



Minnesota Highway Safety Plan for FFY02

Prepared by the Office of Traffic Safety
Minnesota Department of Public Safety
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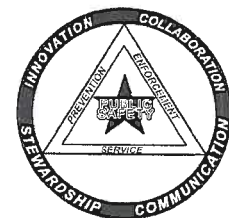
Minnesota's Highway Safety Plan for Federal Fiscal Year 2002

-- Forward --

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 under the State and Community Highway Safety Program. The funds are used to change driver behavior, to enforce traffic laws, to make the public aware of the dangers of crashes and the best ways to reduce their risk, and to assist state and community efforts in traffic safety. In addition, OTS analyzes crash data, identifies at-risk populations, crafts programs to reduce the risks, and evaluates the success of various traffic safety programs.

We collaborate with other divisions in DPS, other state agencies, county and local governments, and private organizations and individuals to improve traffic safety programs 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 lab equipment for the BCA, to computer solutions for DVS, 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 2000 to be nearly \$1.7 billion) but also the emotional toll on families of crash victims.

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, and evaluating the program's progress towards the goals) have been used to develop the plan for more than a decade. The following report and plan summarize the OTS mission, the general goals we have set for our program, and the strategies, tactics, and projects we intend to implement during Federal Fiscal Year 2002.



-- Background Report for Highway Safety 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. Second, it summarizes the identified traffic safety 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.

Program Purpose, Vision, Mission, Goals, and Vision Components

In Minnesota, as well as across the nation, traffic crashes are the leading cause of death for infants from age 1 through young adults of 34. In an average year, more than 600 people are killed and over 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 crashes, injuries, and deaths that occur on 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 any injuries that occur in traffic crashes.

Mission

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 role of the Office of Traffic Safety in achieving this vision is to lead efforts to prevent traffic deaths, injuries, and crashes by changing human behavior in Minnesota.

Goals

To measure our progress in accomplishing our mission, we have set the following goals for traffic fatalities, injuries, and crashes in Minnesota:

Fatalities

- Reduce the fatality rate per 100 million miles travel from 1.48 in 1994 to .92 by 2005.
- To increase seat belt use to 85% by 2005.
- To reduce impaired driving so that by 2005 no more than 25% of traffic deaths are related to alcohol use.

Injuries

- Reduce the rate of severe injury crashes per billion miles traveled from 76 in 1994 to 45 by 2005.
- Reduce the percentage of injuries that are fatal or serious from 10.1 in 1994 to 8.0 by 2005.

Crashes

- Reduce the economic loss due to traffic crashes from \$1.65 billion in 1994 to \$1 billion by 2005.

Vision Components

Achieving these goals 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 perception that traffic violations are likely to result in negative consequences (arrests, citations, fines, and/or injuries).
2. **Safety Partnerships:** We need to support existing 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 a well-trained and well-equipped enforcement community that is motivated to enforce traffic safety laws and able to support their actions successfully when testifying. We need efficient and effective cooperative efforts between law enforcement agencies, communities, and other entities. We value efficient law enforcement processes 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 and improve our fiscal and administrative system so that we have confidence in the accuracy of the claims, vouchers, and fiscal reports.
5. **Well-managed/Innovative/Proactive Projects:** 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 accounting systems that provide us with the information needed to confidently make plans and approve invoices.
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.

Problem Identification

In general, Minnesota has an excellent traffic record. In 2000, Minnesota's death rate per hundred million vehicle miles traveled was 1.19 -- lower than it has ever been and significantly better than the national average of 1.5. The 2000 fatality rate per hundred thousand Minnesotans was 12.7, also the lowest on record. Nevertheless, Minnesota has serious traffic safety behavioral problems that must be addressed. The highest priority problems are documented and demonstrated in the following statistics from the OTS's 2000 *Minnesota Motor Vehicle Crash Facts* publication:

- 34,529 impaired driving arrests were made on Minnesota roadways last year (the sixth year in a row the number of DWIs has increased).
- Of the 625 persons killed on our roads, 245 deaths involved a drinking driver, pedestrian, motorcycle rider, or bicyclist.
- Of the 520 drivers or passengers who were killed inside vehicles, only 153 were known to be using seat belts at the time of the crash.

- Belt use in fatal crashes is lowest for young adults – only 17 percent of the 20- to 24-year-olds killed in crashes and 18 percent of those aged 25 to 29 were using their seat belts. In terms of numbers of people killed in vehicles, teenagers aged 15 through 19 had the highest number and of those only 19 percent used seat belts.
- Illegal or unsafe speed was involved in crashes that killed 175 people and injured another 8,049.
- Driver inattention or distraction was a factor in the deaths of 152 people and injuries of another 15,729.

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
- Non-use of seat belts
- Speed
- Inattention or distraction
- Young or inexperienced drivers

The projects and programs described later in this plan are designed to address the problems identified. Before describing the projects for federal fiscal year 2002, however, let's take a look at the progress we've made in recent years.

Performance: Progress Towards Goals

Minnesota made progress in a number of traffic safety areas in 2000. As mentioned earlier, the fatality rates per 100 million vehicle miles traveled (a standard measure of safety) and per hundred thousand population were the lowest in Minnesota's history. The actual number of people who died decreased by one (from 626 to 625). Other specific improvements during 2000 were:

- Belt use reached 73% statewide. While this is only a one percentage point increase from 1999's rate, it does show we have lost no ground from last year's increase of seven percentage points.
- In recent years, the most consistent success has been in decreasing the number of people suffering severe injuries from a crash from a high of 6,573 in 1984 to a low of 3,174 in 2000. Due to this decrease in serious injuries, the original goals related to the percentage of injuries that are fatal or serious (8.5% by 2005) and the severe injury rate per billion miles traveled (50 by 2005) have now been met and revised downward.

Despite this progress, we recorded the second highest economic loss from crashes in our state's history. In 2000, we estimate that traffic crashes cost Minnesotans over \$1,680,300,000 – and that economic measure can never account for the emotional costs to the families of those involved in, disfigured by, or killed in crashes.

We are also particularly concerned about the erratically fluctuating rate of alcohol related deaths in recent years. Across the years starting with 1996 and ending in 2000, alcohol was involved in 36%, 30%, 42%, 31% and 39% of all traffic deaths. Several explanations have been proposed and tested (the effect of weather and/or the economy, inconsistency in record keeping, and the general incidence in drinking and driving) and we have not reached an understanding of or explanation for the fluctuation.

The following table shows the current status and recent trends of several important measures of traffic safety in Minnesota. Comparing this table to the previously stated goals provides a sense of how much we must improve to reach our goals.

CRASH, FATALITY, AND INJURY SUMMARY, 1990 - 2000
(Plus Goals for 2005)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Goal for 2005
Traffic Crashes	99,236	101,419	96,808	100,907	99,701	96,022	105,332	98,625	92,926	92,926	103,590	100,000*
Persons Killed	568	531	581	538	644	597	576	600	650	626	625	550*
Persons Injured	44,634	42,748	43,249	44,997	46,403	47,161	48,963	46,064	45,115	44,538	44,740	40,000*
Registered Motor Vehicles (Millions of Vehicles)	3.52	3.51	3.55	3.48	3.67	3.68	3.70	3.77	3.90	3.92	4.20	4.80*
Licensed Drivers (Millions of Drivers)	3.18	3.22	3.27	3.28	3.34	3.39	3.46	3.49	3.53	3.54	3.65	3.90*
Vehicular Miles Traveled (Billions of Miles)	38.8	39.3	41.3	42.3	43.4	44.1	45.2	46.9	48.5	50.7	52.4	60.0*
Fatality Rate Per Hundred Million Vehicle Miles	1.47	1.35	1.41	1.27	1.48	1.35	1.26	1.28	1.34	1.24	1.19	.92
Severe Injury Crash Rate Per Billion Vehicle Miles	104	85	82	76	73	67	65	61	56	53	47	45
Observed Seat Belt Use Rate (Statewide)	47%	53%	51%	55%	55%	65%	64%	65%	64%	72%	73%	85%
Percentage of Fatalities that Are Alcohol-Related	41%	40%	39%	36%	35%	41%	36%	30%	42%	31%	39%	25%
Percentage of Fatal Crashes That are Speed-Related	28%	29%	24%	27%	24%	27%	27%	23%	25%	26%	28%	20%
Percentage of Injury Crashes That are Speed-Related	17%	19%	18%	18%	17%	17%	19%	18%	24%	17%	17%	15%
Percentage of Injuries that are Fatal or Serious	12.4%	11.2%	11.3%	10.3%	10.1%	9.3%	8.9%	9.2%	8.9%	9.0%	8.4%	8.0%
Economic Loss to Minnesota (Millions of Dollars)	\$717.9	\$834.1	\$965.8	\$1,397.8	\$1,656.6	\$1,611.8	\$1,578.1	\$1,442.0	\$1,620.7	\$1,635.4	\$1,680.3	\$1,000.0

*Anticipated denominators for calculation of the rates.

Description of Services, Sources of Data, and Types of Projects Supported

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. (M.S. 4.075 establishes the existence of the highway safety program.) In addition to the NHTSA federal grant programs, OTS coordinates and manages several state-funded programs (including the motorcycle safety program and the child seats for needy families program) and other federal grant programs (the Block Grant and Discretionary Grants made available through 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 play a variety of roles in accomplishing the division's mission and goals. State Program Administrators (roughly half of the OTS staff of 18) serve as grant coordinators who interact with project directors (grant recipients) and funding agencies (usually NHTSA); 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. In recent years, the coordinators have managed approximately 90 federal-funded projects and 15 state-funded projects each year. In addition to local units of government, many divisions within Public Safety participate in the projects, and several other state agencies receive funds through the coordinators' efforts.

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. Minnesota also 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 on request.

