do their work effectively and efficiently.

The OTS is proud of fostering the strong spirit of cooperative effort found in the majority of Minnesota law enforcement agencies. The *Safe & Sober* competitive grants provide a significant number of points, and therefore, significant impetus, for agencies to work together under one grant. In 2008, the 48 separate grants to local units of government will cover 201 cities and counties. We are also proud of the high percentage of all agencies in the state that report on our five annual mobilizations and crackdowns (which coincide with the *Safe & Sober* waves) each year. And we are most proud, perhaps, of being the state to change the Buckle Down Spokesperson into our very successful law enforcement liaisons.

The enforcement community and a wide majority of citizens in Minnesota recognize the *Safe & Sober* phrase to mean increased enforcement of traffic laws. While the OTS will continue to consider the name, in view of the newer *Towards Zero Death* campaign of which *Safe & Sober* is a part, the high recognition factor is the major reason for not doing so at this time.

Project Number:	08-04-01
Project Title:	PTS Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for the equivalent of a full-time Office of Traffic Safety staff person to manage and coordinate the federally funded police traffic services projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is provide services to local law enforcement and to assist law enforcement in the state in addressing priority traffic safety issues.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-04-02
Project Title:	*Safe & Sober* with the Minnesota State Patrol
Target Population:	District commanders and safety education officers of the MSP and, through them, drivers and passengers in Minnesota
Description:	*Safe & Sober* combined overtime enforcement and media relations are carried out by the Minnesota State Patrol through this project. Each district submits a plan to MSP headquarters. The MSP pro-rates the plans to fund all eleven districts. In addition to regular *Safe & Sober* time periods (ten days in October and the two-week Memorial Day wave focusing on seat belts and seven days between April 1 and April 30 on speed), the districts have the opportunity to request the presence of special *Safe & Sober* enforcement teams for major events in their area. On a district level, the Patrol will also participate in the federal year 2008 OTS mobilizations. See also project 08-03-23.
Evaluation	In addition to OTS' three *Safe & Sober* enforcement performance objectives (vehicles stopped per hour, percent of vehicles stopped receiving a citation or warning for seat belts or child seats, and percent of vehicles stopped receiving a citation), each *Safe & Sober* grant must write at least three objectives of their own in specific formats and report their progress towards meeting those objectives in their final report to OTS. In addition, the results of the DVS, telephone, and observational studies of the Memorial Day and Labor Day efforts will be used to evaluate the overall efforts.
Directing Agency:	DPS: MSP through a grant with OTS

Project Number:	08-04-03
Project Title:	*Safe & Sober* with Local Law Enforcement
Target Population:	Drivers and passengers in counties and cities where seat belt use is lower than the norm for the state, where impaired driving is involved in a higher proportion of crashes than the norm, or that are the twenty most dangerous counties in terms of traffic-related deaths and severe injuries.
Description:	*Safe & Sober* is Minnesota's statewide Selected Traffic Enforcement Program (STEP) Agencies are selected on the basis of over-involvement in crash measures, evaluations of applications written, geographical location, and past experience with OTS. The project waves funded here consist of enhanced enforcement during the last ten days in mid-October (for seat belts), the two week Memorial Day mobilization (also on belts), and seven days in between July 1 and August 15 decided jointly by area

	agencies (on speed). In addition, grantees are required to participate in two DWI waves (see 08-03-11). Public information and media relations are conducted before, during, and after the waves. All officers from agencies participating for the first year for whom OTS pays must have SFST and OPUE; from agencies participating for a second or subsequent year must also have Advanced SFST; Drugs That Impair; and from agencies participating a third or subsequent year must have one or two child seat practitioners on staff. All officers for whom we pay who last had an SFST class more than five years ago, must complete an SFST Update course.
Evaluation	The OTS compares each individual grant to the average of all grants for a wave to discern three enforcement measures; stops per hour, the percentage of vehicles stopped that received a car seat or seat belt action, and the percentage of vehicles stopped that resulted in a citation rather than a warning or no action. These three measures are one of the considerations when awarding grants in future years. Each *Safe & Sober* grant must write at least three objectives of their own in specific formats and report their progress towards meeting those objectives in their final report to OTS. In addition, the results of the DVS, telephone, and observational studies of the Memorial Day and Labor Day efforts will be used to evaluate the overall efforts.
Directing Agency:	Police Departments and Sheriffs' Offices through grants with DPS: OTS

Project Number:	08-04-04
Project Title:	*Safe & Sober* Liaisons
Target Population:	The law enforcement community in Minnesota who need knowledge of OTS programs and resources, and encouragement and assistance with placing a higher priority on traffic enforcement
Description:	The liaisons are retired enforcement officers with whom the OTS contracts to promote municipal and county participation in the various *Safe & Sober* projects and other traffic safety issues. One liaison is assigned to the metro area, one to southern Minnesota, and one to northern Minnesota. In addition to traffic safety consulting with departments on a one-to-one basis, the liaisons promote the *Safe & Sober* goals and objectives at large sheriffs' and chiefs' association meetings, distribute OTS materials, and bring back recommendations for program changes and additions to the OTS. At least every five years, a request for proposals is issued by the OTS and contracts are awarded on a competitive basis. An RFP was let the summer of 2006 for the 2007 year and was published in the State Register and three times by the Chief's Association in their e-mail newsletter. The OTS wrote contracts with the three highest rated proposals.

