

# 2010 Highway Safety Plan



# North Dakota Department of Transportation Traffic Safety Office

## Highway Safety Plan Federal Fiscal Year 2010

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## EXECUTIVE SUMMARY

In 2008, 104 people died on North Dakota roads, seven less than in 2007.

North Dakota has been ranked consistently as one of the safest states in the nation and strives to maintain this distinction through effective traffic safety programs. The number of motor vehicle fatalities each year in North Dakota has dropped from a high of 227 in 1971 to 104 in 2008. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.37 deaths per 100 million VMT in 2008.

Historically (dating back to 1979), North Dakota's motor vehicle fatality rate had been consistently lower than the national fatality rate. But, twenty years later, in 1999, the state's fatality rate crept beyond the national rate and again in 2005, 2007 and 2008.

Impaired driving and lack of seat belt use continue to be a problem in the state. In 2008:

- 51 percent of motor vehicle fatalities involved alcohol.
- 75 percent of individuals killed in motor vehicle crashes (autos and sport utility vehicles [SUVs]) were not wearing seat belts.

While seat belt use in North Dakota climbed to an all-time high of 82.2 percent in 2007, subsequent annual seat belt use rates indicate that the state has reached a plateau in seat belt use. And, alcohol continues to be a factor in about half of all motor vehicle fatalities each year.

These statistics necessitate an increase in the level of seat belt and impaired driving programming to further advance the public's awareness and level of education related to these issues. Accordingly, the fiscal year (FY) 2010 Highway Safety Plan provides for a 47 percent increase in seat belt program funds over FY 2009. And, with North Dakota's high rate of alcohol-related fatalities, the state qualifies for High Fatality Rate funds through the National Highway Traffic Safety Administration's (NHTSA) Section 410 program allowing the state to allocate significant financial resources (approximately an additional \$1.2 million) toward eliminating impaired driving through widespread education, enforcement, prosecution and adjudication of impaired drivers.

# PERFORMANCE PLAN

## Trends, Problem Identification, and Goals

### Process Overview

The planning process for the fiscal year (FY) 2010 Highway Safety Plan (HSP) began with a thorough review of motor vehicle crash reports which are summarized in the North Dakota Department of Transportation (NDDOT) Traffic Safety Office's (TSO) annual crash summary. This review resulted in the identification of North Dakota's traffic safety problems which are addressed through the HSP.

In April, the TSO solicited traffic safety partners for project proposals to address the identified traffic safety problems. Proposals were due to the TSO by June 30, 2009. TSO staff worked with proposal review teams to evaluate and score each proposal and to select projects for inclusion in the 2010 HSP.

The TSO reviewed and considered the performance measures and priorities identified in the National Highway Traffic Safety Administration (NHTSA) Regional Action Plan for Region 8 while developing the 2010 HSP to assure synchronicity.

The following schedule outlines North Dakota's typical annual HSP process.

Date	Activity
April	Distribute information announcing the availability of funds and issue requests for proposals and requests for grant applications
Early to mid-June	Complete the problem identification using the previous calendar years' crash data, historical crash data and ancillary data sources
June 30	Receive project proposals (submission deadline)
July 1	Request letters of clearance from the North Dakota Department of Commerce
Mid-July	Review and score proposals received in response to April's solicitation notice and make recommendations for funding  Review performance goals and current projects, determine funding priorities, review proposal evaluation recommendations and select appropriate countermeasures and funding amounts for each
July 15	Estimate funding levels based on anticipated carryover plus next year's anticipated funding allocation  Complete the HSP draft sections for office review
August 15	Submit the HSP draft to NHTSA for initial review
September 1	Submit the final HSP to the NHTSA Region 8 Office and the Federal Highway Administration (FHWA) Division Office for approval  Submit federal aid agreement to obligate available funds
October 1	Distribute the HSP to traffic safety partners and post the document to the NDDOT website for public access
December 1	Implement the HSP
December 1	Identify funds available for projects not otherwise obligated, and submit budget revision and federal aid agreements
December 31	Complete the prior fiscal year evaluation report and submit to federal and state agencies and traffic safety partners. Post the document to the NDDOT website for public access.

## Data Analysis

Data collection is an important first step in the process of developing the HSP. Crash data from the NDDOT's Crash Reporting System (CRS) are analyzed annually and used to establish an historical trend line for identified traffic safety problems using the previous ten years of available crash data.

The data analysis process requires extensive research and the use of statistical reports and ancillary information from many sources, including:

- NDDOT Crash Reporting System
- Fatal Analysis Reporting System (FARS)
- Drivers license file data
- North Dakota Department of Health – Division of Emergency Medical Services, vital records, injury data, medical services cost data, Behavior Risk Factor Surveillance Survey (BRFSS), Youth Risk Behavior Survey (YRBS)
- North Dakota Department of Human Services – Medicaid data, annual household survey
- North Dakota Highway Patrol
- Statewide seat belt surveys
- Safe Communities programs
- NHTSA statistical information
- North Dakota Office of Attorney General, State Toxicology Laboratory

With this data, the planning process moves to problem identification.

## Problem Identification

Data are further analyzed to determine influencing factors such as urban and rural location, younger and older drivers, and non-behavioral factors such as weather and road construction. A collaboration of key highway safety stakeholders assist to focus the resources of multiple agencies and organizations on identified traffic safety problems. Stakeholders include:

- NDDOT
- NHTSA Region 8
- Federal Highway Administration
- North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center
- North Dakota Department of Health, Divisions of Emergency Medical Services and Trauma, Vital Records and Health Resources
- Safe Communities programs
- Community-based organizations
- State, local and tribal governments
- State, county, and city law enforcement agencies
- Regional and local public health agencies
- Various non-profit highway safety organizations and coalitions
- Private entities
- Motorcycle safety education groups
- Youth organizations
- Other traffic safety partners

In addition to the data analysis described above, North Dakota referred to additional data analysis of 2007 crash data by Preusser Research Group, Inc. The Preusser analysis resulted in a 259-page report detailing the traffic safety problems of North Dakota's top 30 counties (counties with more than 100 crashes).

### Problem Identification 2008

The map included as Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota from 2004-2008. The map shows that motor vehicle fatalities in North Dakota are largely rural and sporadic making a geographical approach to traffic safety difficult and necessitating a concerted statewide effort to assure every county is served through traffic safety programs. The map also shows clusters of fatalities on each of North Dakota's four Native American reservations (represented on the map by gray shading) indicating a significant need for traffic safety programming on each of the reservations.

**Further problem identification statements are provided throughout this HSP as a component of each program area.** Data sources used to establish the problem identification include:

- North Dakota Department of Transportation, *2008 North Dakota Crash Summary*
- Preusser Research Group, Inc., North Dakota 2007 Crash Data, Statewide Top 30 Counties
- North Dakota Department of Health, Division of Emergency Medical Services, 2006-2007 Data Report
- North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center, *Focus Group: Knowledge, Attitude, Behavior and Beliefs of Young Male Drivers in North Dakota* (April 2008)
- 2007 North Dakota Youth Risk Behavior Survey

## Performance Measures

The TSO has adopted the core outcomes measures, core behavior measure and core activity measures established by the Governor's Highway Safety Administration (GHSA) and NHTSA. The outcomes/behavior measures and associated data for a five-year period (2004-2008) along with North Dakota's 2011 goals related to the measure are provided below.

The 2011 goals were calculated by the Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center using the average for the previous five years less one standard deviation. The seat belt measure was calculated by setting the goal at a 20 percent reduction in the non-use of seat belts ( $82\% + 25\% \times (100\% - 82\%) = 86.5\%$ ).

### CORE OUTCOMES MEASURES

Measure	2004/ NCSA*	2005/ NCSA	2006/ NCSA	2007/ NCSA	2008/ NCSA	5-Year Average	Goal** (2011)
1. Number of traffic fatalities	100	123	111	111	104	110	<b>101</b>
2. Number of serious injuries in traffic crashes	561	517	562	528	401	514	<b>448</b>
3. Fatalities/Vehicle Miles Traveled (VMT) – Total	1.34/1.32	1.65/1.62	1.45/1.41	1.44/1.42	1.37	1.45	<b>1.33</b>
Fatalities/VMT – Rural	1.52	2.04	1.98	1.77	1.68	1.80	<b>1.58</b>
Fatalities/VMT – Urban	0.85	1.30	0.18	0.06	0.60	0.71	<b>***</b>

4. Number of unbelted passenger vehicle occupant fatalities, all seat positions	58/55	64/66	60/60	62/58	61/54	61	<b>59</b>
5. Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of 0.8 and above	25/34	34/46	29/42	29/53	26/47	29	<b>25</b>
6. Number of speeding-related fatalities	29/23	48/28	48/40	55/45	32/27	42	<b>31</b>
7. Number of motorcyclist fatalities	9	6	4	8	13	8	<b>5</b>
8. Number of unhelmeted motorcyclist fatalities	6/5	5/5	4/4	7/7	10/10	6	<b>4</b>
9. Number of fatal crashes involving a driver age 20 or younger	17/17	22/21	25/26	24/22	22/20	22	<b>19</b>
10. Number of pedestrian fatalities	9/5	9/9	4/4	5/5	8/6	7	<b>5</b>

\*National Center for Statistical Analysis (NCSA). NCSA data differs from state data due to imputation and other variables.