OTS is fortunate in the area of traffic records; in contrast to many states our data has 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. Our observational study of seat belt use is conducted each August and the results are available by September. While close attention is paid to data trends throughout the year, we study the trends when we begin planning for a new year.

The staff of OTS employ 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:

- **Traffic Safety Partners Breakfasts:** Four times a year, the Office of Traffic Safety invites 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.
- **Traffic Records Coordinating Committee:** This committee, which was formed in response to a requirement in the NHTSA 411 program, meets monthly to discuss improvements to Minnesota's traffic records systems. Representatives from local law enforcement, DOT, Health, DPS, and the courts work together to ensure that any proposed changes are reviewed by and acceptable to all.
- **NETS Advisory Board:** A small NETS Advisory Board was formed to assist our newly established NETS project in Minnesota.
- **Law Enforcement Liaisons:** Minnesota's four law enforcement liaisons provide a wealth of information about the needs of state, county, and local law enforcement agencies.

- **Motorcycle Safety Advisory Board:** This long-standing committee continues its important role in defining key messages for public information campaigns and overseeing 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. The twelve CPS certified members are from around the state and different professions and include representatives from the OTS, Hennepin County Medical Center, EMSC Resource Center, Mayo Hospital, Minnesota State Patrol, Apple Valley Police Department, Northwest Metro Safe Kids, Century College, Sherburne County Public Health, Paynesville Ambulance Service, and Mahnomon County.

Types of Projects Supported

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

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

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 the types of projects that can be funded (for example, *Safe & Sober* enforcement activity), the timeframe for the projects, and the total dollar amount that we have committed to the program. Our staff administrators review the proposals that are submitted and develop a list of projects to be funded.

Counties and cities are eligible for funding when any of the following conditions are true:

- They have more impaired driving crashes than the state as a whole based on population.
- They have more impaired driving crashes than the state as a whole based on vehicle miles driven.
- They have more people in crashes who were not using safety restraints than the state as a whole based on population.
- They have more people in crashes who were 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 traffic fatalities.

Indirect Community Support

Many of our projects provide indirect support to local and statewide traffic safety programs. For these projects, the coordinator responsible for that program area determines what types of support (such as public information materials or improved crash data analysis) are most needed. Within the constraints of our available funding, the OTS coordinators reach a consensus about which of these projects to fund and at what level.

Coordination/Monitoring Support

In addition to our Planning and Administration activities, we use the 402 funds to support program area experts in the following traffic safety program areas: Alcohol, (both Youth Access to Alcohol and adult Impaired Driving), Passenger Protection (both seat belts and child passenger safety), Police Traffic Services, Traffic Records, Safe Communities, and Roadway Safety. In addition, federal funds are used to support the computer run costs generated by our research staff, who are charged with conducting our Problem Identification efforts.

Method for Selecting Projects

Each spring, coordinators from the Office of Traffic Safety meet to determine what mix of projects to support in the coming federal fiscal year. Coordinators come to this meeting armed with advice from relevant advisory boards, ideas gathered from other states' projects, suggestions from other colleagues, recommendations of current project directors,

information from their professional experience, unsolicited proposals, and other plans for potential traffic safety projects. In addition, we have the complete data analysis provided through our Minnesota Motor Vehicle Crash Facts; this document forms the basis of Problem Identification in Minnesota.

We always have many more sound project ideas than we can fund. As a result, we discuss each new project idea and challenge the budget assumptions for each proposed project. During the discussions, it often becomes clear that some of the proposals address problems that are not a high enough priority to receive funding at this time. Other proposals may be more appropriately funded by another organization. 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 411, 410, and 157. In the end, we strive to arrive at a balanced, comprehensive traffic safety program for Minnesota.

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 directors to 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 the project stays on track, offers suggestions and assistance if necessary, and evaluates the success of the project. On occasions when the activity is conducted directly by the OTS, the assigned coordinator is the project director and assumes responsibility for ensuring the project is conducted by either doing the work him or her self or writing a request for proposals to find other professionals to do so.

-- Highway Safety Plan for Federal Fiscal Year 2002 --

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 are long gone and Minnesota is a safer state for their passage. While projects by necessity are still assigned to one area and one coordinator, those decisions are seldom easy or obvious. Each coordinator must have an understanding of the total picture to be able to make his or her individual projects successful and efficient. For ease of use, Minnesota's HSP is organized by general area codes: planning and administration, occupant protection, alcohol, police traffic services, traffic records, safe communities, motorcycle safety, and roadway safety. The reader is considered forewarned that synergies abound.

The following pages provide information about all the projects in which OTS will be involved during federal fiscal year 2002. We have included brief descriptions of all types of funding sources and special projects which are in the application process as well as special projects that have been approved. We believe this Highway Safety Plan supports our mission, will move us towards our goals, and will help us achieve a safer Minnesota.

02-01: Planning and Administration

Planning and Administration (P&A) is a critical function of Minnesota's traffic safety program. 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. In addition, funds devoted to P&A must be matched by an equal amount of state funds. We use P&A funds to support the operational costs of the Office of Traffic Safety (rent, supplies, phones, and so forth) and the salaries of certain staff. The following OTS staff members are supported through P&A projects:

- Director (1)
- Deputy Director (1)
- Support Staff (3)
- Program Coordinators (1.75)
- Research Analyst (.5)
- Accounting Officer (.5)

Project Identifier	Projects To Be Conducted in Planning and Administration:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-01-01 PA	<p>Title: Planning and Administration</p> <p>Target Population: NHTSA, MN Department of Public Safety, project coordinators and directors</p> <p>Description: This project supports the Planning and Administration staff who manage, coordinate, and support Minnesota's highway safety activities. This project also covers appropriate in-state travel, supplies, employee development, rent, mailing and other direct costs associated with the Office of Traffic Safety.</p>	292.0	310.0	602.0	0.0 0%

	Agency: DPS -- Office of Traffic Safety				
02-01-02 PA	Title: Planning and Administration – Accounting Target Population: NHTSA, Department of Public Safety, project coordinators Description: This project covers the costs of the program's accounting officer. One-half of this employee's time is committed to the Highway Safety program. Costs associated with this portion such as rent, salary, fringe, and indirect costs are split on a 50/50 basis between federal and state funds. Agency: DPS -- Office of Fiscal and Administrative Services	18.0	18.0	36.0	0.0 0%
	Total Funding for Planning and Administration				
	PA	310.0	328.0	638.0	0.0
	Total Covered by Grant Tracking System	310.0	328.0	638.0	0.0
	Other Federal not Covered by Grant Tracking	0.0	0.0	0.0	0.0
	State Match Only		0.0		

02-02: Occupant Protection Programs

Occupant Protection programs in Minnesota take a variety of forms. The projects listed in this section reflect our Child Passenger Safety (CPS) initiatives, our community campaigns aimed at increasing belt use among Minnesota's minority populations and teenagers, and other non-enforcement activities. Enforcement activities related to seat belts and CPS are shown under the Police Traffic Services section.

Minnesota crash data are persuasive: teens (age 15 to 19) represent the highest number of traffic deaths and injuries and young adults (20-34) wear their seat belts less frequently than other age groups. Our belt use observation survey shows another problem population: rural Minnesota. The non-metro survey sites found 68% of the travelers using belts, as opposed to 72% in the metro area.

Progress in occupant protection occurs 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 number of people injured in crashes each year is largely unchanged, fewer people suffer severe, debilitating, disfiguring injuries – an accomplishment we credit to increased belt use.

Project Identifier	Projects To Be Conducted in Occupant Protection:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-02-01 OP	<p>Title: Occupant Protection Coordinator</p> <p>Target Population: Minnesotans who do not use seat belts, project directors of occupant protection projects</p> <p>Description: This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded occupant protection projects. It also covers appropriate employee development and training, in-state travel, and equipment required to support the position. The primary goal of this position is to increase seat belt and child restraint use in Minnesota and to build coalitions in the state which will address seat belt usage.</p> <p>Agency Responsible: DPS – Office of Traffic Safety</p>	80.0	0.0	80.0	60.8 76%
02-02-02 OP	<p>Title: Minnesota Buckle Up Kids</p> <p>Target Population: Parents and other caregivers of children, and Child Passenger Advocates</p> <p>Description: The employee supported by this project manage Minnesota's federally funded child passenger safety (CPS) program and the state dedicated child-seat fund; develops and promotes activities that promote the correct use of child seats and track such activities by others; distributes child car seats purchased with state dedicated funds; partners with other agencies to provide certified trainers' updates; assists advocates with receiving/maintaining national and state child passenger safety certifications; distributes brochures, posters, and other materials on child passenger safety; assists the media and legislature with inquiries on the</p>	131.0	0.0	131.0	100.0 76%