Evaluation	The liaisons, in cooperation with OTS, set their own objectives for each year. The objectives include such things as the numbers of agencies participating in specific programs, meetings with area agencies, and regional and statewide meetings of law enforcement officials..
Directing Agency:	Three Retired Officers through contracts with DPS: OTS

Project Number:	08-04-05
Project Title:	*Safe & Sober* Challenge
Target Population:	Minnesotans in areas that are not covered by an overtime *Safe & Sober* grant.
Description:	The Challenge is designed to recognize and reward those enforcement agencies who demonstrate a sincere commitment to traffic safety on a day-to-day basis. The project provides materials, ideas and support to those who sign up for the Challenge. Thirty agencies are awarded mini-grants for placing first, second, and third in number and depth of project activities when compared to other agencies of similar size. Other agencies participating in the Challenge who do not receive a mini-grant but did a good job with the program may receive their choice of smaller items of traffic related equipment. Challenge agencies receive the same materials and support provided to overtime grant agencies. Participating in the national mobilizations is necessary to receive a Challenge award.
Evaluation	The Challenge Program promotes law enforcement agencies to enforce traffic safety laws and educate the public on the importance of traffic safety. The project will be evaluated based on the number of agencies participating and the level of enforcement by participating agencies.
Directing Agency:	DPS: OTS and Enforcement agencies with grants

Project Number:	08-04-06
Project Title:	Incentive Equipment for Seat Belt Mobilizations
Target Population:	All enforcement agencies in Minnesota
Description:	Agencies that participate in the October and Memorial Day mobilizations will be eligible for incentive items in appreciation for their efforts. Participation is defined as conducting enhanced enforcement and media relations and reporting results to the OTS. Each agency will have their choice of a small incentive such as two windbreakers, a flashlight, or two child seats. A random drawing will be held for nine larger pieces of equipment. If an agency conducts and reports the results of informal seat belt surveys and number of child seat citations

	separately, it receives a second chance for the larger items. If there is any single piece of equipment that costs more than $5,000, we will seek prior approval from Region V before purchasing. The appropriate liaison and staff from OTS present the larger items at city council and county board meetings.
Evaluation	The evaluation component related to this incentive project will see if the awards are successfully encouraging more new agencies to participate and past agencies to continue participation.
Directing Agency:	DPS: OTS

Funding for Police Traffic Services

In thousands of dollars

08-04		
Code	**PT**	**157PT**
Section	**402**	**157 Incentive**
Project Number		
01 PTS Coordination	103.0	
02 *Safe & Sober* with the MN State Patrol	245.0	
03 *Safe & Sober* with Local Agencies	855.0	
04 *Safe & Sober* Liaisons	150.6	
05 *Safe & Sober* Challenge	67.0	
06 Mob Incentives	100.0	20.0
Total	**1,520.6**	**20.0**

Project Number	**Total Federal**	**State**	**Local**	**Total all Sources**	**Fed benefit to Local**	**Percent Local Benefit**
01 PTS Coordination	103.0			103.0	80.0	78%
02 *Safe & Sober* with the MN State Patrol	245.0	75.0		320.0	0.0	0%
03 *Safe & Sober* with Local Agencies	855.0		300.0	1,155.0.0	855.0	100%
04 *Safe & Sober* Liaisons	150.6		10.0	160.6	135.5	90%
05 *Safe & Sober* Challenge	67.0		40.0	107.0	67.0	100%
06 Mob Incentives	120.0			120.0	108.0	90%
Total	**1,540.6**	**75.0**	**350.0**	**1,965.6**	**1,245.5**	

Federal Benefit to Local PT 402: 78% 157 Incent :90%

08-05 Traffic Records

Data and information drive the funding decisions outlined in this entire plan. The Traffic Records Program portion of our Highway Safety Plan supports a variety of projects designed to increase our ability to identify problem areas, evaluate the effectiveness of our programs, and develop new data sources, such as CODES, to mine for information about traffic crashes and injuries in Minnesota.

In 2006, the Traffic Records Coordinating Committee (TRCC) was reformulated and motivated to cooperate under the leadership in OTS in writing a strategic plan for improving traffic safety related data systems in Minnesota. That plan was updated in 2007 and the recommendations of the TRCC form the basis for the projects in this section that may be conducted with NHTSA special data systems (408/K9) funding. More specific information on the Information Systems Strategic Plan is available on the website.

Project Number:	08-05-01
Project Title:	Traffic Records Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded traffic records projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to increase the reliability and availability of data related to traffic safety to ensure the best possible problem identification, resource allocation, and evaluation of OTS projects. This position also assists the public information coordinator (08-06-03) with the OTS website and is the chair of the TRCC.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-05-02
Project Title:	Problem Identification and Systems
Target Population:	DPS, other government and safety organizations, the general public and media

Description:	Federal funds cover the salary, fringe benefits, and indirect costs associated with three OTS research analysts who perform problem identification and program evaluation. This project also covers the costs of computer run time, software and computer equipment, upgrades to existing software packages, acquisition of products to enhance the Office of Traffic Safety's traffic research capabilities, as well as funding for the proposed web-based grant system.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-05-03
Project Title:	Traffic Records Assessment
Target Population:	OTS and other governmental agencies interested in useable, accurate, and complete traffic records
Description:	With the assistance of the Region V NHTSA, the OTS will contract with experts to come into Minnesota and investigate the traffic records projects and plans undertaken in Minnesota during a week long session and provide the state with recommendations for improving our data information systems.. The costs covered include those associated with travel and living expenses and honorarium for the NHTSA recommended experts and a meeting room outside of DPS for testimony and presentations to be provided.
Evaluation	The project will be evaluated based on the usefulness, accuracy and completeness of the report the assessment committee provides to the OTS.
Directing Agency:	DPS: OTS through contracts as necessary

Project Number:	08-05-04
Project Title:	Traffic Record Coordinating Committee (TRCC)
Target Population:	Data Users and Potential Grantees
Description:	The Minnesota Traffic Records Coordinating Committee (TRCC) is an ongoing forum charged with making significant improvements in coordination and sharing of highway safety data and traffic records systems in Minnesota. This group includes policy-level and program-level representatives. The TRCC umbrella covers six systems areas which include: motor vehicle crashes; roadway inventory data; drivers' license information; motor vehicle registration; crash outcome/injury surveillance; and traffic citations and adjudication. The budget for this

	project covers operating expenses for the group and specific educational efforts to enhance awareness of traffic records issues.
Evaluation:	Active participation of members within the TRCC and success of initiatives derived from group efforts.
Directing Agency:	DPS: OTS through purchase orders, grants and/or contracts as necessary