\*\*Goals were established using state data, not NCSA data.

\*\*\*Indicates cell sizes were too small to establish a goal.

### CORE BEHAVIOR MEASURE

Measure	2004	2005	2006	2007	2008	5-Year Average	Goal (2011)
1. Percent of observed occupants using a seat belt	67.4%	76.3%	79.0%	82.2%	81.6%*	77.3%	86.5%

\*2009 use rate is 81.5 percent.

### CORE ACTIVITY MEASURES\*

Measure	2008
1. Number of seat belt citations issued during grant-funded enforcement activities	1,367
2. Number of impaired driving arrests made during grant-funded enforcement activities	618
3. Number of speeding citations issued during grant-funded enforcement activities	2,374

\*Activity measures for FY 2009 will be reported in the FY 2010 HSP Annual Report consistent with the document, *Traffic Safety Performance Measures for State and Federal Agencies (August 2008)*.

## Project Selection

The TSO undertakes two distinct processes to identify contractors.

**Procurement of Services.** Contractors providing services to the TSO (i.e., consulting, media placement, evaluation, etc.) are procured via North Dakota procurement law (North Dakota Century Code 54-44.4, *State Purchasing Practices*), requiring competitive procurement for service purchases in excess of \$25,000 over the life of the contract. Requests for Proposals (RFPs) are issued every two to three years to assure quality, cost-effective services.

**Grants.** Grant applications are solicited through a more informal process. The TSO invites various partner agencies and organizations (traditional and non-traditional) to submit grant applications for projects that will address the state's identified traffic safety problems and assist the TSO to achieve established performance goals. Potential grantees are sent a

letter and grant guidance with instructions to complete the grant application. Grant applications are due to the TSO by June 30.

Grant applications are reviewed and scored by established teams that include TSO and other NDDOT staff and various state and local program partners. Proposal evaluation is designed to provide an increased number of points to contractors or grant recipients with proposals that best support the needs of the HSP. Evaluation criteria include:

- Does the proposal respond to the identified problem?
- Is it likely to have an impact?
- Is there a level of confidence in the grantee and project personnel?
- Are the objectives clearly stated?
- Is the evaluation plan adequate?
- Is the budget realistic and cost effective?
- Is this a single- or multiple-year project?

After all the grant applications are scored, they are ranked from most to least important related to their ability to impact traffic safety performance measures, accepted as funding levels permit, and detailed in the appropriate focus area within the HSP.

## Monitoring and Technical Assistance

The TSO program managers monitor the progress of each contract to assure work is timely and of adequate quality to meet contract requirements. This is determined by observing the work in progress, examining work products, and reviewing the contractor's monthly vouchers and activity reports.

If local match is a part of the project or program, the contractor includes the documentation of local match in the monthly voucher.

Contractors receiving \$20,000 or more in federal funds receive an annual on-site monitoring visit, at a minimum. The program managers complete the monitor report form entitled, *Program and Financial On-Site Monitoring Report*. Telephone and/or electronic contact via email with each contractor are made at least monthly.

Documentation of project monitoring is retained in the electronic project file.

## Annual Report

TSO staff work jointly with contractors to complete evaluations of each project for inclusion in the annual program evaluation report. This report documents project accomplishments and costs compared to those stated in the HSP and the progress toward reaching established performance measures. The project evaluations summarize impact, identify strengths and weaknesses, and make recommendations for subsequent program improvement.

The TSO prepares an interim report of program expenditures compared to the approved plan and program obligations to include in the annual report.

The annual program evaluation report and the performance measure data are provided to the NDDOT Executive Management and forwarded to the NHTSA Regional 8 Office and the FHWA Division Office by December 31.

# HIGHWAY SAFETY PLAN

Problem Identification, Performance Measures,  
Strategies & Project Descriptions

## PLANNING & ADMINISTRATION

Problem Identification: Not applicable.

Core Performance Measure(s): Not applicable.

Administrative Measure(s): Not applicable.

Strategies:

- Plan, develop, implement, market, monitor and evaluate the annual Highway Safety Plan (HSP).
- Encourage the professional development of staff members through their participation in at least one professional development training session.

Planning & Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA4021001-01	Program Management	\$135,000	402
<b>402 Total</b>		\$135,000	
<b>Total All funds</b>		\$135,000	

## Planning and Administration (PA\*) Projects

*\*PA= Grants Tracking System (GTS) Code for Planning and Administration*

### **PA4021001-01            Program Management (All Staff)**

TSO staff will plan, develop, implement, market, monitor and evaluate the annual HSP.

Costs under Planning and Administration (P&A) will consist of salaries and miscellaneous and travel expenses for ***general traffic safety activity not associated to a specific program area***. Miscellaneous and travel expenses can include:

- General public information and education (PI&E) materials.
- Training and travel for staff members for program administration.
- Memberships and other professional fees for the Governor's Highway Safety Association (GHSA), the American Association of Motor Vehicle Administrators (AAMVA), etc.
- Preparation and printing of reports like the HSP, the annual HSP evaluation/annual report, and other overarching materials.

Other NDDOT resources are leveraged to supplement TSO operations; specifically, the Finance, Information Technology, Communications, and Planning and Programming divisions.

# POLICE TRAFFIC SERVICES

## Problem Identification:

- Data from the North Dakota Highway Patrol's Law Enforcement Training Academy (LETA) shows the following number of officers received traffic safety-specific training, including Standardized Field Sobriety Testing (SFST), through LETA. Data from 2009, when submitted, will demonstrate an increase in SFST training from prior years due to LETA's inclusion of the training within the basic training program for each new recruit.

Training Topic	2004	2005	2006	2007	2008
Use of Radar	55	37	40	63	57
Occupant Protection	55	37	40	63	57
SFST	22	14	27	16	10
Administrative Hearing	11	13	14	16	10

- The law enforcement training academy in Devils Lake, N.D. trains 56 recruits per year. The academy's curriculum includes traffic safety training including use of radar, occupant protection and SFST.
- About one-quarter of NDDOT administrative license revocation hearings for DUIs are dismissed due to technicalities. A portion of those dismissals are due to officers not attending the hearings or incomplete paperwork.

**Core Performance Measure(s):** All core outcomes/behavior measures listed on page 7 are influenced by police traffic services activities.

**Administrative Measure(s):** In addition to the core outcomes/behavior measures, the TSO tracks the following administrative data related to administrative license revocation hearing dismissals. The TSO provides training and support to law enforcement to decrease the number of administrative hearing dismissals attributed to law enforcement including reasons such as failure to appear, incomplete paperwork, inadequate legal basis for the stop, errors with alcohol testing, etc.

Measure	2004	2005	2006	2007	2008	5-Year Average
Percent of administrative license revocation hearing dismissals	23% (292/1254)	25% (321/1281)	24% (347/1470)	27% (405/1525)	28% (464/1679)	25%
Percent of administrative license revocation hearing dismissals attributed to law enforcement	95% (278/292)	96% (308/321)	96% (333/347)	96% (390/405)	95% (443/464)	96%

## Strategies:

- Provide training for law enforcement officers to advance local efforts to reduce traffic crashes, injuries, and fatalities.
- Provide training and support to law enforcement related to administrative license revocation hearings to decrease the number of hearing dismissed due to technicalities.
- Coordinate with LETA to serve as the resource center to provide SFST training materials, recruit volunteers for field sobriety testing, provide technical assistance, etc. In 2008, LETA incorporated SFST into their standard curriculum to assure that all new recruits receive education to identify and process DUI offenders in a manner that facilitates the prosecution and adjudication of these offenders.
- Provide awards and incentives to recognize law enforcement agencies and community members who have demonstrated significant achievements in traffic safety.