	<p>subject; and works with private companies who have funds available and are concerned about the safety of traveling with children. The primary goal of this project is to increase the percentage of children properly restrained in child seats to 100%. Secondary goals include expanding the pool of trained CPS advocates and the public's knowledge of CPS issues.</p> <p>Agency Responsible: DPS — Office of Traffic Safety</p>				
02-02-03 157OP	<p>Title: Operation Educate Teens</p> <p>Target Population: Teenage drivers and passengers</p> <p>Description: This is the second year of a two year project. In an effort to promote belt use among high school aged drivers, this project provides support to agencies that conduct belt activities within high schools. A request for proposals was issued last winter to identify worthy applicants for activities to be conducted in the spring and fall of 2001. Small grants ranging from \$5,000 to approximately \$10,000 have been awarded to coordinate "seat belt challenges" and other activities within the communities.</p> <p>Agency Responsible: DPS—Office of Traffic Safety</p>	300.0	0.0	300.0	300.0 100%
02-02-04 OP	<p>Title: Safety Belt Use Observational Surveys</p> <p>Target Population: Citizens of Minnesota</p> <p>Description: This project provides for two observational studies of seat belt use in Minnesota to be conducted. One survey will utilize the NHTSA approved design and will be conducted in the late summer. The second survey is a new design that will capture demographic data representative of the entire state's population. This survey will be conducted in the late spring and used for planning passenger protection projects for 2003. Survey costs include gathering, entering and analyzing the data.</p> <p>Agency Responsible: The Office of Traffic Safety will conduct and report the findings, contractors will analyze the data.</p>	45.0	0.0	45.0	27.0 60%
02-02-05 OP	<p>Title: Equipment Incentives for Local law Enforcement Agencies</p> <p>Target Population: Law enforcement agencies who aggressively enforce seat belt laws</p> <p>Description: During April when no overtime enforcement is conducted by the OTS, we will monitor the number of seat belt citations written by any agency that chooses to participate. Laser speed measuring units will be given to the agencies that are most productive based on the number of officers in the agency. The object of this project is increased enforcement of belt laws and resulting increased seat belt use and reward those agencies that enforce the seat belt law as part of their day-to-day activities. Winning agencies are presented with a laser or radar speed measuring device or an in-squad camera – each costing less than \$5,000. Presentations</p>	75.0	0.0	75.0	75.0 100%

	usually take place at city council and county commission meetings. Agency responsible: Office of Traffic Safety				
02-02-06 OP	Title: Operation Day CAP Target Population: Minnesota's motoring public Description: This project will use the Night CAP model to concentrate on seat belt enforcement. The State Patrol, in conjunction with local and county enforcement agencies will conduct concentrated patrols focusing on those areas of our state that warrant the most attention. The object of the project is to support statewide efforts in seat belt enforcement. Agency Responsible: Minnesota State Patrol	100.0	0.0	100.0	50.0 50%
02-02-07 J3	Title: Child Passenger Safety Investment Target Population: Minnesotans who transport children Description: The <i>Tethering Child Restraints including LATCH</i> manual will continue to be provided for all trained Minnesota child passenger safety specialists. This guide is essential as a supplement to the coursework. A subscription to <i>Safe Ride News</i> will also be provided to keep CPS professionals up-to-date on new technologies, issues, and solutions. Research will continue to determine the best way to develop regional centers so that CPS clinic and course materials will be more accessible to the entire state. In addition, key materials will be translated into Spanish and Somali this year. Agency Responsible: Office of Traffic Safety	275.0	0.0	275.0	275.0 100%
02-02-08 OP	Title: New Passenger Protection Opportunities Target Population: Minnesotans who are not buckling up Description: Planning for the HSP takes place in the spring of the year when preliminary <i>Crash Facts</i> information is available. Those project ideas that are not submitted before the planning process must wait until the next year to be considered for funding. The object of this project is to provide an opportunity to organizations and agencies with innovative ideas that are introduced out of sync with Minnesota's regular planning cycle to implement those projects on a more timely basis. More detailed information about these projects will be provided to NHTSA prior to implementation. Agency Responsible: Office of Traffic Safety	75.0	0.0	75.0	45.0 60%
02-02-09 OP	Title: Minnesota Seat Belt Coalition Target Population: Coalition members and policy makers	17.0	0.0	17.0	0.0

	<p>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 Coalitions activities is housed in the Minnesota Safety Council. This project will provide financial support for the coalition's work such as mailing and meeting expenses.</p> <p>Agency: Office of Traffic Safety through a grant with the Minnesota Safety Council</p>				0%
02-02-10 J2	<p>Title: Belt Use Campaign</p> <p>Target Population: Specific target groups will be defined by research</p> <p>Description: This is the second year of a two-year project. A study will be conducted by a research firm to identify the level of knowledge of and support for passenger protection in the state. The results of the study will be used to advise an advertising agency which will design, test, and produce a public awareness campaign designed to increase seat belt use.</p> <p>Agency: Offices of Traffic Safety and Communications through contracts with private advertising and research firms.</p>	300.0	0.0	300.0	150.0 50%
02-02-11 OP	<p>Title: Seat Belt Use in Pickup Trucks</p> <p>Target Population: Pickup truck occupants</p> <p>Description: In an effort to promote seat belt and child passenger restraints to occupants of pickup trucks, this project will develop media materials aimed at them and distributed in rural communities. In order to get the message across to the largest audience, various partnerships will be formed with law enforcement agencies, educational institutions, public health agencies, local businesses, truck dealers, Deputy Registrars, and providers of medical and emergency services. The project will include enforcement activities that coincide with the <i>Safe & Sober</i> waves. This project has been proposed to the NHTSA in response to a request for applications; the status of the application at the NHTSA is unknown at this time.</p> <p>Agency Responsible: Offices of Traffic Safety and Communications</p>	175.0	0.0	175.0	100.0 57%
02-02-12	<p>Title: Car Seats for Needy Families</p> <p>Target Population: Parents and care-givers of children needing car seats</p> <p>Description: Each time a citation for failure to use a child seat is paid in Minnesota, the fine for the offense is deposited in an account dedicated to be used to provide car seats to needy families. The OTS purchases and distributes the seats through a variety of organizations and agencies across the state that provide other assistance to low income families. This project is entirely state funded.</p> <p>Agency Responsible: Office of Traffic Safety</p>	0.0	75.0	0.0	

02-02-13 OP	<p>Title: Rural Health Association</p> <p>Target Population: Rural communities where seat belt use is lower than the average</p> <p>Description: The Minnesota Rural Health Association, in collaboration with the MN Ambulance Association and the MN Local Public Health Association, will conduct community-based occupant safety programs modeled on the Occupant Safety Kit as provided by the National Rural Health Association. The goal of this project is to increase belt use in rural Minnesota communities by increasing the level of belt promotional activities in those areas.</p> <p>Agency Responsible: Minnesota Rural Health Association</p>	30.0	0.0	30.0	15.0 50%
02-02-14	<p>Title: Research on Paid Media for Seat Belt Enforcement</p> <p>Target Population:</p> <p>Description: This project was submitted to and subsequently approved by the NHTSA in response to a request for applications. It will test the theory that paid media is more effective than earned media alone. The cities of Rochester and Duluth both participate in <i>Safe & Sober</i>, Minnesota's selective traffic enforcement program (STEP). During the May and November ABC mobilizations in calendar year 2002, paid media will run in Rochester. Both Duluth and Rochester will conduct their <i>Safe & Sober</i> patrols and earned media activities as they normally do. Surveys of attitudes and knowledge of the programs and observed seat belt use rates will be conducted in both communities. This \$1,000,000 demonstration project is not covered in the Grant Tracking System. Of the budget, \$400,000 is for paid media.</p> <p>Agency Responsible: Office of Traffic Safety through contracts with private firms</p>				
02-02-15 IN2	<p>Title: Year Three Discretionary 157 Innovative Seat Belt Project</p> <p>Target Population: Residents and visitors in vehicles</p> <p>Description: The June 1, 2001 NHTSA announcement of discretionary grants to support innovative projects designed to increase seat belt use rates provided each state with the amount of funding for which to apply. Minnesota's amount was \$870,000. Awards are not expected to be announced until November at the earliest and we understand we may need to re-write our application for a lower amount if a national media campaign is funded by NHTSA. At present, this project application includes grants to law enforcement agencies, expenses for officers to attend the Lifesavers conference, enforcement tools for agencies which applied for but did not receive a grant, costs related to a <i>Safe & Sober</i> task force, a contract for press events, production and posting of billboards, production and distribution of lawn signs, regional public service announcements, and research. If the application is approved, the HSP will be revised to list each activity as a separate project number. In contrast to previous 157 innovative monies, these will be covered by the grant tracking system.</p>	870.0	50.0	920.0	764.0 87%

	Agency Responsible: Office of Traffic Safety with contracts with private firms and grants with local units of government and partner organizations				
	Total Funding for Occupant Protection:				
	OP	728.0	0.0	728.0	472.8
	1570P	300.0	0.0	300.0	300.0
	J2	300.0	0.0	300.0	150.0
	J3	275.0	0.0	275.0	275.0
	IN2	870.0	50.0	920.0	764.0
	Total Covered by Grant Tracking System	2,473.0	50.0	2,523.0	1,961.8
	Other Federal not Covered by Grant Tracking	1,000.0	0.0	1,000.0	500.0
	State Match Only		75.0		

02-03: Impaired Driving Programs

Minnesota considers itself to be a leader in the fight against impaired driving. We were the first state to have administrative driver license revocation and the first state to enact administrative motor vehicle license plate impoundment. Nevertheless, 245 people were killed in alcohol-related crashes in 2000 (39% of all traffic deaths were alcohol related) – and impaired driving remains a serious problem in Minnesota.

Although teens (ages 15 to 19) represent the age group with the highest number of traffic deaths and injuries, young adults aged 20 through 24 are the ones killed and injured most frequently in alcohol-related crashes in 2000 and the age group with the highest number of DWI arrests in 2000 was those from 25 through 29. Of the drivers who were killed in crashes, the age group most likely to have been drinking prior to the crash or to be legally drunk at the time of the crash were those from the age of 35 through 39. Considering all young adults (21 through 34) who were killed in crashes, 53% had been drinking prior to their crash and their BAC level was higher than the norm – a full 23% of the total had BACs over .20 (two of whom tied for the highest that year with .38 BAC levels).