Project Number:	08-05-05
Project Title:	Crash Records Interface
Target Population:	Law enforcement agencies
Description:	A growing number of law enforcement agencies are entering their crash reports into their own records management systems (RMS). A problem has been identified in that the DPS division of Driver and Vehicle Services (DVS) does not have a means to accept electronic accident report data directly from a law enforcement agency's RMS. Therefore, agencies were reluctant to enter their data a second time into the DVS system. Timeliness of crash report entry is compromised if DVS staff is required to manually enter all accidents reports coming in from agencies with their own RMS. During federal 2007, this initiative was began and almost completed. Timelines were pushed back into federal 2008 and the scope of the project was widened to add additional features to the web based accident report.
Evaluation:	The project will be considered a success when law enforcement agencies can electronically send accident report information from their own RMS to DVS directly. In addition, the timeliness of data will be improved.
Directing Agency:	DPS: OTSS/DVS through grants from OTS

Project Number:	08-05-06
Project Title:	Crash Data Proponent
Target Population:	Crash Data Stakeholders
Description:	The Crash Data Proponent position would coordinate crash data-related projects within Driver and Vehicle Services division to ensure that records are meeting agreed-upon standards related to accuracy, completeness and timeliness as supported by all stakeholders in the Traffic Records Coordinating Committee's strategic plans. In addition, the position would ensure that crash data is properly managed within parameters of Minnesota law in the areas of problem driver improvement, accidents, insurance, violations and fines, and investigations.
Evaluation:	This position would serve as the point of contact for all users of the

	crash data system to assist in identifying rational modifications and, if necessary, investigating different streams of funding that may be available to support these projects. The end goal is to improve upon all performance measures regarding the crash database and to more effectively implement new initiatives.
Directing Agency:	Driver and Vehicle Services

Project Number:	08-05-07
Project Title:	Fatal Analysis Reporting System (FARS)
Target Population:	NHTSA, DPS, and other agencies, organizations, and citizens with questions
Description:	The FARS analyst, a full-time staff position in OTS is funded by this separate contract from the NHTSA that is not part of the Grant Tracking System. The contract is re-negotiated every five to ten years. The FARS analyst collects, compiles and reports data from all fatal crashes in Minnesota into the national database. Costs include those related to travel, employee development, rent, mailing, and voice and electronic communication needs.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful provision of answers to questions for information from the system either from the NHTSA or other stakeholders.
Directing Agency:	DPS: OTS

Project Number:	08-05-08
Project Title:	CODES
Target Population:	Traffic safety partners and policy makers
Description:	The Crash Outcome Data Evaluation System (CODES) project links motor vehicle crash data with hospital treatment information. The mission of CODES is to provide linked crash and hospital-injury data in aggregate form. It represents a collaborative effort among the Minnesota Departments of Health, Public Safety, and Transportation with the Minnesota Hospital Association and Minnesota Emergency Medical Services Regulatory Board. A board of directors governs the Minnesota CODES project which is made up representatives from the partnering agencies. CODES data can provide policy makers with hospitalization charges associated with motor vehicle crashes. Costs include funding a position at 40 percent time at the Minnesota Department of Health (MDH) to generate reports and link datasets.

Evaluation:	Evaluation will consider the following dataset links into the project: - 2004, 2005, and 2006 ambulance run data from the EMSRB with crash and hospital records; - Minnesota Traumatic Brain (TBI) and Spinal Cord Injury Registry from the MDH; and - Minnesota TBI Waiver Program information from DHS.
Directing Agency:	OTS and MDH through a grant from OTS

Project Number:	08-05-09
Project Title:	Global Positioning System and G Information System Integration
Target Population:	Users of crash records location data
Description:	More accurate crash location data would be gathered on the roadway if local law enforcement were able to utilize GPS and GIS technology. Roadway engineers would benefit from more accurately captured crash location data. In addition, time savings would be reaped by DVS staff when locating crashes from law enforcement and citizen reports. One hurdle in utilizing GPS technology in Minnesota, is the lack of a comprehensive map which ties GPS coordinates and all roadway information/street addresses. This project will fund the implementation of a solution to the problem.
Evaluation:	The project will be a success if it develops a technological solution to the problem and as a result, the time in which it takes DVS to accurately locate crashes is dramatically decreased.
Directing Agency:	OTSS/DVS through grants with OTS

Project Number:	08-05-10
Project Title:	Trauma System Validation
Target Population:	Users of hospital records
Description:	This project will provide supplemental funding to enable Level Four Trauma Centers (primarily those hospitals located in Greater MN) to abstract a random sample of motor vehicle trauma cases in order to verify data reported and to identify opportunities for improving data quality and data flow. In future years, fewer cases will be abstracted and the project will focus on additional Level Three and Level Four Trauma Center verification processes. In addition, the project will fund training of hospital staff members in Greater Minnesota in the diagnosis and treatment of trauma and reporting of data elements.
Evaluation:	The expected impact of this project and the project goals are as follow: • Verified, validated and improved data quality (as a result of

	abstracting records). • Additional hospitals verified as Trauma Centers (five each year). • Continuing education to physicians and nurses and emergency responders of and care for motor vehicle-related trauma. Within the first year of funding, the goal is to abstract 200 trauma cases.
Directing Agency:	MDH through a grant from OTS

Project Number:	08-05-11
Project Title:	DVS Driving Record Integration
Target Population:	Users of driving records
Description:	Currently the Minnesota courts send conviction data to Driver and Vehicle Services (DVS) electronically. Not all of that data are being applied automatically to the DVS records because DVS systems have not been updated or because the courts do not supply enough information to match a court file to a DVS record. Additionally, driver license suspensions and reinstatements, and error corrections are a manual process. Analysis should be performed to identify all of those areas where there are information delays or gaps, or where there are current manual processes that could be automated. The analysis will focus on business practice barriers and opportunities, such as legal analysis of privacy and security requirements, as well as technical improvements.
Evaluation:	Success of the project will consider the identification of missing information or process inefficiencies that cause delayed, missing or inaccurate conviction, suspension or reinstatement records on the DVS system.
Directing Agency:	Minnesota Courts and DVS through grants from OTS

Project Number:	08-05-12
Project Title:	Driving Record Research
Target Population:	Users of driving records
Description:	Research will be conducted on what is not being recorded on the drivers' license record to determine where there are weaknesses within the process and how the weaknesses might be addressed. The areas of inquiry that would be focused upon are diversion programs, referrals and law enforcement administrative fine practices. The goal of the study will be to determine the extent of these exceptions and the impact on the driving record. One component of this project is to assess the need for educating judicial staff and law enforcement officers on the importance of accurate and complete driving records.