**Police Traffic Services: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT4021002-01	Program Management	\$2,500	402
PT4021002-02 K84101003-06	Law Enforcement Training and Support	\$75,000 \$75,000	402 410
PT4021002-03	Rural Law Enforcement Summit	\$30,000	402
PT4021002-04	Incentive Programs	\$25,000	402
<b>402 Total</b>		\$132,500	
<b>410 Total</b>		\$75,000	
<b>Total All Funds</b>		\$207,500	

**Police Traffic Services (PT\*) Projects**

*\*PT= Grants Tracking System (GTS) Code for Police Traffic Services*

**PT4021002-01 Program Management (Karin and Sandy)**

The TSO staff will provide training, technical assistance and resources to law enforcement to facilitate their impact on traffic safety. The North Dakota Peace Officers Association (NDPOA) Traffic Safety Committee will convene to provide recommendations to the TSO on enforcement activity and equipment. NDPOA Traffic Safety Committee members will provide technical assistance to the TSO related to resource needs of law enforcement to conduct effective enforcement.

Program costs include salary, travel and operation expenses associated with administering police traffic services projects.

**PT4021002-02 Law Enforcement Training/Support (Sandy)**  
**K84101003-06**

This project will provide expert traffic safety training to law enforcement officers and other highway safety professionals.

Section 402 funds will be used to reimburse law enforcement to attend training and conferences specific to improved effectiveness of state and local traffic safety initiatives and to conduct a Drug Evaluation and Classification Program in North Dakota for Drug Recognition Expert (DRE) certification.

Section 410 funds will be used to provide training to law enforcement officers related to: (1) Standardized Field Sobriety Testing (SFST), and (2) reducing the dismissal of administrative license revocation hearings. Administrative hearings for DUI offenses are dismissed about 25 percent of the time with about 96 percent due to law enforcement error or omission.

**PT4021002-03 Law Enforcement Summit (Karin, Sandy, and Carol)**

The TSO will conduct the third annual Law Enforcement Summit in North Dakota. The Summit provides law enforcement agencies that are under contract with the TSO with orientation, training, technical assistance, and resources related to enforcement programs, earned media and the grant/contract management process. Peace Officer Standards and Training (POST) credits are provided. The Summit will occur in the first quarter of calendar year 2010.

Costs will consist of speaker honorariums, room rental fees, law enforcement travel reimbursement, printing and miscellaneous associated costs.

**PT4020902-04      Incentive Program/ASSISTS Awards (Sandy)**

The TSO will provide for a tiered recognition and reward program for law enforcement and traffic safety advocates who have demonstrated exemplary contributions to traffic safety. The tiered program includes: (1) commemorative coins, (2) the Blitz Bowl award, (3) the **A**lcohol, **S**eat Belts and **S**peed **I**ntervention to **S**upport **T**raffic **S**afety (ASSISTS) Award Program, (4) the Traffic Safety Honor Roll, and (5) the Outstanding Enforcement Award.

Funds will be used for the purchase of incentive items and grants associated with the award programs.

# EMERGENCY MEDICAL SERVICES

## Problem Identification:

- Motor vehicle crashes are the third-most common reported cause for EMS dispatch and continue to be the most common cause of trauma to which ambulances respond in North Dakota.
- Volunteers comprise more than 90 percent of North Dakota’s EMS ambulance staffing, resulting in a heavy turnover rate and a significant impact on training resources to assure new volunteers are trained to deliver quality EMS care.
- North Dakota is a rural state with substantial distances between medical facilities. The vast majority of motor vehicle fatalities in North Dakota occur on rural roads (87 percent over the past seven years). For this reason, it is essential that an effective network of EMS providers exist statewide to assure the delivery of life-saving care within the “golden hour” (when a motor vehicle crash victim's chances of survival are greatest if they receive definitive care within the first hour of multi-system trauma).

Core Performance Measure(s): See core performance measures (page 7). Measure 1 is dependent upon EMS program activity.

Administrative Measure(s): See project EM4021003-02 for estimated numbers of EMS personnel to receive training in FY 2010.

## Strategies:

- Assist the North Dakota Department of Health (NDDH) Division of Emergency Medical Services and Trauma (DEMST) to provide NHTSA training courses to assure current and applicable information to EMS personnel statewide. A NHTSA EMS assessment conducted in April 2008 identifies the partnership between the NDDOT’s TSO and the NDDH’s DEMST “a model worthy of replicating.” This substantiates the agencies cooperative approach to assuring quality EMS to decrease motor vehicle fatalities in North Dakota.

Emergency Medical Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM4021003-01	Program Management	\$1,000	402
EM4021003-02	DEMST Operations	\$140,000	402
<b>402 Total</b>		\$141,000	
<b>Total All Funds</b>		\$141,000	

## Emergency Medical Services (EM) Projects

*\*EM= Grants Tracking System (GTS) Code for Emergency Medical Services*

### **PT4021003-01 Program Management (Karin and Lory)**

Funds are used for expenses related to the direct management and travel associated with EMS program administration. Technical assistance and resources to contractors will be provided.

**PT4021003-02 DEMST Operations (Lory)**

DEMST staff will oversee the delivery of eight EMS training courses consistent with NHTSA curriculum, including:

- *North Dakota Automobile Extrication Course.*
- *North Dakota First Responder Course.*
- *EMT-Basic Course.*
- *EMT-Intermediate/85 Course.*
- *EMT-Paramedic Course.*
- *EMS Instructor Course.*
- *Emergency Vehicle Operations.*
- *Advanced Trauma Life Support (ATLS)*

Funds will be used to fund portions of DEMST staff and select operational costs.

The DEMST provides match through state general funds and funds contained in the EMS Training Grant Program for distribution to local ambulance services, quick-response units, and rescue services.

## TRAFFIC RECORDS

States are tasked with improving traffic records systems as measured by the attributes – accuracy, timeliness, completeness, uniformity, accessibility and integration of traffic records and ancillary data (for example, EMS and court system data).

The NDDOT has the lead to facilitate these system improvements.

### Problem Identification:

- Access to data is limited due to multi-agency ownership, proprietary data elements, inconsistent data platforms and other issues.

Core Performance Measure(s): Not applicable.

Administrative Measure(s): The measures for this program area are defined in North Dakota's Traffic Records Strategic Plan.

### Strategies:

- Analyze crash data on a state, regional, and local basis to determine appropriate traffic safety countermeasures.
- Publish the *North Dakota Crash Summary* on an annual basis. The *North Dakota Crash Summary* is a year-end historical summary of the previous calendar years' motor vehicle crashes including the crash factors (alcohol, speed, seat belt use, etc.) and trend data related to North Dakota's crash problems.
- Convert a minimum of five law enforcement agencies from paper to electronic crash reporting via Traffic and Criminal Software (TraCS), the NDDOT's electronic crash reporting system. This includes the software installation and officer training for TraCS use.
  - Provide TraCS demonstrations and support to tribal and/or BIA law enforcement agencies.
  - Maintain TraCS software including the Incident Location Tool (ILT) and the electronic citation form.
  - Continue to deploy the electronic citation form to law enforcement agencies using TraCS.
  - Continue TraCS enhancements for increased electronic reporting capabilities.
- Train law enforcement to prepare timely, accurate and complete crash reports through completion of the crash report curriculum and a CD-based training option. Partner with LETA to coordinate crash report training.
- Convene the Traffic Records Coordination Committee (TRCC) on a quarterly basis to guide the NHTSA Section 408 grant program and data system integration. The TRCC will update North Dakota's Traffic Records Strategic Plan (TRSP) annually and continue to make recommendations related to the prioritization of enhancements to traffic records data projects. TRSP priority projects will include further implementation of TraCS to increase electronic reporting of crash reports and completion of a project to convert current crash location data to Global Positioning System (GPS) locations for more accurate crash locations. The TRCC will also continue its' review of the crash reporting process to advance the use of Model Minimum Uniform Crash Criteria (MMUCC) data elements.
- Provide data and support to the NDDOT's Strategic Highway Safety Plan (SHSP) committee and subcommittees representing the four Es (education, engineering, enforcement and EMS) to establish traffic safety priorities and applicable measures.
- Plan for web-based crash records management with web-portal access.