Project Identifier	Projects To Be Conducted in Impaired Driving:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-03-01 AL	<p>Title: Alcohol Coordination and Support</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns</p> <p>Description: This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded special alcohol projects. It also covers appropriate employee development and training, in-state travel, and equipment associated with the position.</p> <p>Agency Responsible: Office of Traffic Safety</p>	82.0	0.0	82.0	57.4 70%
02-03-02 J8	<p>Title: DRE Coordination and Support</p> <p>Target Population: Minnesota law enforcement officers</p> <p>Description: This project provides funding for one Drug Recognition Expert course and recertification training of current DREs. Funding is also provided for attendance at impaired driving conferences and equipment necessary for new DREs. Salary costs associated with one State Patrol officer to coordinate Minnesota's DRE program and other advanced traffic training courses are reimbursed by this project. This position will promote and deliver a minimum of one DRE course per year and oversee the delivery of SFST, OPUE II, and Advanced SFST: Drugs That Impair courses as requested to local and county law enforcement officers.</p> <p>Agency Responsible: Minnesota State Patrol</p>	140.0	0.0	140.0	70.0 50%

02-03-03 J8	<p>Title: Law and Legal Training</p> <p>Target Population: Law enforcement officers and county and city attorneys</p> <p>Description: The purpose of this project is to ensure that officers and prosecutors have the knowledge and skills necessary to successfully write reports, testify and/or prosecute DWIs in Minnesota. The training will include a satellite course broadcast to sites throughout the state on changes to the law (mainly felony DWI) and case law updates. Nominal tuition is charged for course participants. That money is subtracted from the invoice to OTS and claimed as local match.</p> <p>Agency Responsible: Office of Traffic Safety thorough a contract</p>	40.0	10.0	40.0	40.0 100%
02-03-04 AL	<p>Title: Youth Alcohol Coordination and Support</p> <p>Target Population: NHTSA, State of Minnesota, MN Dept of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns</p> <p>Description: This project provides for a full-time Office of Traffic Safety staff person to manage and coordinate the majority of the federally funded (both NHTSA and Office of Juvenile Justice and Delinquency Prevention) alcohol projects related to underage drinking and access to alcohol. It also covers fringe benefits and indirect costs, appropriate employee development and training, and in-state travel associated with the position.</p> <p>Agency: Office of Traffic Safety</p>	83.3	0.0	83.3	58.3 70%
02-03-05 J8	<p>Title: Preliminary Breath Test (PBT) Study</p> <p>Target Population:</p> <p>Description: This project will be a study to verify the accuracy of currently used PBT devices used to measure alcohol content in the field. Current Minnesota law requires the use of an Intoxilizer 5000 to use test results in criminal proceedings. The comparison of the results of PBTs to the already accepted Intoxilizer 5000 results will help authenticate the reliability of the PBTs to the courts. The state match is the cost to the Bureau of Criminal Apprehension's laboratory for processing blood and urine samples from impaired driving arrests.</p> <p>Agency Responsible: Bureau of Criminal Apprehension</p>	5.0	1,500.0	1,505.0	2.5 50%
02-03-06 J8	<p>Title: Preliminary Breath Test (PBT) Tanks</p> <p>Target Population: Law Enforcement Agencies</p> <p>Description: The accuracy of a Preliminary Breath Tester (PBT) is critical to the prosecution of many alcohol-related arrests. Therefore, the frequent calibration or accuracy check of each instrument is highly desirable. This project will purchase "dry gas simulator tanks" that are necessary to check the accuracy of PBTs. This is new technology that replaces the old "wet" simulator technology, reducing the time to check PBT accuracy from 20 down to two minutes.</p>	8.0	0.0	8.0	3.2 40%

	<p>The tanks will be placed in each of the Patrol's station offices and will also be available for use by local and county officers.</p> <p>Agency Responsible: Minnesota State Patrol</p>				
02-03-07 AL	<p>Title: Technological Grants for Local Law Enforcement Agencies</p> <p>Target Population: MN Law Enforcement Agencies</p> <p>Description: Equipment that aids impaired driving enforcement efforts such as video camera systems, digital portable breath testers and passive sensor attachments will be purchased and given to law enforcement agencies. Agencies will be selected as recipients based on demonstrated support of traffic safety projects and demonstrated need for the equipment. The goal is to support statewide efforts in enforcement by helping officers to be efficient and effective. At this point, it appears no one piece of equipment will cost \$5,000 or higher. Approval will be sought from Region V if it does.</p> <p>Agency responsible: Office of Traffic Safety</p>	164.0	0.0	164.0	164.0 100%
02-03-08 J8	<p>Title: MADD Youth Jam</p> <p>Target Population: High School Aged Drivers</p> <p>Description: Youth Jam is an alcohol awareness conference sponsored by MADD Minnesota each year. High school students from around the state are invited to attend the one-day conference that is designed to be fun as well as educational. This project will provide conference speakers and participant t-shirts.</p> <p>Agency Responsible: Office of Traffic Safety through a grant with MADD</p>	5.0	0.0	5.0	5.0 100%
02-03-09 164AL transfer	<p>Title: Drivers License Database Upgrade</p> <p>Target Population: Enforcement, court and licensing communities; DWI offenders</p> <p>Description: This project will make DWI offender driving histories in the drivers license data base more up-to-date and easily accessible for law enforcement, driver evaluators, and the courts. The entire data base will be completely re-engineered and streamlined. Programming changes needed when DWI laws and sanctions change will be implemented on a more timely basis and easier to do. DWI research and program assessment will also be easier to carry out.</p> <p>Agency Responsible: Driver and Vehicle Services</p>	3,900.0	0.0	3,900.0	2,925.0 75%
02-03-10 J8	<p>Title: NightCAP Liaison</p> <p>Target Population: Minnesota State Patrol supervisors and Minnesota county and local law enforcement administrators</p>	90.0	0.0	90.0	81.0 90%

	<p>Description: This position will be filled by a retired law enforcement officer with whom OTS contracts on a part-time basis to facilitate the planning, promotion, and execution of the Operation NightCAP saturation program.</p> <p>Agency Responsible: Office of Traffic Safety through a contract with a retired officer.</p>				
02-03-11 J8	<p>Title: Operation NightCAP</p> <p>Target Population/Problem: Minnesota drivers</p> <p>Description: An extension of <i>Safe & Sober</i>, Operation NightCAP consists of impaired driving enforcement saturations and public information activities that occur at least monthly throughout the State. All saturations include participation by state, county, and local agencies. In addition, this project will also fund one clerical position to support this and other MSP 402 projects.</p> <p>Agency Responsible: Minnesota State Patrol</p>	425.0	0.0	425.0	127.5 30%
02-03-12 AL	<p>Title: Advance Officer Training</p> <p>Target Population: Minnesota law enforcement community, with priority given to <i>Safe and Sober</i> grantees</p> <p>Description: Provides advanced training in OPUE II (Minnesota's version of TOPS), SFST, and Advanced SFST: Drugs That Impair; to grantees who are required to take those courses before working <i>Safe and Sober</i> shifts, and to other municipal and county officers as requested. At least one SFST instructor course will also be conducted by the Patrol. This project provides for materials and instructors for the courses. Funding for a limited number of trips to appropriate advanced traffic safety courses and conferences is provided for the State Patrol.</p> <p>Agency Responsible: Minnesota State Patrol</p>	121.0	0.0	121.0	60.0 50%
02-03-13 AL J8	<p>Title: Innovative Impaired Driving Opportunities</p> <p>Target Population: Impaired drivers</p> <p>Description: Planning for the HSP takes place in the spring of the year when preliminary <i>Crash Facts</i> information is available. Those project ideas that are not submitted before the planning process must wait until the next year to be considered for funding. The object of this project is to provide an opportunity to organizations and agencies with innovative ideas that are introduced out of sync with Minnesota's regular planning cycle to implement those projects on a more timely basis. More detailed information about these projects will be provided to NHTSA prior to implementation.</p> <p>Agency Responsible: Office of Traffic Safety</p>	75.0 75.0	0.0 0.0	75.0 75.0	45.0 45.0 60%
02-03-14 J8	<p>Title: 21 – 34 Year Old Impaired Drivers</p> <p>Target Population: 21 through 34 year old blue collar workers</p>	189.0	0.0	189.0	123.0

AI	<p>Description: Minnesota statistics show that the highest percentage of alcohol-related deaths occur to those in the 21-34 year age group. This project focuses on educating blue collar workers on impaired driving through union training facilities. Funds will be used to produce an educational video, informational handouts, and posters. Union training officers will incorporate a 15 minute segment on impaired driving awareness into their required safety classes. Informational handouts and posters will be used to enhance the outreach to the targeted group. This project has been proposed to the NHTSA in response to a request for applications; the status of the application at the NHTSA is unknown at this time. If the application is not awarded 403 funds by NHTSA, OTS will try to fund the project with other monies.</p> <p>Agency Responsible: Offices of Traffic Safety and Communications through a contract with a media production firm</p>	63.0	0.0	63.0	65% 41.0 65%
02-03-15 J8	<p>Title: Prevention Collaborative for College Students</p> <p>Target Population: Metropolitan area post-secondary students</p> <p>Description: This project supports a collaborative consisting of seven colleges in the metro area. Using Core Alcohol and Drug Survey data collected from each campus, the collaborative will develop and implement a consistent media campaign focusing on the incidence of student drinking and driving incidents. A second Core Survey will be conducted to measure impact. Other activities include training students in decision-making about confrontation and assertiveness, and a promotion of seat belt use. The media campaign developed is based on the concept of social norming – students are reminded how many of them don't drink and drive.</p> <p>Agency Responsible: Office of Traffic Safety through a grant with Macalester College</p>	66.0	0.0	66.0	66.0 100%
02-03-16 J8	<p>Title: Youth Alcohol Video</p> <p>Target Population: Students in all high schools in the state of Minnesota</p> <p>Description: This program supports the production of a new video for the State Patrol's multi-media program conducted at high schools. The program addresses the issues of impaired driving, seatbelt use, and the responsibility of driving and is presented by a trooper who is assigned full-time to that activity. The program addresses the decisions teens face while driving or riding with others.</p> <p>Agency: Minnesota State Patrol</p>	35.0	90.0	125.0	35.0 100%
02-03-17	<p>Title: Traffic Safety Education</p> <p>Target Population: Elementary, middle and high school students</p> <p>Description: Minnesota law requires the payment of a special \$250 fee when a license is re-instated after revocation for an alcohol related offense. Twelve percent of that fee is distributed as follows: the first \$200,000 to the commissioner of children, families, and learning, and (starting April 1, 2002) the remainder to the commissioner of public safety to be spent as grants</p>	0.0	400.0	0.0	