Evaluation:	Goals of the project would be to establish the number of local agencies using administrative penalties and the number of jurisdictions using diversion and referral programs for traffic offenses.
Directing Agency:	DPS: OTS

Project Number:	08-05-13
Project Title:	Police Accident Report (PAR) Revision
Target Population:	PAR Stakeholders
Description:	FMCSA and other stakeholders have identified areas of concern and needed improvement for the current PAR (with apologies for use of the word "accidents"). For federal 2008, funds would be used to hire a project manager to lay out a project plan for revising the PAR. Initial business analysis and scope of project would need to be conducted. The end goal would be to release a new version of the PAR on January 1, 2010. The new MMUCC standard to be released in 2009 would be taken into consideration, along with input of crash data stakeholders -- Driver and Vehicle Services, Office of Traffic Safety and Crash Data Users Group.
Evaluation:	The expected impact of revising the PAR would be increasing data accuracy. In addition, Minnesota would strive to increase its level of MMUCC compliance to increase uniformity between our state and the nation.
Directing Agency:	DPS:OTS in conjunction with DVS and MN/DOT

Project Number:	08-05-14
Project Title:	Revise DPS Traffic Records Related Websites
Target Population:	Minnesota citizens and users of the website
Description:	The current overall design of the Department of Public Safety (DPS) Web site is outdated and disjointed. Members of the public coming to the DPS site have difficulty navigating the site and finding information such as that pertaining to vehicle registration, reporting of crashes, drivers licensing, reporting unsafe drivers and finding other traffic safety educational information. The DPS Office of Technology Support Services (OTSS) and Office of Communications have requested funding to contract with a consultant to design a new template and structure for the DPS site. Divisions of DPS that impact traffic records are Driver and Vehicle Services, Office of Traffic Safety, State Patrol and Bureau of Criminal Apprehension.

Evaluation:	The project will be considered a success with the release of an efficient DPS website structural plan and template for divisions to utilize.
Directing Agency:	DPS Office of Communications with OTSS through a grant from OTS

Project Number:	08-05-15
Project Title:	Centralized Reconstruction Reports
Target Population:	Users of crash reconstruction information
Description:	Currently, information gathered by accident reconstructions is only captured on paper and is filed in separate jurisdictions across the state. There is not a means of electronically capturing data or a centralized point of collection. In addition, reconstructionists are using a limited number of outdated pieces of equipment which cannot be easily integrated with other systems and cause time delays as the units are transported around the state. This project would provide State Patrol Crash Reconstructionists with new equipment and the creation of a plan to electronically capture all data electronically in a centralized place.
Evaluation:	This project will enhance the accuracy and consistency of data gathered at crash scenes In addition, it will allow for much simpler data integration with other traffic safety systems. The end result will be electronic crash data in a useable format, in the hands of those who need to study it, in a much improved time frame.
Directing Agency:	DPS: Minnesota State Patrol through a grant from OTS

Funding for Traffic Records

In thousands of dollars

08-05			
Code	**TR**	**K9**	**Non-GTS**
Section	**402**	**408**	**Other Federal**
Project Number			
01 Coordination	106.0		
02 Problem ID	310.0		
03 Records Assessment	25.0		
04 TRCC		60.0	
05 Crash System Interface		350.0	
06 Crash Data Proponent		81.5	
07 FARS			90.0
08 CODES Network		56.7	
09 GPS/GIS integration		300.0	
10 Trauma System Validation		51.3	
11 DVS Driving Record Integration		270.0	
12 Driving Record Research		50.0	
13 PAR Revision		30.0	
14 OTS Web Re-design		80.0	
15 Centralize Reconstruction Reports		200.0	
Total	**441.0-**	**1,529.5**	**90.0**

Funding for Traffic Records

(continued)

In thousands of dollars

08-05

Project Number	Total Federal	State	Local	Total all Sources	Federal benefit to Local	Percent Local Benefit
01 Coordination	106.0			106.0	50.9	48%
02 Problem ID	310.0			310.0	155.0	50%
03 Records Assessment	25.0			25.0	2.5	10%%
04 TRCC	60.0	700.0	100.0	860.0	30.0	50%
05 Crash System Interface	350.0	50.0	50.0	450.0	262.5	75%
06 Crash Data Proponent	81.5			81.3	48.9	60%
07 FARS	90.0			90.0	NA	
08 CODES Network	56.7			56.7	17.0	30%
09 GPS/GIS integration	300.0	125.0		435.0	120.0	40%
10 Trauma System Validation	51.3			51.3	38.5	75%
11 DVS Driving Record Integration	270.0			270.0	81.0	30%
12 Driving Record Research	50.0			50.0	0.0	0%
13 PAR Revision	30.0			30.0	6.0	20%
14 OTS Web Re-design	80.0			80.0	60.0	75%
15 Centralize Reconstruction Reports	200.0			200.0	80.0	40%
Total	**2,060.5**	**875.0**	**150.0**	**3,085.5**	**952.3**	

Federal Benefit to Locals: TR: 47% 408K9: 48 %

08-06 Community Programs

There are few deaths more violent that those in crashes; there are few injuries more preventable than those caused by a decision not to wear a seat belt. Communities that are aware of the relative costs and risks posed by traffic crashes (as opposed to robberies, drugs, gangs, murders, or other societal ills) are more likely to devote energy and resources to solving the crash problems. In addition, solving crash and traffic problems often increases a community's cohesiveness and improves its livability.

Major programs carried out in this section include Safe Communities (coalitions of people from various occupations and sectors coming together to improve traffic safety in their communities) and Traffic Safety Communications (projects which fund the DPS' Office of Communications efforts related to earned and paid media regarding traffic safety).