## Traffic Records Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
K94081004-01	Program Management	\$90,000	408
K94081004-02	Crash Data System Enhancement	\$50,000	408
K94081004-03	Traffic Records Strategic Plan	\$360,000	408
<b>408 Total</b>		\$500,000	
<b>402 Total</b>		\$0	
<b>Total All Funds</b>		\$500,000	

### Traffic Records (K9\*) Projects

\*K9= Grants Tracking System (GTS) Code for 408 Data Program Incentive

#### **K94081004-01      Program Management (Karin and Lynn)**

Traffic Records program administration includes: (1) data analysis including the development of the annual crash summary, provision of data to respond to data requests from within the NDDOT and from other state, local and federal agencies and the general public, and analyzing traffic safety data for the statewide problem identification included in the annual HSP, (2) maintenance of the TRCC and continuation of priority projects identified within the TRSP, (3) procurement and monitoring of IT services to support TRSP projects, and (4) working with law enforcement and NDDOT staff to identify and correct frequent data errors and to provide technical assistance and resources to assure accurate, timely, complete, uniform, accessible and integrated reporting of crash report data elements.

Costs are related to the direct management of traffic records projects including staff salary, travel and other expenses.

#### **K94081004-02      Crash Data System Enhancement (Lynn)**

This project will provide for the system enhancements necessary to allow remote data entry of crash reporting via TraCS. Integration of TraCS with the existing Crash Reporting System (CRS) enhances timely reporting, crash data reliability and access by state and local agencies. The CRS continues to be improved with the identification and correction of program errors. Various software packages are used for the traffic records manager to access data from the mainframe computer for identification and correction of data errors. This allows for flexibility and provides for enhanced problem identification of motor vehicle crash data.

The report generation segment of the CRS has an online query function and multiple reporting functions. Reports generated on a desktop personal computer (PC) are "print-ready," to substantially reduce the amount of time spent creating and editing desktop publishing documents. Further reports will be developed as needed.

The crash form, animal crash report form, and the officer's instruction manual will be reviewed, updated, and reprinted as needed, with regard to advanced TraCS use. Revisions to the motor vehicle and animal crash reports will include guidance from the TRCC and other users, and MMUCC guidance. The process will work toward a MMUCC-compliant form in both paper and electronic versions.

Funds will be used by a vendor to make applicable MMUCC-related changes to TraCS.

**K94081004-03      Traffic Records Strategic Plan (Lynn)**

A Traffic Records Assessment conducted in 2006 provided recommendations for future improvements to North Dakota data systems. This project provides for an annual update of the Traffic Records Strategic Plan (TRSP) originally developed through a cooperative process with law enforcement, engineering, health, safety, judicial, and information technology representatives statewide.

Goals and initiatives in the TRSP address the following data systems: (1) crash reporting system, (2) driver system, (3) vehicle system, (4) adjudication and court system, (5) Roadway Information Management System (RIMS), and (6) injury surveillance system (EMS). The TRSP goals and projects are based on the deficiencies brought forth from the assessment. The basis for the system measures are timeliness, accuracy, completeness, uniformity, integration and accessibility.

A vendor agency will complete priority projects identified in the TRSP, primarily further implementation and maintenance of TraCS and associated TraCS modules (ILT, electronic citations, etc). Other projects include: (1) EMS data analysis, (2) Model Minimum Uniform Crash Criterion (MMUCC) compliance, (3) online insurance verification, (4) crash reporting system rewrite, and (5) web-based access to the crash reporting system.

State match for this project is provided by the North Dakota Highway Patrol, using officer's time devoted to crash reporting and by TRCC members through donated hours, volunteer time, and travel.

# OCCUPANT PROTECTION

## Problem Identification:

- The failure to wear a seat belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior. Typically, three-fourths of those killed in motor vehicle crashes in North Dakota are unrestrained at the time of the crash.
- In 2008, 82 percent (9 of 11) of child motor vehicle fatalities under the age of eighteen were not wearing seat belts or were not in a child safety seat at the time of the crash.
- Seat belt use in North Dakota has increased by more than 20 percent over the past five years (from 67.4% in 2004 to 81.6% in 2008). In 2009, the seat belt use rate was 81.5 percent. But, seat belt use in the state appears to have peaked in 2007 at 82.2 percent. This precipitates a need to advance occupant protection programs beyond current levels of activity.
- While North Dakota reports an 82 percent seat belt use rate based on an annual observational survey conducted on state and federal roadways in 16 counties, a series of observational seat belt surveys conducted on rural highways in 12 additional counties demonstrated significantly lower seat belt use rates with an average weighted use rate of just 55 percent. Observed seat belt use on roads within rural towns was even lower at 36 percent.
- A steady increase in the state's seat belt use rate has not resulted in a reduction in unbelted motor vehicle fatalities.
- Annual seat belt surveys show that seat belt use is highest on interstate roadways, followed by state-designated roadways and federal roadways. It is typical for North Dakota to identify significantly higher seat belt use on interstate roadways and yet 8 of 10 fatal crashes occur on rural roads.
- Child safety seat misuse continues to exceed 85 percent, according to the most recent data obtained during child safety seat inspection clinics conducted on a statewide basis through the North Dakota Department of Health Child Passenger Safety Program. And, while restraint use among children ages 6-10 has increased by 33 percent over the past ten years, the current observed restraint use for this age group is only 80 percent.
- According to the most recent Youth Risk Behavior Survey (2007), 9-12 grade students reported:
  - Rarely or never wearing a seat belt while driving (13.6%). Rural students had a higher rate of non-use (16.4%).
  - Rarely or never wearing a seat belt when riding in a car driven by someone else (15%). Again, rural students had a higher rate of reporting non-use (19.2%).

**Core Performance Measure(s):** All core outcomes/behavior measures listed on page 7 are influenced by occupant protection program activities. Seat belt use is a motor vehicle occupant's primary source of protection against any crash type.

**Administrative Measure(s):** No further measures identified.

## Strategies:

Note: The budget for OP activity in FY 2010 represents a 47 percent increase from FY 2009. Additional funds are allocated to expand OP programs and increase North Dakota's seat belt use beyond current rates.

- Move toward sustained enforcement of North Dakota's occupant protection laws. Historically, North Dakota has conducted HVE only during the national *Click It or Ticket* campaign and through a Section 403 demonstration project in FY 2007-FY 2008. Law enforcement will provide HVE during defined enforcement periods through multi-agency cooperation of state, county and city agencies (see project number OP4021005-04 for participating law enforcement agencies). Law enforcement will conduct local earned media activities

through newspaper editorials, appearances on local news talk shows, live radio remotes, etc. Public information and education (PI&E) activities conducted through the local Safe Communities programs will complement paid and earned media efforts and provide campaign outreach to all counties in the state.

- Develop and implement a strong social-norming message for non-enforcement periods. National research indicates that the fear of getting a citation is the best way to reach unbuckled occupants which substantiates the *Click It or Ticket* enforcement campaign. For non-enforcement periods, local research suggests that the influence of a loved one may better reach those who continue to ride unbuckled. This will be considered with the development of an appropriate social-norming seat belt message for use during non-enforcement periods.
- Conduct an annual statewide seat belt observation survey to evaluate the success of occupant protection programs. Conduct county-level observational seat belt surveys on rural roads through the program evaluation contract with UPGTI RTSSC (see HSP4021001-02).
- Leverage state and community resources through partnerships within the NDDOT and external to the NDDOT including NDDH, North Dakota Highway Patrol, Safe Communities programs, and employers, to provide PI&E to increase the use of seat belts statewide.
- Administer the Child Passenger Safety (CPS) program through a contract with the North Dakota Department of Health (NDDH). The partnership with the NDDH, initiated in 1978, will continue to address CPS within the context of public health. The CPS program’s target population is children from birth through teenage years. The program provides: (1) education and child safety seat distribution at public health agencies and hospitals, (2) inspection of seats at child safety seat checks, (3) educational programs at day care facilities and elementary schools, and (4) distribution of educational materials to teenagers. The NDDH will continue to provide two-day child safety seat introductory classes, refresher workshops, and the 32-hour standardized CPS training course for national certification as technicians or instructors.
- Distribute the results of a medical services study on the health care costs related to unbelted motor vehicle crashes resulting in debilitating injury completed through a partnership with the NDDOT and the Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center. The study reviewed data from hospitals, clinics, private insurance and Medicaid, which accounts for one-third of North Dakota’s entire state budget. The results of the study will be released publicly, and specifically targeted to state and local decision makers, to make them aware of the economic impact of unbelted crashes and to challenge the notion that seat belt use is a personal choice with no public impact.