	for programs to educate elementary and secondary students. Agency Responsible: Office of Traffic Safety				
02-03-18	Title: Underage Drinking Target Population: Drivers and passengers under the age of 21 Description: The Office of Traffic Safety applies for grants from the federal Office of Juvenile Justice and Delinquency Prevention to reduce the access, use and abuse of alcohol by those under the age of 21. The money (approximately \$350,000 per year for the block grant and \$400,000 irregularly for discretionary) is used for public information programs, educational programs for beverage retailers and servers, underage sale enforcement (compliance checks), prevention partnerships, and community grants. Agency Responsible: Office of Traffic Safety				
02-03-19 AL	Title: DL System Upgrade – Phase I Target Population: DWI repeat offenders and all Minnesota drivers Description: In an effort to make DWI repeat offender driving histories available for law enforcement, driver evaluators, and courts, the driver license database will be completely redone. The entire database will be re-engineered, made more accessible for all users (including DWI research and program assessment), and streamlined to make programming changes more feasible when DWI (and other driver license-related) laws and sanctions change. PHASE I is the feasibility and fact-finding study that precedes the development of this system. Portions of Phase I (which was started in FFY01) were not completed by 9/30/01; this project represents the carry-forward funding for those activities still to be completed. Agency: DPS/DVS	190.0	0.0	190.0	95.0 50%
	Total Funding for Impaired Driving Programs: AL JB 164AL Total Covered by Grant Tracking System Other Federal not Covered by Grant Tracking State Match Only	778.3 1,078.0 3,900.0 <hr/> 5,756.3 750.0	0.0 1,600.0 0.0 <hr/> 1,600.0 0.0 400.0	778.3 2,678.0 3,900.0 <hr/> 7,356.3 750.0	615.7 598.2 2,925.0 <hr/> 4,138.9 600.0

02-04: Police Traffic Services

Research shows people are most likely to change their driving behavior if they perceive it likely they'll 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 traffic patrol are an essential part of our traffic safety program. Speeding, failure to yield, and inattention are the driving behaviors cited most frequently in all types of crashes; those stalwarts of the PTS area have been far surpassed in importance and priority by failure to use seat belts and impaired driving. The Police Traffic Services segment of our traffic safety plan supports additional hours of enforcement throughout the state, and it provides the training and equipment that those officers need to do their work effectively and efficiently.

Project Identifier	Projects To Be Conducted in Police Traffic Services:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-04-01 PT	<p>Title: PTS Coordination & Support</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns</p> <p>Description: This project provides for two half-time positions in the Office of Traffic Safety to manage and coordinate the majority of the federally funded police traffic services projects. It also covers appropriate employee development, training, and in-state travel associated with the position.</p> <p>Agency Responsible: Office of Traffic Safety</p>	80.0	0.0	80.0	57.6 72%
02-04-02 PT	<p>Title: Innovative Police Traffic Services Opportunities</p> <p>Target Population: Drivers and passengers</p> <p>Description: Planning for the HSP takes place in the spring of the year when preliminary <i>Crash Facts</i> information is available. Those project ideas that are not submitted before the planning process must wait until the next year to be considered for funding. The object of this project is to provide an opportunity to organizations and agencies with innovative ideas that are introduced out of sync with Minnesota's regular planning cycle to implement those projects on a more timely basis. More detailed information about these projects will be provided to NHTSA prior to implementation.</p> <p>Agency Responsible: Office of Traffic Safety</p>	75.0	0.0	75.0	45.0 60%
02-04-03 PT	<p>Title: Traffic Law Enforcement Conference</p> <p>Target Population: Law enforcement officers in Minnesota and neighboring states</p> <p>Description: Each year, as a part of the <i>Safe and Sober</i> campaign, the Office of Traffic Safety</p>	50.0	0.0	50.0	31.5 63%

	<p>conducts a law enforcement workshop for project directors and other officers interested in traffic safety. This workshop has done a great deal to change law enforcement officer opinions, values, and perception of norms regarding traffic enforcement. The conference is built upon suggestions received from the previous year participants and new year grantees. Although conference attendance is required of <i>Safe & Sober</i> grantees, all law enforcement agencies are encouraged to attend and the agenda is designed to be valuable to all regardless of grant status. The law enforcement community must be active in traffic enforcement if we expect to see an increase in seat belt use and a decrease in impaired driving. This project provides administrators and officers with the contacts, ideas, and motivation they need.</p> <p>Agency Responsible: Office of Traffic Safety (contract with Department of Employee Relations)</p>				
02-04-04 PT	<p>Title: <i>Safe & Sober</i> with Communities</p> <p>Target Population: Citizens 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.</p> <p>Description: <i>Safe & Sober</i> is Minnesota's 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 consists of six enhanced traffic enforcement waves including the two ABC mobilizations. Public information and media relations are conducted before and after the waves. Informal seat belt surveys are conducted six times throughout the year.</p> <p>In addition to 402 money, this project has an additional \$631,500 in year two 157 innovative funding that is not covered by the grant tracking system. The OTS has applied for a modification and re-allocation to the plan for that funding to be effective October 1, 2001. The proposed changes include more complete funding of <i>Safe & Sober</i> grants to locals and a temporary position in the Office of Traffic Safety to concentrate on implementing the 157 projects (with special emphasis on the paid media evaluation).</p> <p>Agency Responsible: Office of Traffic Safety through grants to local units of government</p>	850.0	150.0	1,000.0	850.0
02-04-05 PT	<p>Title: <i>Safe & Sober</i> with the Minnesota State Patrol</p> <p>Target Population: All district commanders and safety education officers of the MSP and, through them, drivers and passengers in Minnesota</p> <p>Description: The six waves of combined overtime enforcement and media relations set by the OTS are carried out by the Minnesota State Patrol in this project. Each district submits a plan following OTS requirements. The MSP pro-rates the plans to fund all eleven districts. In addition to regular <i>Safe & Sober</i> time periods, the districts have the opportunity to request the presence of special <i>Safe & Sober</i> enforcement teams for major events in their area. The project</p>	400.0	0.0	400.0	0.0 0%

	also provides for travel of appropriate persons to traffic safety-related conferences. Agency Responsible: Minnesota State Patrol				
02-04-06 PT	Title: <i>Safe & Sober Liaisons</i> Target Population: Law enforcement communities 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 three retired enforcement officers with whom the OTS contracts to promote municipal and county participation in the various <i>Safe & Sober</i> projects. One is assigned to the metro area, one to southern Minnesota, and one to northern Minnesota; together they have over a century of experience in law enforcement. In addition to traffic safety consulting with departments on a one-to-one basis, the liaisons promote the <i>Safe & Sober</i> 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. The project also supports the liaisons with incentive awards to provide to departments for their most productive officers and small incentives such as pencils for the departments to distribute to those who do follow traffic safety laws. A Minnesota meeting is held each year at the Lifesavers conference and the costs associated with the meeting (such as room rental and refreshments) are also covered by this project. Agency Responsible: Office of Traffic Safety including contracts with individuals	225.0	0.0	225.0	214.0 95%
02-04-07 PT	Title: <i>Safe & Sober Challenge and Support</i> Target Population: Minnesotans in areas that are not covered by an overtime <i>Safe & Sober</i> grant also need to increase their seat belt use, decrease their incidence of impaired driving, and overall, pay more attention to their driving. Description: The Challenge is designed to recognize and reward those enforcement agencies that demonstrate a sincere commitment to traffic safety on a day-to-day basis. The project provides materials and small incentives to those who sign up for the Challenge. In addition, up to thirty agencies which place first, second, and third in number and depth of project activities (when compared to other agencies of similar size) receive mini-grants from OTS. The project also pays for the kick-off luncheon that is the yearly start to the campaign and an opportunity to motivate and thank participating agencies as well as partners outside the enforcement arena. Agency Responsible: Office of Traffic Safety including grants to local units of government	100.0	15.0	100.0	100.0 100%
02-04-08 157PT	Title: <i>Safe & Sober Program Evaluation</i> Target Population: Motoring public and program participants Description: This project will evaluate effectiveness, recognition and public perception of previously introduced <i>Safe & Sober</i> messages. This evaluation will provide a guideline for future	100.0	0.0	100.0	0.0 0%

	messages and provide feedback on current messages. Agency Responsible: Office of Traffic Safety through a contract with a private firm				
02-04-09 PT	Title: Crash Reconstruction Course Target Population: Crash Reconstructionists Description: This project will provide an approximately four-day Pedestrian/Bicycle Crash Investigation Course for Minnesota's re-constructionists from the Minnesota State Patrol and local enforcement agencies. The course instructors will be traveling from Northwestern University and the project will reimburse their expenses and time. Agency Responsible: Minnesota State Patrol	9.5	0.0	9.5	0.0 0%
	Total Funding for Police Traffic Services: PT 157PT Total Covered by Grant Tracking System Other Federal not Covered by Grant Tracking State Match Only	1,789.5 100.0 <hr/> 1,869.5 631.5	165.0 0.0 <hr/> 165.0 50.0 0.0	1,954.5 100.0 <hr/> 2,054.5 681.5	1,298.1 0.0 <hr/> 1298.1 587.3

02-05: Traffic Records Programs

Data and information drive the funding decisions outlined in this 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 to mine for information about traffic crashes and injuries in Minnesota.