Project Number:	08-06-01
Project Title:	Community Programs Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a half-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded community projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to assist and support community-based programs in Minnesota and to assist traffic safety coalitions in the state addressing traffic safety issues.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-06-02
Project Title:	Evaluation Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a three-quarter-time Office of Traffic Safety staff person to manage and coordinate the federally funded evaluation efforts and projects. It covers appropriate employee salary, fringe

	benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to ensure OTS projects are appropriately evaluated so success or failure can be measured and explained, and secondarily that necessary reports of seat belt use given to the NHTSA.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-06-03
Project Title:	Public Information Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a half-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded public information, media relations, and paid media projects. It covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to provide consultation to the DPS Office of Communications and to ensure organizations, advocates, coalitions, and individuals have received the traffic safety messages in an appropriate and meaningful medium. The person in this position is also largely responsible for the design and upkeep of the OTS website.
Evaluation	The evaluation will be administrative in nature; considering employee performance reviews, resolutions of problems encountered, and the successful coordination of projects undertaken.
Directing Agency:	DPS: OTS

Project Number:	08-06-04
Project Title:	Traffic Safety Media Relations
Target Population:	Travelers in Minnesota, Minnesota media, law enforcement, and other traffic safety partners
Description:	This project provides print and electronic materials on traffic safety issues, as well as media relations services. The materials include, but are not limited to brochures, posters, other print materials, five *Safe & Sober* wave packets, production costs for public service announcements and paid ads, and individuals to develop the public information and media

	relations efforts. Costs also include salaries, fringe benefits, indirect costs, and travel for 3 full-time equivalent staff. Alcohol and impaired driving related tasks undertaken are covered in project 08-03-15.
Evaluation	Evaluation will be based on reports on frequency and reach of messages and random telephone surveys on public recognition of messages and knowledge of activities.
Directing Agency:	DPS: Office of Communications with a grant from OTS

Project Number:	08-06-05
Project Title:	Toward Zero Deaths Forums
Target Population:	Traffic safety partners (state advocates, law enforcement, engineers, medical/prevention personnel, legislators, community members, and advocacy representatives)
Description:	Formerly known as Traffic Safety Breakfasts, these meetings are held on a quarterly basis. Each meeting focuses on a different issue with informal presentations to begin and discussion following. Efforts are made to discuss both sides of any issues. The breakfast meetings also provide an informal forum for networking and sharing information with one another and provides an opportunity for the Office of Traffic Safety to gather input from and thank its partners.
Evaluation	Each session gathers information on the topic of session, relevancy of the topic, and suggestions for improvements (and for future topics) through the evaluation sheets completed by participants.
Directing Agency:	DPS; OTS and MN/DOT with purchase orders from OTS

Project Number:	08-06-06
Project Title:	Global Evaluation
Target Population:	OTS analysts, policy developers, DPS, and the NHTSA
Description:	Evaluation of projects continues to be an integral part of traffic safety efforts. Evaluation efforts this year will include phone, web and observational surveys. Safety belt observational surveys will be conducted through project 08-02-04 and impaired driving research will also be one through project 08-03-32. The OTS will conduct and/or contract for various methods to evaluate the programs carried out, particularly with regard to the national mobilizations.
Evaluation	Evaluation is administrative for this project: the projects will be completed in a timely manner and the results will be reported on

	schedule. The results will be used to evaluate our projects.
Directing Agency:	DPS: OTS with contracts to private firms, organizations and individuals

Project Number:	08-06-07
Project Title:	Safe Communities (Basic)
Target Population:	Communities with high fatality and injury rates associated with low seat belt use.
Description:	Existing local coalitions consisting of representatives from law enforcement, education (schools and public health), emergency medical services, traffic engineering, businesses, hospitals, community members, and other non-profits will continue to be funded with this project. Additional mini-grants will be made available to other communities to help them increase local involvement in promoting traffic safety issues. A workshop with the grantees from the two Safe Communities projects (this one and 08-03-13) will be held as a networking opportunity for the coalitions as part of the Towards Zero Deaths conference. Impaired-driving focused activities are conducted through project 08-03-13.
Evaluation	Grantees are required to set measurable goals and objectives as part of their grant contracts. Their progress towards meeting those will be used in evaluating the projects.
Directing Agency:	DPS: OTS

Project Number:	08-06-08
Project Title:	NETS
Target Population:	Minnesota employers and their employees
Description:	The Minnesota chapter of the Network of Employers for Traffic Safety (NETS) is coordinated by the Minnesota Safety Council (www.mnsafetycouncil.org). NETS' mission is to educate employers about the cost saving benefits of enacting traffic safety programs in the workplace. NETS helps employers implement well-developed policies, dynamic workplace programs, and compelling community activities relating to traffic safety. This project provides for appropriate traffic safety materials to be provided to employers and reimburses part of a staff person at the Safety Council to provide other assistance to them. During 2008, the cost of translating additional materials into Spanish will also be covered.
Evaluation	A survey is distributed to all employers using NETS services and the results are analyzed. In addition, the number of employers served,

	print materials and web site inquiries are reported.
Directing Agency:	Minnesota Safety Council through a grant with DPS: OTS

Project Number:	08-06-09
Project Title:	Program Travel
Target Population:	OTS Staff, Project Directors, and other advocates
Description:	All out-of-state travel undertaken by the OTS staff will be supported by this project. NHTSA requires out-of-state travel of staff and other appropriate advocates to attend regional and national meetings, conferences, and training courses. In addition, the project provides for new staff to attend the recommended NHTSA sponsored courses specific to that federal program. Finally, the OTS is able to write small contracts with other project directors outside of the office to reimburse the expenses for those people attending conferences and meetings out of Minnesota.
Evaluation	Minnesota representatives are present at all significant meetings and conferences; on-site visits of grantees are conducted. Training advantageous to the program is attended. Those using out-of-state travel are required to submit a report on the trip's benefits and new ideas encountered.
Directing Agency:	DPS: OTS

Project Number:	08-06-10
Project Title:	Community Health Liaisons
Target Population:	Health agencies and organizations
Description:	The community health liaisons are experienced health professionals under contract with the OTS. Their role is to encourage and assist county and municipal health agencies in increasing their attention to reducing traffic fatalities and injuries while reducing traffic-related health care and other economic costs on Minnesota streets and highways. A one-half time health liaison will cover the northern part of the state and a three-quarter time health liaison will cover the metropolitan and southern areas.
Evaluation	Evaluation of the effectiveness of the liaisons is based on the number of new contacts made, the liaison's participation in different health organizations, feedback from grantees, and progress towards objectives set by the liaisons themselves.
Directing Agency:	Two individuals through contracts with DPS: OTS

Project Number:	08-06-11
Project Title:	Paid Media
Target Population:	Minnesota travelers, especially target audiences identified as being over-represented in fatal and serious injury crashes.
Description:	Paid media provides the highest yield for reaching the specific high risk audience with our traffic safety messages. The only good way to ensure the messages will be seen by the target audiences is by placing it in locations and on programs favored by that audience. The Office of Communications along with OTS and the professionals under contact to DPS will assess the best plan for paid advertising for the various campaigns within the available funding. This project covers paid media related to seat belts and speeding; paid media related to impaired driving is covered under 08-03-14.
Evaluation	Reports on frequency and reach of messages will be used to evaluate the campaigns, as will random telephone surveys on public recognition of messages and knowledge of publicized activities.
Directing Agency:	DPS: Office of Communications with a grant from OTS writes a contract with a professional media purchaser.