#### Occupant Protection Program: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP4021005-01	Program Management	\$25,000	402
OP4021005-02	Child Passenger Safety (CPS) Program Administration	\$180,000	402
OP4021005-03	Annual Statewide Observational Seat Belt Survey	\$50,000	402
OP4021005-04	LE Overtime for OP	\$200,000	402
OP4021005-05	Media for Occupant Protection (Paid/Earned/PI&E)	\$400,000	402
<b>402 Total</b>		\$855,000	
<b>Total All Funds</b>		\$855,000	

## Occupant Protection (OP) Projects

\*OP= Grants Tracking System (GTS) Code for Occupant Protection

### **OP4021005-01 Program Management (Karin and Carol)**

Funds are for expenses related to the direct management and travel associated with occupant protection projects. The program manager will continue to provide technical assistance and resources to contractors and the public related to occupant protection, including the development of seat belt use policies.

### **OP4021005-02 CPS Program Administration (Carol)**

This Child Passenger Safety (CPS) program will be administered through a contract with the NDDH.

The NDDH will work with law enforcement, local public health agencies, high schools, and existing certified child safety seat technicians to increase the use of seat belts and child safety seats, and to reduce the misuse of child safety seats.

The NDDH will conduct child safety seat technician courses including: (1) two to four of NHTSA's 32-hour Standardized CPS Training for technician courses, (2) two to three classes of regional CPS workshops, and (3) six to eight workshops targeted at specific audiences (law enforcement, child care providers, Head Start staff, car seat distribution programs, etc.).

Certified CPS instructors will assist to conduct car safety seat check-ups statewide to encourage parents to keep children in car seats longer and discourage use of seat belts by children who are too young and/or physically too small. The NDDH will assess the current car seat program on each of the state's tribal lands and service areas, and car seats will be purchased and distributed. Tribal staff will be trained on proper distribution, use, and installation of the car seats. The NDDH will purchase child safety seats and provide them to local programs for distribution.

The NDDH will coordinate and conduct all CPS program outreach including outreach for *Child Passenger Safety Week*.

Local match is provided by donated hours, volunteer time, printing, and check-up locations.

### **OP4021005-03 Annual Statewide Observational Seat Belt Survey (Carol)**

A statewide seat belt observation survey will be conducted by UGPTI RTSSC to determine North Dakota's seat belt use rate. The observation survey is conducted each year in June and consistent with NHTSA's survey methodology.

### **OP4021005-04 LE Overtime for OP (Carol)**

Funds will be provided to law enforcement agencies (state, county and city) to conduct sustained enforcement of North Dakota's seat belt laws and to participate in the statewide *Click It or Ticket* high visibility enforcement campaign to occur May 2010. The NDHP and law enforcement agencies located in the following counties will conduct saturation patrols during the mobilization period. These counties account for 73 percent of the state's population. Additional agencies are being recruited through FY 2010 to conduct regional multi-agency enforcement.

<b>Northwest Region</b>	<b>Northeast Region</b>	<b>Southwest Region</b>	<b>Southeast Region</b>
Bottineau	Grand Forks	Burleigh	Barnes
Mountrail	Pembina	Mercer	Cass
Ward	Ramsey	Morton	Stutsman
Williams	Nelson	Stark	Wells

**OP4021005-05      Media for Occupant Protection (Carol)**

A media firm will be contracted to develop, print, and purchase media and materials to support occupant protection enforcement and social-norming campaigns. Media campaigns will be conducted as outlined in the 2009-2010 media calendar (Attachment 2). Funds will be used to purchase radio, television, and billboard ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

North Dakota will use the *Click It or Ticket* message for enforcement periods and will develop an alternate social-norming message for non-enforcement periods to assure seat belt messages are continually conveyed to the public.

Coordination of seat belt PI&E outreach will continue between the NDDOT, NDDH, Safe Communities programs, and local and state law enforcement agencies. Outreach will be targeted to non-users, primarily males ages 18 and above who accounted for 61 percent of unbelted motor vehicle fatalities in 2008.

Statewide PI&E outreach activities will parallel and complement national campaigns during enforcement periods.

# MOTORCYCLE SAFETY PROGRAM

## Problem Identification:

- Motorcycle fatalities in North Dakota increased by 62 percent from 2007 (8 fatalities) to 2008 (13 fatalities).
- Over the past ten years, the number of registered motorcycles in the state has increased by 94 percent and has resulted in an increase in motorcycle crashes.
- Motorcycle crashes in North Dakota have steadily increased since 2000 when 91 crashes were reported. In 2008, 266 crashes occurred compared to 245 in 2007.
- Those aged 40-59 accounted for nearly half of motorcycle fatalities in 2008.
- In 2008, 10 of 13 motorcycle fatalities were not wearing a helmet at the time of the crash. More than half of fatal motorcycle crashes involved alcohol.
- Seven of 13 motorcycle fatalities in 2008 were alcohol-related.

Core Performance Measure(s): See core performance measures on page 7. Measures 7 and 8 are impacted by motorcycle safety program activity.

Administrative Measure(s): No further measures identified.

## Strategies:

- Contract with ABATE of North Dakota, Inc. to administer the North Dakota Motorcycle Safety Program (NDMSP). The NDMSP trained 2,575 motorcyclists in 2008, an increase of 17 percent from the previous year. It is expected that course participation will increase by about 15 percent in 2009.
- Train additional rider coaches to increase NDMSP capacity to train additional motorcyclists.
- Emphasize motorcycle education to new riders of all ages (14 and above).
- Provide experienced rider safety courses to those with prior riding experience with a need for a refresher course.
- Provide for remote training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the standard training locations.
- Conduct PI&E related to motorcycle safety through the NDMSP during peak riding times throughout the year. Public information efforts will focus on making the public more aware of motorcycles on the road through continued implementation of a *Share the Road* campaign.

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC4021006-01	Program Management	\$20,000	402
MC4021006-02	Program Assessment	\$25,000	402
<i>MC2051099-99 (State-funded)</i>	<i>Motorcycle Safety Education Program</i>	<i>\$450,000</i>	<i>State Funds</i>
MC20101006-01	Statewide Awareness/Education Campaign	\$100,000	2010
K84101006-01	Impaired Motorcycling Prevention Campaign— <i>Project Green-Yellow-Red</i>	\$90,000	410FR
<b>402 Total</b>		\$45,000	
<b>2010 Total</b>		\$100,000	
<b>410 Total</b>		\$90,000	
<b>Total All Funds</b>		\$235,000	

## Motorcycle Safety (MC\*) Projects

\*MC= Grants Tracking System (GTS) Code for Motorcycle Safety

### **MC4021006-01 Program Management (Karin and Carol)**

The TSO will provide technical assistance and resources to the NDMSP administrator. The program manager will actively participate in State Motorcycle Safety Administrators (SMSA) activity and will coordinate with the Motorcycle Safety Foundation regarding rider-coach preparation courses and rider-coach updates.

Project costs are for the direct management of the motorcycle safety program including salary, travel and operations.

### **MC4021006-02 Program Assessment (Carol)**

The TSO will host a NHTSA assessment of the motorcycle safety program to identify opportunities to advance the program beyond its current capacity.

Project costs include conference room rental, travel and associated expenses, stipends for team members, equipment rental, printing and other miscellaneous expenses.

### **MC2051099-99 Motorcycle Safety Education Program (Carol)**

The North Dakota Motorcycle Safety Program (NDMSP) is state-funded through funds generated by a ten dollar motorcycle safety education fee paid to the NDDOT with each motorcycle registration. This program, which began in 1980, provides an annual working budget of about \$450,000 for training, rider coach preparation and updates, course operation and program administration.

The TSO contracts with ABATE of North Dakota to administer the NDMSP.

### **MC20100906-01 Statewide Awareness/Education Campaign (Carol)**

The awareness campaign entitled, *Share the Road*, will continue through FY 2010. The *Share the Road* message will be consistent through materials developed for this campaign including public service announcements, billboards, brochures, posters, and other safety publications. Funds will also be used to continue lease agreements for training facilities in Fargo, Grand Forks and Minot, and *Share the Road* campaign expenses.

### **K84101006-01 Impaired Motorcycling Prevention Campaign (Carol)**

The TSO will replicate *Project Green-Yellow-Red* – a social marketing campaign developed by NHTSA and Innocorp, Ltd. to reduce alcohol-related motorcycle crashes. The campaign will consist of paid media with complimentary earned media conducted through North Dakota's statewide Safe Communities program network and the various motorcycle clubs throughout the state.

The funds will be provided to a contracted entity to implement the program with the requirement that it be self sustainable in subsequent years.

# SPEED MANAGEMENT

## Problem Identification:

- Speed is a contributing factor in about one-third of motor vehicle crashes in the state.
- According to 2008 crash data:
  - Speed was a factor in about one-third of fatal crashes.
  - The highest rate of speed-related fatalities occurred in the months of April and June.
  - Speed-related fatal crashes were highest on Fridays and Saturdays.
  - Half of speed-related fatalities occurred between 10 PM and 4 AM, indicating a need for nighttime speed enforcement.
- Smaller law enforcement agencies in North Dakota have resource limitations. It is difficult for these agencies to conduct enforcement activity without additional resources.