Project Identifier	Projects To Be Conducted in Traffic Records:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-05-01 TR	<p>Title: Traffic Records Coordination</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns</p> <p>Description: This project supports a full time Office of Traffic Safety specialist to manage and coordinate the federally funded traffic records projects and to chair the state's Traffic Records Coordinating Committee. It also covers appropriate employee development and training, and in-state travel associated with the position.</p> <p>Agency Responsible: Office of Traffic Safety</p>	80.0	0.0	80.0	36.0.0 45%
02-05-02 TR	<p>Title: Problem Identification and Systems</p> <p>Target Population: DPS, Mn/DOT, other government or safety organizations, and the general public</p> <p>Description: Federal funds cover the salary and computer run costs of two and one-half research analysts who perform problem identification and program evaluation. This project also covers upgrades to existing software packages and acquisition of products to enhance the Office of Traffic Safety's traffic research and safety programs. Funds also provide for employee development and training, and in-state travel for OTS research staff.</p> <p>Agency Responsible: Office of Traffic Safety</p>	290.0	0.0	290.0	116.0 40%
02-05-03 J9	<p>Title: TRCC Projects</p> <p>Target Population: The TRCC will disseminate these funds to appropriate grantees to improve Minnesota's traffic records systems.</p> <p>Description: The TRCC will use these funds to provide improvements to the traffic records systems. The TRCC will review and select what projects to fund. The OTS will be the grant administrator for these projects.</p>	600.0	0.0	600.0	300.0 50%

	Agency Responsible: Office of Traffic Safety on behalf of the Traffic Records Coordinating Committee				
02-05-04 TR	<p>Title: CODES Coordination</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns.</p> <p>Description: The project funds a half time coordinator position to manage and coordinate the projects related to Minnesota's Crash Outcome Data Evaluation System (CODES). The OTS serves as the lead agency in the system and assists other agencies to institutionalize the project here.</p> <p>Agency Responsible: Office of Traffic Safety</p>	42.0	0.0	42.0	31.5 75%
02-05-05 TR	<p>Title: Crash Outcome Data Evaluation System (CODES)</p> <p>Target Population: Communities, health care professionals, traffic safety analysts, policy and program decision makers</p> <p>Description: CODES is designed to provide a better understanding of the magnitude of crash costs and the effect of them on individual communities. This is accomplished by linking data from a wide variety of data bases. Costs associated with this project will cover the development of a web site and technical assistance related to it.</p> <p>Agency Responsible: Office of Traffic Safety with the Department of Health, MN/DOT, and the Minnesota Hospital and Healthcare Partnership</p>	23.0	0.0	23.0	11.5 50%
02-05-06	<p>Title: Fatal Analysis Reporting System (FARS)</p> <p>Target Population: NHTSA, Minnesotans, DPS</p> <p>Description: This project funds a FARS analyst in the OTS and includes salary, fringe benefits, indirect cost and travel costs associated with the position. FARS collects, compiles and reports data from all fatal crashes in Minnesota. Funded by the NHTSA on a calendar year basis, the \$72,100 project is not covered by the grant tracking system.</p> <p>Agency Responsible: Office of Traffic Safety</p>				
02-05-07	<p>Title: Network CODES</p> <p>Target Population: Communities, health care professionals, traffic safety analysts, policy and program decision makers</p> <p>Description: The project will provide personnel to conduct data research on NHTSA specific topics that are requested through the CODES network. Several states will provide the requested data and it will be analyzed together. The project will also allow personnel to attend technical assistance meetings as requested and produce a final report on the findings. A grant application for \$81,500 has been approved by the NHTSA to conduct this project. This grant will not be</p>				

	covered by the Grant Tracking System.				
	Agency Responsible: Office of Traffic Safety with the Minnesota Department of Health				
02-05-08 TR	<p>Title: Mobile Data Computers for Seven-County Metropolitan Area</p> <p>Target Population: Law enforcement agencies within the seven-county metropolitan area</p> <p>Description: OTS will purchase mobile data computers (MDC's) for the seven-county metropolitan law enforcement agencies. We will provide the equipment to patrol vehicles that currently do not have any mobile equipment. This equipment will reduce the amount of "traffic" on the radio communication channel from the car to dispatch. The MDC will allow for criminal checks to be performed without transmitting information via voice over the radio. Many more checks of license plates can occur thus allowing for quick identification of suspended drivers, outstanding warrants, or other problem driver factors.</p> <p>This project carries forward work begun in FFY01. Some of the agencies selected to receive funding in FFY01 could not make their purchases in time for the end of the federal fiscal year; those same agencies will make their purchases in FFY02 instead.</p> <p>Agency Responsible: DPS – Office of Traffic Safety</p>	250.0	0.0	250.0	250.0 100%
	Total Funding for Traffic Records systems:				
	TR	685.0	0.0	685.0	445.0
	J9	600.0	0.0	600.0	300.0
	Total Covered by Grant Tracking System	<u>1,433.0</u>	<u>0.0</u>	<u>1,433.0</u>	<u>493.5</u>
	Other Federal not Covered by Grant Tracking	153.6	0.0	153.6	100.0
	State Match Only		0.0		

02-06: Safe Community Programs

There are few deaths more violent than 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.

Project Identifier	Projects To Be Conducted in Safe Community Programs:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-06-01 CP	<p>Title: Safe Communities Coordination and Support</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns.</p> <p>Description: This project funds a position to coordinate many community-based programs. The project provides for salary, benefits, indirect costs, employee development and training, and in-state travel. Through community partnerships and coalitions, traffic safety problems can be addressed from angles other than enforcement. In addition, fine-tuning successful programs to fit specific communities should reduce crashes, injuries, and fatalities. The initiation of local programs aimed at the young driving population emphasizes efforts at our highest risk drivers.</p> <p>Agency Responsible: Office of Traffic Safety</p>	88.0	0.0	88.0	56.3 64%
02-06-02 CP	<p>Title: Traffic Safety PI & E</p> <p>Target Population: Travelers in Minnesota</p> <p>Description: This project provides public information and media relations services and materials related to various projects and traffic safety program areas. Materials will be developed, printed or re-printed and distributed. Materials can include posters, brochures, flyers, and <i>Safe & Sober</i> wave packets, as well as more unusual items such as toe tags. Small incentive items such as band aid dispensers with traffic safety messages and/or logos will be purchased and distributed. Events publicizing traffic safety issues will be designed, coordinated, and implemented. Costs include salaries, fringe benefits, indirect costs, and travel for 2.4 full-time equivalent staff.</p> <p>Agency Responsible: Office of Communications</p>	415.0	0.0	415.0	344.0 83%
02-06-03 CP	<p>Title: Traffic Safety Partners Breakfasts</p> <p>Target Population: Other organizations and individuals concerned with reducing traffic deaths and injuries</p>	2.5	0.0	2.5	2.5 100%

	<p>Description: The Traffic Safety Partners Breakfasts are an opportunity to meet with our partners – law enforcement; legislators; advocates; organizations such as AAA, MADD, and the Safety Council; our contractors; and other state agencies such as the Patrol and Health. The meetings are held quarterly and each has a specific topic to discuss. Topics last year included speeding, collecting race and ethnicity on the drivers license, and updates on proposed legislation. The breakfasts provide an informal forum in which to network and share information and recommendations.</p> <p>Agency: Office of Traffic Safety</p>				
02-06-04 CP	<p>Title: Older Driver Screening Tool</p> <p>Target Population: The growing cohort of elderly are lifelong drivers who rely on the mobility, independence, and access to services provided by the private automobile. With advanced age comes an increased prevalence of chronic conditions and physiological changes that may have an impact on the ability to drive.</p> <p>Description: This project will develop a short and simple screening tool for doctors and other medical personnel to help them make the decision whether or not to refer a client/patient with cognitive impairment to DVS for an assessment and evaluation of his or her driving ability. In order to produce an effective tool, research will be conducted comparing people with varying degrees of cognitive impairment to those who do not have cognitive impairment on a variety of possible measures.</p> <p>Agency Responsible: Office of Traffic Safety grant with the Minneapolis Veteran's Administration Medical Center (Geriatric Research and Education Clinical Center)</p>	48.5	0.0	48.5	19.4 40%
02-06-05 157CP	<p>Title: CommPACTS</p> <p>Target Population: Targeted communities with high fatality and injury rates due to low seat belt use</p> <p>Description: OTS will continue to fund CommPACTS and Safe Communities projects. Existing local coalitions, composed of representatives from law enforcement, business, schools, hospitals and other nonprofits, will be funded out of this project. Additionally, mini-grants will be made to other communities to help them increase local involvement in promoting traffic safety issues such as belt use and child passenger safety.</p> <p>Agency Responsible: Office of Traffic Safety through grants with selected communities</p>	100.0	0.0	100.0	100.0 100%
02-06-06 CP	<p>Title: NETS</p> <p>Target Population: Minnesota employers and their employees</p> <p>Description: Minnesota's chapter of the Network of Employers for Traffic Safety (NETS) is currently coordinated by the Minnesota Safety Council. NETS' mission is to educate employers about the cost saving benefits of enacting traffic safety programs in the workplace. This will be</p>	50.0	0.0	50.0	50.0 100%