Project Number:	08-06-12
Project Title:	Toward Zero Deaths Conference
Target Population:	Traffic Safety Stakeholders (law enforcement, legislators, community members, safety coalitions, child passenger safety advocates, public health officials, EMS/Fire personnel, city and county engineers, etc.).
Description:	The OTS presents a yearly conference for traffic safety stakeholders. During federal 2007, two conferences were covered; one in October of 2006 and the second in September of 2007. The next conference is scheduled for October of 2008; therefore the only activities under this project are the preparation and planning for that conference. This will be the fourth year in which the conference will combine the *Safe & Sober* and Child Passenger Safety Conferences into the Toward Zero Death Conference. This conference provides a venue to share progress that has been made in implementing Minnesota's Toward Zero Deaths program. Achieving the goal of zero deaths requires cooperation among all levels of government, as well as building connections between government agencies and local organizations whose focus is traffic safety. The conference shares best practices in the areas of engineering, enforcement, education, and emergency services, and charts the course for a future where traffic fatalities and life-changing injuries are rare

	events.
Evaluation	Evaluations of each breakout session and the plenary sessions are collected. Participants are also asked to rate the benefits of the conference and provide feedback on the overall conference, as well as individual sessions.
Directing Agency:	DPS: OTS writes a grant with MN/DOT which in turn writes a grant for conference planning services

Project Number:	08-06-13
Project Title:	Regional Support
Target Population:	Citizens and community leaders in specific areas in Minnesota
Description:	The Southeast Region was a pilot project to assess the success of building a region-wide traffic safety partnership in the counties of Dodge, Fillmore, Freeborn, Houston, Goodhue, Mower, Olmsted, Rice, Steele, Wabasha, and Winona. The partnership consists of enforcement, engineers, emergency services, and health educators. Based on the evaluation of that pilot project, other regional partnerships may be provided with funding. This project may also provide funding for grants and to assist the Southeast steering committee in their efforts to define and set up partnerships that will support traffic safety programs in the their area.
Evaluation	A report on problems, successes, and recommendations for future similar efforts will be completed once the Southeast project is stabilized. Seatbelt surveys will be conducted yearly in that region to define progress in occupant restraints. Other standard traffic safety measurements will also be studied and compared to the state as a whole. Alcohol related work is funded out of 08-03-20.
Directing Agency:	DPS: OTS through grants to the regional representatives' agencies

Project Number:	08-06-14
Project Title:	Speed Study Project; Highway Enforcement of Aggressive Traffic (HEAT)
Target Population:	Minnesota travelers, law enforcement, and policy makers
Description:	This project brought three of the "e"s (enforcement, engineering, and education) together in an extensive study on traffic safety and speed. Based on engineering data, the speed limits were raised on specific roadways and massive amounts of enforcement were conducted at the same time. The project successfully showed that despite the increase in speed limits, highway deaths on those roadways actually decreased due

	to the unprecedented level of enforcement. The project was first conducted in federal 2006 with $3,000,000 from MN/DOT in repeat offender transfer (164HE) funding and was funded during the summer of 2007 with $1,500,000 from MN/DOT in funding for Minnesota's passage of a .08 BAC law. At the time this HSP is written, OTS has not been able to identify any substantial funding to continue the project.
Evaluation	Speed data was collected throughout the project, as was crash data on designated roadways and enforcement hours worked. A final report analyzed the data.
Directing Agency:	MN/DOT and DPS/OTS

Project Number:	08-06-15
Project Title:	Teen Plan Recommendations
Target Population:	Teenagers in Minnesota
Description:	Teen drivers are over represented in vehicle crashes and fatalities. Last year a summit was held on the problems associated with teen drivers. The recommendations of that summit will be considered by OTS for funding possibilities.
Evaluation:	A plan to reach teens on the recommendations from the summit that were based on research will begin to be implemented.
Directing Agency:	DPS: OTS through grants and/or contracts as necessary

Project Number:	08-06-16
Project Title:	New Immigrants Outreach
Target Population:	New immigrants with limited English speaking skills
Description:	This project will provide an educational video in the language of Ethiopia or Somalia to educate new immigrants with limited or no English speaking skills on the proper use of seat belts and child safety restraints.
Evaluation:	Reports on frequency and reach of messages will be used to evaluate the video
Directing Agency:	OTS and DPS Office of Communication

Project Number:	08-06-17
Project Title:	Look Out, Teens! Ad Spot Challenge

Target Population:	High school students
Description:	The project encourages high school students to write and produce a 30-second television ad on the importance of paying attention while driving or the dangers of distracted driving. Ads will be sent to DPS where staff from OTS and Communications will determine the best three. Those three will be placed on the OTS website (www.dps.state.mn.us/ots) where the public will have a chance to vote on their favorite. The winner will be broadcast on television and Triple A of Minnesota and Iowa will provide awards of $1,000, $600, and $400 for first, second, and third places respectively. There are no other direct costs for the program.
Evaluation:	Evaluation will be largely administrative. The number of submissions received will be higher than the previous year.
Directing Agency:	OTS and DPS Office of Communication with Triple A of Minnesota and Iowa