**Core Performance Measure(s):** See core outcomes/behavior measures on page 7. Measures 1, 2, 3, and 6 are impacted by speed management program activity. With speed being a trigger violation that identifies DUIs, seat belt and other traffic safety violations, speed enforcement has the ability to impact all performance measures.

**Administrative Measure(s):** No further measures identified.

## Strategies:

- Provide technical assistance, resources, equipment and overtime funding for selective traffic enforcement.
- Deploy a combination of high-visibility enforcement, PI&E, and radar equipment to reduce speed-related crash injuries and fatalities in North Dakota.
- Use speed enforcement as a trigger violation to seat belt and impaired driving violations during *Click It or Ticket* and *Drunk Driving, Over the Limit, Under Arrest* enforcement periods.
- Purchase radar/LIDAR units, where warranted, for use by state and local law enforcement agencies to facilitate the use of speed enforcement as a trigger for seat belt and DUI violations.

Speed Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
SC4021007-01	Program Management	\$2,500	402
SC4021007-02	Radar for State and Local Law Enforcement	\$150,000	402
<b>402 Total</b>		\$152,500	
<b>Total All Funds</b>		\$152,500	

## Speed Management (SC\*) Projects

*\*SC= Grants Tracking System (GTS) Code for Speed Control*

### **SC4021007-01                    Program Management (Karin and Sandy)**

TSO staff will administer speed management projects. Costs will consist of salary, travel and operations.

### **SC4021007-02                    Radar Equipment to Law Enforcement (Sandy)**

This project provides for the purchase of radar equipment to facilitate the use of speed as a trigger violation for impaired driving and occupant protection enforcement periods.

The NDHP and select county and city law enforcement agencies will receive funds to purchase new-technology traffic radar and/or LIDAR units that conform to the International Association of Chiefs of Police (IACP) Consumer Products List.

Equipment resource allocation will be data-driven to assure equipment is placed with agencies with higher rates of motor vehicle fatalities and serious injuries. Only agencies currently under contract with the TSO and conducting quality overtime enforcement for seat belts and impaired driving will be considered for funding.

All radar purchases by local agencies will require 25 percent local match.

# ALCOHOL PROGRAM

## Problem Identification:

- In 2008, alcohol contributed to 51 percent of the fatalities that occurred on North Dakota roads (53 of 104 fatalities).
- DUI arrests in North Dakota have increased by 17 percent over the past ten years. But, alcohol continues to be a factor in about half of all fatal crashes.
- In 2007 (the last full year in which data were available), 6,085 DUI arrests were made by North Dakota law enforcement agencies. One-half of those arrested were under the age of 30.
- Males continue to account for nearly 80 percent of all DUI arrests each year. However, female DUI arrests in North Dakota have increased by nearly 25 percent over the past ten years.
- One-third to one-half of DUI offenders in North Dakota are repeat offenders.
- The average alcohol content of drivers convicted of DUI continues to be twice the legal limit (0.16).
- According to the most recent Youth Risk Behavior Survey (2007), 9-12 grade students in North Dakota reported:
  - Riding one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol (31.5%).
  - Driving a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol (18.7%).
- North Dakota youth have a higher rate of underage drinking than youth nationally. But, North Dakota has experienced a steady decrease in drinking risk behaviors among youth since 2001 and underage drinking rates are becoming comparable to national rates. The 2007 Youth Risk Behavior Survey shows that among 9-12 grade students:
  - Forty-six percent of students had at least one drink of alcohol on one or more of the past 30 days compared to 45 percent nationally.
  - Thirty-two percent reported having five or more drinks of alcohol within a few hours time at least once within the past 30 days compared to 26 percent nationally.

Core Performance Measure(s): See core performance measures on page 7. Measures 1, 2, 3, and 5 are applicable to alcohol program activity.

Administrative Measure(s): No further measures identified.

## Strategies:

- Reduce alcohol-related fatalities in North Dakota through prevention, education, and enforcement.
- Provide overtime funds to law enforcement to conduct DUI enforcement including saturation patrols and sobriety checkpoints. Develop and implement a multi-agency enforcement plan to increase the visibility of enforcement, primarily in rural areas, during coordinated enforcement campaigns.
- Conduct community-level alcohol prevention programs through Safe Communities. These programs include server training, compliance checks, use of a SIDNE (Simulated Impaired Driving Experience) and other alcohol prevention activity.
- Expand the *Parents LEAD* (Listen, Educate and Discuss) program to provide education and awareness of parental involvement and intervention to reduce underage alcohol consumption.
- Collaborate with safety and prevention partners to educate youth and adults regarding the dangers of impaired driving and underage drinking.
- Strengthen the branding identity of the *Drunk Driving. Over the Limit. Under Arrest.* and *Buzzed Driving is Drunk Driving.* slogans for impaired driving enforcement and social-norming campaigns.

## Alcohol (K8) Projects

\*K8= Grants Tracking System (GTS) Code for Section 410 Alcohol Program

### **K8PA4101001-01 Program Management (Karin and Sandy)**

Technical assistance and resources will be provided to contractors and other entities to advance alcohol prevention activities at the community-level. Costs are associated with the direct management of the program including salary, travel and operations.

### **K8PM4101002-01 Media for Impaired Driving**

This project will provide for the paid media, earned media and PI&E to complement impaired driving prevention countermeasures.

Funds will be used by a media contractor for creative development and media purchases including television, radio and billboards. In addition, alternative social media including blogs, social networking websites, email blasts, etc. will also be used. The enforcement message, *Drunk Driving. Over the Limit. Under Arrest.*, and the social-norming message, *Buzzed Driving is Drunk Driving*, will be used. Media campaigns will be conducted as outlined in the 2009-2010 media calendar (Attachment 2).

Campaign outreach will be conducted in partnership with Safe Communities, law enforcement, employers, colleges/universities, and other partners.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

### **K84101003-01 Statewide Enforcement Activities (Sandy)**

Funds will provide overtime wages to support law enforcement agency participation in statewide enforcement activities including saturation patrols, sobriety checkpoints, server training, and compliance checks.

A regional, multi-agency enforcement plan will be developed to leverage the resources of participating law enforcement agencies, enhance the public's perception of enforcement, and gain broad earned media coverage.

All contracted law enforcement agencies are required to conduct enforcement during the national *Drunk Driving. Over the Limit. Under Arrest.* HVE campaign. The law enforcement agencies in Table 1 and the NDHP are under contract with the TSO to conduct quarterly HVE throughout the contract year. These agencies cover 75 percent of the state's population.

Earned media will be obtained by participating law enforcement, in partnership with Safe Communities programs, through newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc.

- Provide funds to state and local law enforcement agencies for the purchase of in-car video or digital surveillance systems for use with overtime enforcement initiatives.
- Expand the existing Traffic Safety Resource Prosecutor (TSRP) program to include a second contract for part-time TSRP services to achieve full-time equivalent services. TSRP services will be provided statewide and include the provision of training, technical assistance and resources to prosecutors, judges, law enforcement, toxicologists, etc. to facilitate the prosecution and adjudication of DUIs.
- Purchase additional analytical equipment for use at the State Toxicology Lab and alcohol-testing equipment for use by law enforcement in the field.
- Use Safe Communities as a means to conduct impaired driving prevention program outreach and intervention (see Safe Communities program area for more information).