	the third year that OTS funds the NETS program. Agency Responsible: Office of Traffic Safety through a grant with the Minnesota Safety Council				
02-06-07 CP	Title: Program-related Travel Target Population: Traffic safety advocates in Minnesota Description: All out-of-state travel undertaken by Office of Traffic Safety staff will be supported by this project. NHTSA requires out-of-state travel of program staff and other appropriate advocates to attend regional and national meetings, traffic safety conferences, and NHTSA training courses. Agency Responsible: Office of Traffic Safety (contracts may be written for travel expenses of individuals who do not work for the state.)	120.0	0.0	110.0	40.0 33%
02-06-08 CP	Title: Pedestrian Rights Enforcement Target Population: Drivers in Minnesota, anyone who walks on or across Minnesota roadways, legislators, and other pedestrian safety groups Description: One or more metropolitan area police agencies will conduct enhanced enforcement of Minnesota's recently upgraded crosswalk law. This effort will be partnered with public and media relations efforts that are undertaken by other organizations and the state's pedestrian safety advisory committee. Agency Responsible: Office of Traffic Safety	10.0	0.0	10.0	10.0 100%
02-06-09 CP	Title: Community Health Liaison Target Population: Community health organizations who need knowledge of OTS programs and resources, and encouragement and assistance to place a higher priority on traffic safety issues. Description: A part-time community health liaison will be hired as a contractor. The person will be an experienced health professional with duties similar in nature to the law enforcement liaisons currently employed by OTS. The liaison will promote OTS's goals and objectives at health meetings, distribute OTS materials to community health organizations, meet one-on-one with other health professionals, and provide feedback and recommendations on the direction of the program in the future to OTS. Agency Responsible: Office of Traffic Safety	80.0	0.0	80.0	72.0 90%
02-06-10 CP PM	Title: Impaired/Aggressive Driving Campaign Target Population: Researchers will pinpoint the market segment(s) to be targeted Description: This is the second year of a two-year project. A research firm will be under contract to conduct surveys and focus groups to baseline measures and a direction for a campaign that will be likely to be effective with the targeted group(s). This information will be shared with an	204.0 100.0	0.0 0.0	204.0 100.0	30.0 100.0 43%

	<p>advertising/media contractor who will develop and produce pieces on impaired and aggressive driving and place those pieces through paid media time. Newly created pieces will be tested with the targeted groups and their potential for success assessed before they are finalized.</p> <p>Agency Responsible: Offices of Traffic Safety and Communications with contractors</p>				
02-06-11 157CP	<p>Title: Minority Belt Message</p> <p>Target Population: Racial and Ethnic Minority Communities</p> <p>Description: The Office of Traffic Safety will seek and evaluate applications from county-based organizations for small programs designed to reach out to minority populations in the state and increase their seat belt use. Grants will be written with the most promising applicants.</p> <p>Agency Responsible: Office of Traffic Safety through grants</p>	30.0	0.0	30.0	30.0 100%
02-06-12 CP	<p>Title: Public Information Coordination</p> <p>Target Population: NHTSA, State of Minnesota, MN Department of Public Safety, project directors; also the legislature, media, and private citizens with questions or concerns.</p> <p>Description: This project provides funding for 50 % of one OTS staff person to manage and coordinate the majority of the communications and media relations projects. Costs include salary, fringe benefits, indirect costs, employee development and training, in-state travel, and equipment associated with the position.</p> <p>Agency Responsible: Office of Traffic Safety</p>	40.0	0.0	40.0	33.2 83%
02-06-13 157CP	<p>Title: North Star Projects</p> <p>Target Population: Fragmented (and occasionally competing) traffic safety efforts from various agencies and organizations</p> <p>Description: This project builds upon the foundation provided by the North Star Workshop held in June of 2001. The sponsoring committee (composed of representatives from Public Safety, MN/DOT, the Center for Transportation Studies at the U of M, FHWA and NHTSA) will continue to meet and identify strategies for implementing the ideas presented at the workshop. Funds allocated for this project will be used to sponsor specific projects to be determined by the committee, to re-convene a subset of the NSW participants, and/or to provide resources (materials, supplies, program funds) for the committee. The objective of this project is to establish an on-going forum for developing, implementing, and synchronizing traffic safety efforts in Minnesota with the aim of reducing traffic deaths to zero.</p> <p>Agency Responsible: Office of Traffic Safety for the NSW committee</p>	120.0	0.0	120.0	40.0 30%
02-06-14 CP	<p>Title: Statewide Traffic Safety Survey</p> <p>Target Population: Minnesotans</p>	25.0	0.0	25.0	0.0

	<p>Description: A statewide telephone survey will be developed and administered to collect information on Minnesota Driver behaviors and attitudes toward aggressive driving, road rage, distracted driving, impaired driving and occupant protection. The demographic data collected will include age, ethnicity, gender, and educational and income levels. The survey will have a 5% sampling error. A report of the results will be used to identify target populations for the different driver behaviors studied.</p> <p>Agency Responsible: Office of Traffic Safety through a contract with a research firm</p>				0%
02-06-15 CP	<p>Title: Region V Conference</p> <p>Target Population: NHTSA Regions V and VII state highway safety, DOT, FHWA and FMSCA offices</p> <p>Description: Minnesota will host the annual Region V conference during the winter of 2002. Although the majority of the conference costs will be born by the participants and Regions involved, this project will fund supplies, printing, communications, and other necessities to ensure planning progresses in a timely and efficient manner and the conference is successful.</p> <p>Agency Responsible: Office of Traffic Safety</p>	5.0	0.0	5.0	0.0 0%
02-06-16	<p>Title: Health Care Providers Partnerships</p> <p>Target Population: Communities with health care clinics in partnership with OTS</p> <p>Description: A partnership is budding between OTS and the Allina/Medica health care providers; part of the groundwork for this partnership was formed in the Safe Communities of Wright County CommPACT project. In addition, a similar relationship with St. Mary's/Duluth Clinics is being developed. Inclusion of this project in our HSP is meant to indicate that we will continue to nurture the partnerships, identify other sites where collaborative projects could be implemented, and, when appropriate, report the matching funds.</p> <p>Agency Responsible: Office of Traffic Safety with other divisions of Public Safety</p>	0.0	Not yet known	0.0	
02-06-17	<p>Title: Washington County Teen Safe Driving</p> <p>Target Population: Teenagers in Washington County</p> <p>Description: The OTS has submitted an application to conduct this project in response to a request for applications from NHTSA. The awards have not been announced; our application was for \$125,000 that would not be covered under the grant tracking system. The project would be much like <i>Safe & Sober</i> – enhanced enforcement with public information in waves but would concentrate only on teenage drivers and passengers.</p> <p>Agency Responsible: Office of Traffic Safety through grants with the sheriff's office and police departments in the county</p>				

	Total Funding for Safe Community Programs:				
	CP	1,088.0	0.0	1,088.0	657.4
	PM	100.0	0.0	100.0	100.0
	157CP	250.0	0.0	250.0	170.0
	Total Covered by Grant Tracking System	1,438.0	0.0	1,438.0	927.4
	Other Federal not Covered by Grant Tracking	125.0	10.0	135.0	125.0
	State Match Only		0.0		

02-07: Motorcycle Safety Programs

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 nearly two decades and, during the time of its existence, the number of motorcyclists killed in crashes has dropped from 122 in 1980 to 35 in 2000. All the projects described below are funded with state funds obtained through an additional license fee charged to each person with a motorcycle endorsement.

Project Identifier	Projects To Be Conducted in Motorcycle Safety:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-07-01 MC	<p>Title: Motorcycle Rider Training</p> <p>Target Population: Present and future motorcyclists in Minnesota</p> <p>Description: The rider training project conducts a variety of motorcycle rider training courses and seminars for beginning and experienced riders; recruits, trains, and certifies rider course instructors; provides an annual training opportunity for law enforcement in motorcycle specific traffic issues such as DWI detection and accident reconstruction; maintains the state's training motorcycle fleet and the trailers used for the mobile training program; conducts third party testing for state motorcycle license endorsement; and assists with staffing evening motorcycle skills testing for license endorsement at selected state exam stations.</p> <p>Agency Responsible: Office of Traffic Safety through a contract with Comprehensive Safety Systems</p>	0.0	400.0	400.0	N/A
02-07-02 MC	<p>Title: Motorcycle Safety Public Information</p> <p>Target Population: Motorcyclists and drivers of other vehicles</p> <p>Description: This project works with an advisory committee of motorcyclists and traffic safety data to identify, target, and address significant problems and issues in motorcycle safety through public information activities that include: creating a campaign theme and concepts; producing campaign materials; utilizing a mix of paid and public service advertising in a variety of venues; mailing campaign materials to clubs, organizations, and dealerships; coordinating motorcycle safety awareness events; and participating in and displaying at other established motorcycle events.</p> <p>Agency Responsible: Office of Communications</p>	0.0	260.0	260.0	N/A
02-07-03 MC	<p>Title: Motorcycle Examinations</p> <p>Target Population: Motorcyclists seeking endorsement and state license examiners administering the Alternate MOST skills test utilized by the state for motorcycle license</p>	0.0	35.0	35.0	N/A

	<p>endorsement</p> <p>Description: This project supports examiner staff time to conduct evening motorcycle skills testing, in-service training for updating examiners on skills test changes, printing motorcycle instructional and test manuals, leases for alternate test sites, and annual test range maintenance.</p> <p>Agency Responsible: Driver and Vehicle Services</p>				
02-07-04 MC	<p>Title: Motorcycle Training Equipment</p> <p>Target Population: Present and future motorcyclists in Minnesota</p> <p>Description: This project will purchase replacement motorcycles and trailers. Reliable and safe training equipment will reduce the number of injuries incurred by the training program each year. We plan to replace two trailers in the mobile training program and six motorcycles in the training fleet.</p> <p>Agency Responsible: Office of Traffic Safety</p>	0.0	25.0	25.0	N/A
02-07-05	<p>Title: Motorcycle Travel and Support</p> <p>Target Population: Motorcyclists in Minnesota</p> <p>Description: This project will fund motorcycle safety related travel and other expense of the OTS staff member assigned to the motorcycle safety projects.</p> <p>Agency Responsible: Office of Traffic Safety</p>	0.0	5.0	5.0	N/A
	<p>Total Funding for Motorcycle Safety Programs:</p> <p>Total Covered by Grant Tracking System</p> <p>Other Federal not Covered by Grant Tracking</p> <p>State Match Only</p>	0.0 0.0	0.0 0.0 725.0	0.0 0.0	0.0 0.0

02-09: Roadway Safety Programs

Although the vast majority of the funds received through NHTSA are devoted to programs designed to change driver behavior, a small portion of the funds are ear-marked for programs that assess problems related to the roadway itself, improve the safety of certain segments of the road, and supply equipment and training to accomplish these objectives. In addition, Minnesota has not yet passed a law lowering the per se level to .08 blood alcohol content which causes a large amount of funds to be transferred from construction to safety activities.

