



**Minnesota TZD Program
Leadership Team Meeting Notes
Friday, May 7, 2021
9:00 a.m. – 10:00 a.m.
Virtual via Zoom**

Participants: Paul Aasen, Dave Boxum, Linda Dolan, Craig Flynn, JP Gillach, Mike Hanson, Kristine Hernandez, Jeff Huettl, Kammy Huneke, Ken Johnson, Mark Kinde, Ray Kroll, Annette Larson, Derek Leuer, Stephanie Malinoff, Scott McConkey, Kerry Meyer, Kristi Sebastian, Brian Sorenson, Dan Starry, Jeff Tate, and Scott Wasserman

Guest: Gordy Pehrson

Action items are denoted in bold.

Welcome, introductions, and review agenda

Stephanie Malinoff welcomed everyone to the meeting and asked all attendees to introduce themselves. A new member, Ray Kroll, is a DeLaSalle High School Drivers Education Instructor also introduced himself with some additional background.

TZD Now List Update

Gordy Pehrson gave an update on the Minnesota coalitions. The coalitions receive NHTSA 402 funds.

There

were 29 coalitions in 2013/14 and currently we have 23 coalitions serving 29 counties. There are also 32 active unfunded coalitions. Minnesota receives approximately \$453,000 for the 23 (25 applications) with each coalition receiving on average \$18,600. On average, they use 77% of the funds given to the coalition through the grants. The unused funds are rolled into the next fiscal year.

The grant funds traditionally compliment and supplement what they are doing; however, the grant funds have limited use. They can use grant funds for coordinator time, mileage, meals, honorarium for speakers, supplies or materials but cannot use grant funds for food, phone, or computer. They can submit innovated ideas for review and approval/not approval. For example, they can use grant funds for beverage server training to an approved program or workplace training. They can also use grant funds for medical clinic training, local government education working with county boards or city officials, sober cab, pedestrian safety, and motorcycle training.

The coalitions look at the highway safety plan for ideas.

It was suggested that the coalitions blend their dollars with those from the trauma system or local trauma centers and clinics to provide synergy and partnerships. The trauma regions would also be a potential partners for the coalitions because they have grant dollars to use for injury prevention.

2021 Fatality Trends and Data

Mike Hanson 29 fatalities higher than last year which was ahead of the year before. STATEWIDE no specific areas.

Many were speed related and many not wearing their seat belts. Every part of the state for seven days, will do high concentration of law enforcement focusing on speed and media exposure.

Many communities seeing high speed and high number of intoxication.

Pedestrian Work Group

Mike Hanson discussed the pedestrian safety group that was established a few years ago, The intent was to look at pedestrian and vulnerable groups especially in the urban areas. The group is working with Michelle Pooler and will eventually evolve it into the SHSP State Action Team. They are looking for more members on the committee.

Ray Kroll mentioned a PowerPoint on “Intersection Survival and Conflict Points” and developing a PSA on key issues including the importance of the driver moving their heads to see around blind spots (for example, the A pillar).

2021 TZD Statewide Conference Update

Linda Dolan gave an update on the 2021 TZD Statewide Conference. The conference has no capacity limitations at this time and will have exhibitors and sponsors. Selected concurrent sessions will be hybrid (in-person as well as live streamed) plus numerous in-person concurrent sessions. All general sessions will be live streamed as well as attended in-person. At the June TZD Co-Chair meeting, the concurrent sessions will be selected.

TZD Regional Workshop Update

Kristine Hernandez gave an update on the 2021 TZD Regional Workshops. They have completed three of the five regional workshops with good attendance and 25% staying for the optional networking opportunity. They have had excellent guest speakers and regional updates. The evaluations have been very positive but of course, attendees cannot wait to meet in person again.

There was some additional discussion regarding the judicial system still using the word “accident” instead of “crash”. There still seems to be a need for more education for the judicial system, including prosecutors, to use the word “crash” not “accident”. Crash is not a criminal term so ok to use.

Meeting was adjourned at 10:03 a.m.