**410 K8 Alcohol Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
K84101001-01	Program Management	\$75,000	410PA
K84101002-01	Media for Impaired Driving (Paid/Earned/PI&E)	\$125,000/\$365,000	410PM/410HV
K84101003-01	Statewide Enforcement Activities	\$187,000/\$543,035	410/410HV
K84101003-02	Video Camera Surveillance Systems	\$75,000/\$200,000	410/410FR
K84101003-03	Alcohol-Testing Equipment	\$200,000	410FR
K84101003-04	Traffic Safety Resource Prosecutor	\$200,000	410
K84101003-05	BATmobiles	\$200,000	410
K84101004-01	Parents LEAD Program	\$75,000	410
K84101004-02	Server Training	\$40,000	410
K84101005-01	DUI Offender Survey	\$10,000	410
K84101007-01	Impaired Driving Program Assessment	\$25,000	410
<b>410 Total</b>		\$2,320,035	
<b>Total All Funds</b>		\$2,320,035	

**Table 1**

<b>Northwest Region</b>	<b>Northeast Region</b>	<b>Southwest Region</b>	<b>Southeast Region</b>
Bottineau County SO	Grand Forks County SO Grand Forks PD Emerado PD University of ND PD	Burleigh County SO Bismarck PD	Barnes County SO Valley City PD
McKenzie County SO Watford City PD	Pembina County SO	Beulah PD	Cass County SO Fargo PD West Fargo PD
Ward County SO Minot PD Burlington PD	Wells County SO Harvey PD	Morton County SO Mandan PD	Richland County SO Wahpeton PD ND State College of Science PD
Williams County SO Williston PD	Eddy County SO	Stark County SO Dickinson PD	Stutsman County SO Jamestown PD
Stanley PD	Carrington PD	Grant County SO Elgin PD	Ransom County SO Lisbon PD
		Billings County SO	McIntosh County SO
		McIntosh County SO	Kidder County SO
		Kidder County SO	LaMoure County SO
			Sargent County SO

**K84100903-02 Video Camera Surveillance Systems (Sandy)**

Agencies participating in high-visibility enforcement periods are eligible to apply for funds to purchase in-car surveillance systems based on demonstrated need. The digital video surveillance systems will provide enhanced nighttime recording along with a more efficient storage and retrieval systems. The average cost of each digital video surveillance system will be about \$6,000.

**K84100903-03 Alcohol-Testing Equipment (Lory)**

The State Toxicology Lab will purchase alcohol-testing equipment for distribution to local law enforcement. There is a demand for accurate measurement of low levels of alcohol, and equipment used by the State Toxicologist is being upgraded per a multi-year acquisition plan established between the TSO and the State Toxicology Lab in FY 2008. Funds will be used to purchase:

- Preliminary breath testing (PBT) devices used to screen for the presence of alcohol in breath samples in the field and at the laboratory for training (Quantity = 154)
- *Intoxilyzer 8000* breath testing devices used to obtain evidentiary samples in the field and at the laboratory for training. These units will update the *Intoxilyzer 5000* units currently at the local sites and the laboratory. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results (Quantity = 22)

The State Toxicologist will be responsible to purchase, maintain, distribute, and train law enforcement related to all new equipment. Match for this project is provided from various state agencies that report the state funds spent for alcohol-related activities. Equipment purchased for State Toxicology is for highway safety testing only.

**K84101003-04 Traffic Safety Resource Prosecutor (Sandy)**

The TSO will contract for the services of two part-time Traffic Safety Resource Prosecutors (TSRPs). TSRPs will provide ongoing technical assistance and resources to all those involved in the prosecution and adjudication of impaired driving prevention cases (prosecutors, judges, toxicology lab personnel, administrative hearing officers, law enforcement, etc.). The TSRPs will: (1) provide training to prosecutors and judges, (2) serve as second chair to assistant state's attorneys to prosecute impaired-driving cases (upon request), (3) support law enforcement with preparation for administrative hearings, and (4) provide information and resources through a web-based listserv for prosecutors.

**K84101003-05 BATmobiles (Sandy)**

The TSO will purchase up to two mobile Blood Alcohol Testing (BAT) units for use by law enforcement on a statewide basis to combat drunk driving. The BATmobiles act as mobile labs for on-scene, rapid processing of motorists suspected of impaired driving. The BATmobiles will be wrapped with enforcement slogans including *Drunk Driving. Over the Limit. Under Arrest.* to assure high visibility to the public. The units will be equipped with breath-testing equipment, a phone, a dark room for use by Drug Recognition Experts (DREs) to determine drug impairment, and other features. A strategic plan will be developed to assure maximum operation of equipment on an ongoing basis.

**K84101004-01 Parents LEAD Program (Sandy)**

The *Parents LEAD* (Listen, Educate and Discuss) program provides education and awareness to parents related to the importance of their involvement and intervention to reduce underage alcohol consumption. *Parents LEAD* program materials including the website, television and radio ads and print materials were revised in FY 2009 and the new materials will be used for program outreach in FY 2010.

Funds will be used for promotional events, speaking engagements for the program's spokeswoman, website maintenance, public information, and paid media.

**K84101004-02 Server Training (Sandy)**

Server training in North Dakota is provided through partnerships between local law enforcement and Safe Communities programs. To advance the quality and frequency of server training statewide, funds will be used to distribute a packaged server training program that was developed in FY 2009 and includes a standardized curriculum. The packaged program is used by Safe Communities programs and law enforcement to deliver server training within their jurisdictions. Funds will also be used to pay for law enforcement overtime to conduct server training in jurisdictions where this is necessary.

**K84101005-01 DUI Offender Survey (Sandy)**

The TSO will develop and distribute a DUI offender survey to identify patterns in the behaviors of the population that will assist with program development and evaluation. Surveys will be distributed through a partnership with the state's alcohol assessment and treatment providers throughout the state.

Funds will be used to develop and distribute the survey, analyze the data and develop summary reports.

**K84101007-01 Impaired Driving Program Assessment (Sandy)**

The TSO will request a NHTSA assessment of the impaired driving prevention program as recommended in North Dakota's 2009 Special Management Review of the program.

Project costs include conference room rental, travel and associated expenses, stipends for team members, equipment rental, printing and other miscellaneous expenses.

# SAFE COMMUNITIES PROGRAM

North Dakota has one of the most highly developed networks of Safe Communities programs in the nation. Safe Communities programs target motor vehicle injuries in the context of all injuries to allow traffic safety professionals to leverage resources and share strategies with other prevention specialists and to advance the visibility and effectiveness of traffic safety programs on a statewide basis, including *Click It or Ticket* and *Drunk Driving, Over the Limit, Under Arrest*, campaigns. Safe Communities programs operate via community coalitions with broad membership from law enforcement, social services, public health and other health care services, businesses, non-profit agencies, faith-based agencies, media, and other representation.

Safe Communities programs address both seat belt use and impaired driving prevention. Therefore, the problem identification described in both of those program areas is also applicable to the Safe Communities program area. Additional, county-level problem identification is provided here. As the problem identification will show, motor vehicle crashes in North Dakota are largely rural and sporadic. This necessitates statewide countermeasure delivery to decrease motor vehicle crashes, injuries and fatalities. As a result, North Dakota expand Safe Communities service delivery in FY 2009 so that each of North Dakota's 53 counties is served by a Safe Communities program. Refer to the map of Safe Communities service areas (Attachment 3) to identify the counties to be served through each Safe Communities region.

## Problem Identification:

In addition to the problem identification related to occupant protection and impaired driving, the following problem identification is applicable to the Safe Communities program area.

- In 2008, 87 percent of fatal crashes occurred in rural locations, substantiating a need to target traffic safety countermeasures to rural communities.
- Attachment 1 shows the location of fatal crashes that have occurred in North Dakota over the past five years (2004-2008). While clusters of vehicle fatalities are located around population centers, the vast majority of crashes occurred in rural areas.
- There are approximately 50 percent male and 50 percent female licensed drivers in North Dakota. However, male drivers accounted for 72 percent of fatal crashes, while females accounted for 28 percent, indicating a need to target males to a larger degree than females with seat belt and alcohol countermeasures.

**Core Performance Measure(s):** See core outcomes/behavior measures on page 7. All measures are applicable to Safe Communities program activity.

**Administrative Measure(s):** No further measures identified.

## Strategies:

- The TSO will fund and administer Safe Communities programs across the state to serve each of North Dakota's 53 counties. The Safe Communities programs are a means to disseminate seat belt and impaired driving prevention messages and countermeasures to the local level. A NHTSA Section 403 rural seat belt demonstration grant proved Safe Communities to be an effective mechanism to communicate the seat belt use message to the local level resulting in increased seat belt use rates in the areas in which the demonstration operated.
- Leverage state and community resources through Safe Communities coalitions and partnerships to provide statewide program outreach.
- Expand the reach of each core PI&E campaign including *Click It or Ticket*, *Drunk Driving, Over the Limit, Under Arrest*, Drunk and Drugged Driving (3D) Month, and Child Passenger Safety Awareness Month through Safe Communities outreach.

- Maintain the Safe Communities website ([www.safecommunities.org](http://www.safecommunities.org)) to provide faster and more current access to Safe Communities program information by local coordinators, partners and the public.