Project Identifier	Projects To Be Conducted in Roadway Safety:	NHTSA Funds	State and Local Funds	Total Funds	Local Benefit
02-09-01 164HE transfer	Title: Hazardous Roadway Elimination Target Population: Motoring public on Minnesota roadways Description: This project will allow OTS to administer the monies transferred from construction to safety projects related to Minnesota's repeat impaired driver laws not meeting federal standards. The funding will be used to eliminate hazardous roadway conditions identified by the agencies. Agency Responsible: Office of Traffic Safety with MN/DOT	3,900.0	0.0	3,900.0	1,560.0 40%
02-09-31 FRS	Title: Roadway Safety Target Population: Local and county safety engineering community and general motoring public Description: This project provides funds for identified needs and safety issues in the roadside environment. Tasks will be determined and agreed to by OTS, MN/DOT Traffic Engineering, and local FHWA staff. Agency Responsible: Office of Traffic Safety , MN/ Dot Office of Traffic Engineering and FHWA	175.0	0.0	175.0	150.0 86%
	Total Funding for Roadway Safety Projects:				
	164HE	3,900.0	0.0	3,900.0	1,560.0
	FRS	175.0	0.0	175.0	150.0
	Total Covered by Grant Tracking System	4,075.0	0.0	4,075.0	1,710.0
	Other Federal not Covered by Grant Tracking	0.0	0.0	0.0	0.0
	State Match Only		0.0		

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Program Area Code	Prior Approved Program Funds	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Bal.	Incre/(Decre)	Current Bal.	
NHTSA						
Section NHTSA 402						
PA-Planning and Administration						
PA-02-01-00-00	310,000.00	328,000.00	310,000.00	0.00	310,000.00	0.00
TOTAL PA-Planning and	310,000.00	328,000.00	310,000.00	0.00	310,000.00	0.00
AL-Alcohol						
AL-02-03-00-00	588,300.00	0.00	588,300.00	0.00	588,300.00	425,700.00
TOTAL AL-Alcohol	588,300.00	0.00	588,300.00	0.00	588,300.00	425,700.00
MC-Motorcycle Safety						
MC-02-07-00-00	0.00	725,000.00	0.00	0.00	0.00	0.00
TOTAL MC-Motorcycle Safety	0.00	725,000.00	0.00	0.00	0.00	0.00
OP-Occupant Protection						
OP-02-02-00-00	728,000.00	0.00	728,000.00	0.00	728,000.00	472,800.00
TOTAL OP-Occupant Protection	728,000.00	0.00	728,000.00	0.00	728,000.00	472,800.00
PT-Police Traffic Services						
PT-02-04-00-00	1,789,500.00	165,000.00	1,789,500.00	0.00	1,789,500.00	1,298,100.00
TOTAL PT-Police Traffic Services	1,789,500.00	165,000.00	1,789,500.00	0.00	1,789,500.00	1,298,100.00
TR-Traffic Records						
TR-02-05-00-00	843,000.00	0.00	843,000.00	-410,000.00	433,000.00	193,500.00
TOTAL TR-Traffic Records	843,000.00	0.00	843,000.00	-410,000.00	433,000.00	193,500.00
CP-Community Traffic Safety						
CP-02-06-00-00	1,088,000.00	0.00	1,088,000.00	0.00	1,088,000.00	657,400.00
CP-02-06-10-00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL CP-Community Traffic Safety	1,088,000.00	0.00	1,088,000.00	0.00	1,088,000.00	657,400.00
PM-Paid Advertising						
PM-02-06-00-00	100,000.00	0.00	100,000.00	0.00	100,000.00	100,000.00
PM-02-06-10-00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL PM-Paid Advertising	100,000.00	0.00	100,000.00	0.00	100,000.00	100,000.00
TOTAL Section NHTSA 402	5,446,800.00	1,218,000.00	5,446,800.00	-410,000.00	5,036,800.00	3,147,500.00

Section 405 Occ. Prot.

Program Area Code	Prior Approved Program Funds	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Bal.	Incre/(Decre)	Current Bal.	
J2-405 Occupant Protection						
J2-02-02-00-00	300,000.00	0.00	300,000.00	0.00	300,000.00	150,000.00
J2-02-02-10-00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL J2-405 Occupant Protection	300,000.00	0.00	300,000.00	0.00	300,000.00	150,000.00
TOTAL Section 405 Occ. Prot.	300,000.00	0.00	300,000.00	0.00	300,000.00	150,000.00
Section 411 Data Prog.						
J9-411 Data Program						
J9-02-05-00-00	600,000.00	0.00	600,000.00	0.00	600,000.00	300,000.00
TOTAL J9-411 Data Program	600,000.00	0.00	600,000.00	0.00	600,000.00	300,000.00
TOTAL Section 411 Data Prog.	600,000.00	0.00	600,000.00	0.00	600,000.00	300,000.00
Section 157 Funds						
157CP-157 Community Traffic						
157CP-02-06-00-00	250,000.00	0.00	250,000.00	0.00	250,000.00	170,000.00
TOTAL 157CP-157 Community Traffic	250,000.00	0.00	250,000.00	0.00	250,000.00	170,000.00
157PT-157 Police Traffic						
157PT-02-04-00-00	100,000.00	0.00	100,000.00	0.00	100,000.00	0.00
TOTAL 157PT-157 Police Traffic	100,000.00	0.00	100,000.00	0.00	100,000.00	0.00
157OP-157 Occupant Protection						
157OP-02-02-00-00	300,000.00	0.00	300,000.00	0.00	300,000.00	300,000.00
157OP-02-02-03-00	0.00	35,000.00	0.00	0.00	0.00	0.00
TOTAL 157OP-157 Occupant Protection	300,000.00	35,000.00	300,000.00	0.00	300,000.00	300,000.00
TOTAL Section 157 Funds	650,000.00	35,000.00	650,000.00	0.00	650,000.00	470,000.00
Section						
IN2-157 Innovative FY2002						
IN2-02-02-00-00	870,000.00	50,000.00	870,000.00	0.00	870,000.00	764,000.00
TOTAL IN2-157 Innovative FY2002	870,000.00	50,000.00	870,000.00	0.00	870,000.00	764,000.00
TOTAL Section	870,000.00	50,000.00	870,000.00	0.00	870,000.00	764,000.00

Section New 410 Alcohol
J8-410 Alcohol - New

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Program Area Code	Prior Approved Program Funds	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Bal.	Incre/(Decre)	Current Bal.	
J8-02-03-00-00	1,273,000.00	1,600,000.00	1,273,000.00	190,000.00	1,463,000.00	797,500.00
TOTAL J8-410 Alcohol - New	1,273,000.00	1,600,000.00	1,273,000.00	190,000.00	1,463,000.00	797,500.00
TOTAL Section New 410 Alcohol	1,273,000.00	1,600,000.00	1,273,000.00	190,000.00	1,463,000.00	797,500.00
Section 2003B Child Pass. J3-2003b Child Passenger						
J3-02-02-00-00	275,000.00	0.00	275,000.00	0.00	275,000.00	275,000.00
TOTAL J3-2003b Child Passenger	275,000.00	0.00	275,000.00	0.00	275,000.00	275,000.00
TOTAL Section 2003B Child Pass.	275,000.00	0.00	275,000.00	0.00	275,000.00	275,000.00
Section 164 Repeat Offender 164AL-164 Alcohol						
164AL-02-03-00-00	3,900,000.00	0.00	3,900,000.00	0.00	3,900,000.00	2,925,000.00
TOTAL 164AL-164 Alcohol	3,900,000.00	0.00	3,900,000.00	0.00	3,900,000.00	2,925,000.00
164HE-164 Hazard Elimination						
164HE-02-09-00-00	3,900,000.00	0.00	3,900,000.00	0.00	3,900,000.00	1,560,000.00
TOTAL 164HE-164 Hazard Elimination	3,900,000.00	0.00	3,900,000.00	0.00	3,900,000.00	1,560,000.00
TOTAL Section 164 Repeat Offender	7,800,000.00	0.00	7,800,000.00	0.00	7,800,000.00	4,485,000.00
TOTAL NHTSA	17,214,800.00	2,903,000.00	17,214,800.00	-220,000.00	16,994,800.00	10,389,000.00
IWA						
Section FHWA 402 FRS-Roadway Safety						
FRS-02-09-00-00	175,000.00	0.00	175,000.00	0.00	175,000.00	150,000.00
TOTAL FRS-Roadway Safety	175,000.00	0.00	175,000.00	0.00	175,000.00	150,000.00
TOTAL Section FHWA 402	175,000.00	0.00	175,000.00	0.00	175,000.00	150,000.00
TOTAL FHWA	175,000.00	0.00	175,000.00	0.00	175,000.00	150,000.00

Total NHTSA & FHWA 402 Only:	6,271,800.00	1,253,000.00	6,271,800.00	-410,000.00	5,861,800.00	3,767,500.00
Total NHTSA & FHWA Transfer Funds Only:	0.00	0.00	0.00	0.00	0.00	0.00

-- 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 percent 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;

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 (42 U.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 or 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 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.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

- 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

September 1, 2001

Date