Funding for Safe Communities

In thousands of dollars

08-06

Code	CP	PM
Section	402	402
Project Number		
01 Community Coordination	55.0	
02 Evaluation Coordination	81.0	
03 Public Info Coordination	55.0	
04 Media Relations	200.0	
05 TZD Forum (aka Partners Breakfasts0	1.5	
06 Global Evaluation	40.0	
07 Safe Communities	350.0	
08 NETS	55.0	
09 OTS Out of State Travel	46.0	
10 Health Liaisons	96.0	
11 Paid Media		560.0
12 TZD Conference	30.0	
13 Regional Support	100.0	
14 HEAT:Speed Enforcement	Funding not Yet Found	
15 Teen Recommendations	25.0	
16 New Immigrant Outreach	20.0	
17 Look Out, Teens! Ad Contest	0.0	
Total	1,154.5	560.0

Funding for Safe Communities

(continued)

In thousands of dollars

08-06						
	Total Federal	State	Local	Total all Sources	Fed benefit To Local	Percent Local Benefit
Project Number						
01 Community Coordination	55.0			55.0	46.2	84%
02 Evaluation Coordination	81.0			81.0	32.4	40%
03 Public Info Coordination	55.0			55.0	44.0	80%
04 Media Relations	200.0			200.0	154.0	77%
05 TZD Forum (aka Partners Breakfasts0	1.5			1.5	.9	60%
06 Global Evaluation	40.0			40.0	16.0	40%
07 Safe Communities	350.0		75.0	475.0	350.0	100%
08 NETS	55.0		15.0	70.0	41.3	75%
09 OTS Out of State Travel	46.0		4.0	48.0	4.0	8%
10 Health Liaisons	96.0			96.0	86.4	90%
11 Paid Media	560.0			560.0	448.0	80%
12 TZD Conference	30.0			30.0	18.0	60%
13 Regional Support	100.0		20.0	120.0	100.0	100%
14 HEAT:Speed Enforcement	Funding not Yet Found					
15 Teen Recommendations	25.0			25.0	10.0	40%
16 New Immigrant Outreach	20.0			20.0	8.0	40%
17 Look Out, Teens! Ad Contest	0.0		20.0	20.0	NA	
Total	**1,714.5**	**0.0**	**114.0**	**1,828.5**	**1,359.2**	

Federal Local Benefit: CP402: 84% PM: 80%

08-07 Motorcycle Safety

The number of rider deaths has increased alarmingly in recent years. Looking back to 1990, while total traffic deaths decreased from 568 in 1990 to 494 in 2006, there were 46 motorcycle riders killed in 1990, and 70 killed in 2006. The number of motorcycle crashes in 2006 was the largest number seen in the past 16 years, and the number of riders injured in 2006 was also the highest seen since 1990. In 2006, 56% of the riders killed were 40 years or older in age; this is in keeping with the national trend in increasing rider fatalities among "older" riders.

Minnesota has an active motorcycling community that provides dedicated funds for motorcycle training, public information campaigns, and endorsement testing. The program has been in operation for more than two decades and is continually improving. Projects 08-07-03 through 08-07-09 are funded with state funds obtained through an additional license fee charged to each person with a motorcycle endorsement.

Project Number:	08-07-01
Project Title:	Motorcycle Coordination
Target Population:	NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns
Description:	This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the state funded projects of the Minnesota Motorcycle Safety Program (MMSP) and, if received by Minnesota, the section 2010 motorcycle safety funding from NHTSA. The project covers appropriate employee salary, fringe benefits, and indirect costs, as well as funding for the proposed web-based grant system. The primary goal of this position is to decrease the number of deaths and severe injuries suffered by motorcyclists.
Evaluation:	The evaluation will be administrative, consisting of employee performance reviews and the successful coordination and implementation of OTS' motorcycle safety initiatives and the Minnesota Motorcycle Safety Program.
Directing Agency:	DPS: OTS

Project Number:	08-07-02
Project Title:	Motorcycle Safety Support
Target Population:	Minnesota rider training students and RiderCoaches
Description:	If Minnesota qualifies for section 2010 funding, this project will be implemented and will for the most part provide funding for additional "share the road/start seeing motorcycles" campaign materials. Other

	motorcycle safety activities will be supported as appropriate.
Evaluation:	The evaluation will be administrative, consisting of the successful coordination and implementation campaign materials.
Directing Agency:	DPS: OTS

Project Number:	08-07-03
Project Title:	Rider Training
Target Population:	Novice, returning and experienced motorcyclists
Description:	This project funds a half time project manager and provides for classroom and training range facilities and 180 RiderCoaches for basic, experienced, skills re-test and moped courses at thirty-three sites through an Interagency Agreement with Minnesota State Colleges and Universities (MNSCU).
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities.
Directing Agency:	DPS: OTS through an Interagency Agreement with MNSCU.

Project Number:	08-07-04
Project Title:	Public Information and Media Relations
Target Population:	Motor vehicle operators and the media
Description:	This project funds a full time Information Officer and provides for a motorcycle safety campaign, public information and education activities, and media relations through an Intra-agency Agreement with the DPS' Office of Communications.
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities.
Directing Agency:	DPS: OTS through an Intra-agency Agreement with DPS' Office of Communications

Project Number:	08-07-05
Project Title:	Motorcycle Testing and Licensing
Target Population:	Unendorsed motorcyclists and RiderCoaches who conduct third party testing
Description:	This project conducts evening hours motorcycle skills testing at select exam stations throughout Minnesota and provides for the training,

	testing, and auditing of RiderCoaches operating as third party testers for the MMSP. This project is conducted through an Intra-agency Agreement with the DPS' Division of Driver and Vehicle Services (DVS).
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities.
Directing Agency:	DPS: OTS through an Intra-agency Agreement with DPS' DVS

Project Number:	08-07-06
Project Title:	RiderCoach Trainer
Target Population:	RiderCoaches and Minnesota motorcyclists
Description:	This project provides for a RiderCoach Trainer to train new RiderCoaches, conduct professional development observations of existing RiderCoaches, conduct training updates for existing RiderCoaches, replace broken training motorcycles in the fleet as needed during the training season, provide the OTS with technical and curriculum expertise on request, and when necessary, design modified ranges that meet Motorcycle Safety Foundation (MSF) approval.
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities.
Directing Agency:	DPS: OTS through a professional and technical services contract with MSF certified RiderCoach Trainer James Duncan.

Project Number:	08-07-07
Project Title:	Equipment and Supplies
Target Population:	Students of the MMSP and RiderCoaches
Description:	This project provides training supplies, equipment, curriculum materials, a state leased towing vehicle, sorage rental, and necessary insurances.
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities.
Directing Agency:	DPS: OTS

Project Number:	08-07-08
Project Title:	Mechanical Services
Target Population:	Students of the MMSP and RiderCoaches
Description:	This project provides for the maintenance and repair of 300 training fleet

	motorcycles and 22 transportation trailers through a professional services contract with Starr Cycle.
Evaluation:	An administrative evaluation will be conducted focusing on training fleet readiness and ridability at the beginning of the training season and the timeliness and quality of necessary repairs during and after the season.
Directing Agency:	DPS: OTS

Project Number:	08-07-09
Project Title:	Transport Services
Target Population:	Students of the MMSP, MNSCU course sites and RiderCoaches
Description:	This project provides for the scheduling and transportation of training motorcycles to, from and between MNSCU training sites during Minnesota's rider training season through the use of private and state haulers.
Evaluation:	The evaluation will be administrative, consisting of employee performance reviews and the successful reporting of Minnesota's FARS data.
Directing Agency:	DPS: OTS

Funding for Motorcycle Safety

In thousands of dollars

08-07

Project Number	402 MC	2010 K6	State	Total all Sources	Fed benefit to Local	Percent Local Benefit
01 MC Coordination	106.0			106.0	74.2	70%
02 MC Safety Support		200.0		200.0	160.0	80%
03 Rider Training			385.0	385.0		
04 Public Info & Media Relations			270.0	270.0		
05 MC Testing & Licensing			35.0	35.0		
06 RiderCoach Training			55.0	55.0		
07 Equipment & Supplies			327.0	327.0		
08 Mechanical Services			100.0	100.0		
09 Transport Services			28.0	28.0		
Total	**106.0**	**200.0**	**1,200.0**	**1,506.0**	**234.2**	

Federal Local Benefit: MC: 70% 2010: 80%

08-09 Roadway Safety

Minnesota has not yet passed sufficiently stringent laws related to repeat DWI offenders; therefore, a large amount of federal funds are transferred from construction to safety activities. Half of those so-called 164 funds are dedicated to projects focused on decreasing impaired driving-related behaviors and the other half re dedicated to engineering fixes on roadways. Due to the impetus of the original Towards Zero Death conference in 2001 and the successes of the first Comprehensive Highway Safety Plan, DPS and MN/DOT are working more closely together to reach the common goal of decreasing deaths and injuries. During 2007, MN/DOT updated the CHSP and renamed it the Strategic Highway Safety Plan as required by the passage of SAFETY LU.

Project Number:	08-09-01
Project Title:	Toward Zero Deaths Committee
Target Population:	Drivers in Minnesota
Description:	The object of the project is to maintain an on-going committee that will identify local efforts to help reach the goal of reducing traffic deaths to zero. The Toward Zero Deaths (TZD) committee includes staff from DPS, MN/DOT, Department of Health, FHWA, NHTSA, and the Center for Transportation Studies (CTS) at the University of Minnesota. Funds will be used to provide staff support for the committee, printing costs, and costs associated with the Minnesota Survey.
Evaluation:	The membership and the projects generated by the committee will be reviewed for continued growth and progress.
Directing Agency:	DPS: OTS and TZD Committee.

Project Number:	08-09-02
Project Title:	Strategic Highway Safety Hazardous Elimination
Target Population:	Motor vehicle operators and the media
Description:	The Minnesota Department of Transportation identified appropriate hazards to improve alongside the roadways in their recently updated Strategic Highway Safety Plan. MN/DOT will select from the pool of identified state projects those to implement based on the likelihood of decreasing deaths and severe injuries. Strategies in the Plan include median barriers, rumble strips, enhanced pavement markings, low-cost geometric improvements at intersections, and increased lighting.
Evaluation:	An administrative evaluation will be conducted comparing planned and completed activities. In the future, fatal and serious injuries around a selection of the sites improved will be used to compare

	several years of data from before the improvement with several years of data from after the improvement was made.
Directing Agency:	MN/DOT through contracts and/or grants

Project Number:	08-09-03
Project Title:	Strategic Highway Safety County Engineering Projects
Target Population:	People traveling on and near sections of county roadways that have been identified as problematic
Description:	The MN/DOT will let a solicitation of projects from county engineers to address specific corridor problems identified on the local level. Project proposals received will be rated and evaluated to direct the awarding of grants from MN/DOT to the counties. The strategies chosen to be implemented by the counties will be in accordance with the Strategic Highway Safety Plan that MN/DOT updated in 2007 which are briefly listed in project 08-09-02.
Evaluation:	After the problems on a section of county roadway have been addressed, an analysis will be done on fatal and serious injury crashes that occurred prior to changes being made and those that occurred after the changes were made.
Directing Agency:	MN/DOT and counties through a 164HE grant from DPS/OTS

In thousands of dollars

08-09					
Code	RS	164HE	Total and All Federal	Federal Benefit to Local	Percent Local Benefit
Section	402	Transfer			
Project Number					
01 TZD Committee Support	35.0		35.0	10.5	30%
02 SHSP State Hazard Elimination		7,000.0	7,000.0		0%
03 SHSP County Engineering		6,000.0	6,000.0	6,000.0	46%
Total		**13,000.0**	**13,035.0**	6,010.5	

Federal local benefit: RS402: 30% 164HE: 46%

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances:

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other

nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b) Establishing a drug-free awareness program to inform employees about:
   1) The dangers of drug abuse in the workplace.
   2) The grantee's policy of maintaining a drug-free workplace.
   3) Any available drug counseling, rehabilitation, and employee assistance programs.
   4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
   1) Abide by the terms of the statement.
   2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
   1) Taking appropriate personnel action against such an employee, up to and including termination.
   2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT:

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by

more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT):

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1) Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING:

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal

pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2) The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4) The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6) The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or

agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10) Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters–Primary Covered Transactions

1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
   (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
   (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
   (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
   (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3) The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5) The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6) The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9) Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

<u>Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:</u>

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT:

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

_____

Governor's Representative for Highway Safety

_____

Date