### Safe Communities Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
SA4021009-01	Program Management	\$90,000	402
SA4021009-02	Safe Communities Programs	\$533,000	402
SA4021009-03	Program Evaluation	\$110,000	402
<b><i>Community-Level Alcohol Prevention Projects Conducted Through Safe Communities</i></b>			
K84101004-03	Impaired Driving Prevention	\$200,000	410FR
<b>402 Total</b>		\$733,000	
<b>410 Total</b>		\$200,000	
<b>Total All Funds</b>		\$933,000	

### Safe Communities Programs (SA\*) Projects

\*SA= Grants Tracking System (GTS) Code for Safe Communities

#### **SA4021009-01 Program Management (Karin and Carol)**

Technical assistance and resources will be provided to the Safe Communities programs with emphasis on data collection and analysis, coalition development, citizen involvement, and planning and evaluation. **Media coordination for traffic safety programs will be provided through a Public Information Coordinator with the NDDOT's Communications Division assigned to the Traffic Safety Office.**

The Safe Communities website – [www.safecommunities.org](http://www.safecommunities.org) – will be maintained to provide faster and more current access to Safe Communities program information. The website allows for each program to maintain its own calendar of activity and to share resources and information.

Costs are associated with the direct management of the project including salary, travel and operations.

#### **SA4021009-02 Safe Communities Programs (Carol)**

This project will support the traffic safety intervention conducted through North Dakota's Safe Communities program network. The TSO will fund 11 Safe Communities programs including up to two tribal programs.

Safe Communities programs will plan, implement, and evaluate traffic safety intervention to increase seat belt use rates and reduce impaired driving. The Safe Communities will provide outreach for three statewide media initiatives: *Click It or Ticket*, *Drunk Driving. Over the Limit. Under Arrest.*, and *Drunk and Drugged Driving (3D) Month*, and other education efforts, including school and worksite programs, alcohol countermeasures, and law enforcement activities including compliance checks and server training.

Safe Communities programs will concentrate on coalition building and training, identifying local sources of injury data and integrating data into problem identification, program planning, and program evaluation. Self-sufficiency efforts will be a primary focus.

Funds will be used to reimburse salary, benefits and travel expenses for Safe Communities coordinators and for operational costs and the costs of traffic safety projects to be implemented.

Each of the Safe Communities programs provides program match equivalent to, or more than, 50 percent of the contract amount.

Table 2 shows the Safe Communities region number, program name and coordinator location. Refer to the map of Safe Communities service areas (Attachment 3) to identify the counties within the region.

**Table 2**

<b>Region Number</b>	<b>Safe Communities Program Name</b>	<b>Coordinator Located In</b>
Region 1	Safe Communities Coalition	Williston
Region 2	Safe Communities of North Central Dakota	Minot
Region 3	Region 3 Safe Communities	Rolette
Region 4	Northern Valley Safe Communities	Grand Forks
Region 5a	Safe Communities Coalition of the Red River Valley	Fargo
Region 5b	Head of the Red Safe Communities	Wahpeton
Region 6	Sheyenne Valley Safe Communities	Valley City
Region 7	Safe and Drug Free Communities Coalition	Bismarck
Region 8	Southwest Coalition of Safe Communities	Dickinson
Tribal	Turtle Mountain Band of Chippewa	Belcourt
Tribal	Mandan-Hidatsa-Arikara (MHA) Nation	New Town

**Community-Level Alcohol Prevention Projects Conducted Through Safe Communities Programs (Carol and Sandy)**

The following community-level alcohol prevention projects will be conducted through identified Safe Communities programs throughout the state. The Safe Communities region(s) in which the projects will operate are provided in the project summary.

**K84101004-03 Community-Level Impaired Driving Prevention Projects**

This project provides funds for the coordination and implementation of other alcohol prevention activity conducted by the Safe Communities programs including: general planning and administration of alcohol prevention countermeasures, alcohol screening and brief intervention partnerships with Level II trauma centers and colleges/universities, general impaired driving education within their service regions, coordination of alcohol-free activities for youth, worksite safety programs, prevention efforts in support of Students Against Destructive Decisions (SADD), and the projects described below. Safe Communities must apply to receive these funds and are awarded based upon the strength of their applications.

**Compliance checks and server training.** Safe Communities programs and local law enforcement agencies work jointly to conduct compliance checks and server training to educate alcohol retailers and reduce underage access to alcohol. Compliance checks use undercover law enforcement and an underage person as a means to identify whether local alcohol establishments will serve alcohol to minors. Server training exists to train servers working in alcohol establishments to make them aware of state law related to alcohol and minors and the legal liability of servers. Server training also teaches servers to serve alcohol responsibly to avoid overconsumption by the establishment’s clientele. The Safe Communities in Regions 1, 4, 5a, 5b, 6, 7 and 8 partner with their local law enforcement agencies to conduct compliance checks and/or server training.

***SIDNE administration.*** This project aims to increase awareness of the dangers of impaired driving through the use of SIDNE (**S**imulated **I**mpaired **D**rivi**N**g **E**xperience), a battery-powered vehicle that simulates the effects of impairment from alcohol or other drugs on a motorist's driving skills. This project incorporates SIDNE demonstrations in driver education classes, schools, businesses (wellness/safety programs), and community events to decrease impaired driving and the frequency of choosing to ride with an impaired driver. Safe Communities programs in Regions 3 and 7 have SIDNEs. However, the SIDNE is loaned to Safe Communities in other regions as well.

***Victim Impact Panels.*** A Victim Impact Panel (VIP) provides a forum for victims of DUIs to tell a group of offenders about the impact of the crime on their lives and on the lives of their families, friends, and neighbors. VIPs involve offenders and victim speakers telling their stories in a non-judgmental, non-blaming manner. A portion of time is dedicated to questions and answers, but the purpose of the panel is for the victims or offenders to speak, rather than for the victims and offenders to engage in a dialogue. Funds will be used by Safe Communities to administer VIPs. The Safe Communities in Regions 1, 5a, 5b, 6, 7 and 8 conduct VIPs.

**PA4021009-03                      Program Evaluation (Karin)**

The North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center (RTSCC) will evaluate the following TSO-funded programs.

- An annual public opinion survey consistent with NHTSA/GHSA-established performance reporting requirements
- A seat belt observation study of rural roadways
- Evaluation specific to:
  - High visibility enforcement (HVE) including a pilot study to assess sustained enforcement activity with consideration to rural roadways and development of a test crash risk-based weighting metric to assess the effectiveness of HVE activity
  - North Dakota's existing drivers education system
  - Safe Communities activity related to impaired driving prevention, including server training
- Analysis of crash and driver data sets upon request to meet specific needs of the TSO

Costs will consist of personnel and operating expenses.

# YOUTH/YOUNG ADULT

## Problem Identification:

- From 2004-2008, teen drivers accounted for 20 percent of all fatal crashes and 30 percent of all crashes resulting in injury.
- In 2008, the greatest percent of unbelted crash victims were 20-24 years old (15.3 percent of the total unbelted fatalities).
- In 2008, one-third of alcohol-related fatal crashes involved a driver under the age of 25.
- The most recent Youth Risk Behavior Survey (2007) indicates that North Dakota students in grades 9-12 reported:
  - driving after drinking alcohol (22% compared to 10% nationally).
  - riding with a driver who had been drinking alcohol (37% compared to 29% nationally).

Core Performance Measure(s): See core outcomes/behavior measures on page 7. Measures 1, 2, 3, and 9 are applicable to young driver program activity.

Administrative Measure(s): None identified.

## Strategies:

- Promote the use of driver education curriculum and programs that are inclusive of and emphasize driver/rider behavior – as opposed to purely driver skills-based curriculums – to increase seat belt use and decrease impaired driving among young drivers/riders.

### Youth/Young Adult Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
DE4021008-01	Program Management	\$2,500	402
DE4021008-02	<i>Alive at 25</i> Program	\$25,000	402
DE4021008-03	Driver's Education Curriculum	\$15,000	402
<b>402 Total</b>		\$42,500	
<b>Total All Funds</b>		\$42,500	

## Youth/Young Adult (DE\*) Projects

\*DE= Grants Tracking System (GTS) Code for Driver's Education Programs

### **DE4021008-01            Program Management (Karin and Lory)**

Direct management costs and travel expenses for young driver projects will be funded.

### **DE4021008-02            *Alive at 25* Program (Lory)**

The North Dakota Safety Council (NDSC) administers the *Alive at 25* Program, a highly interactive young driver intervention program. *Alive at 25* is an evidence-based program; a recent study showed that *Alive at 25* course participants were 91 percent less likely to be involved in a fatal crash. The NDSC has trained course facilitators that include law enforcement and NDSC trainers. *Alive at 25* programs are available on a statewide basis.

Funds will be used by the NDSC to provide scholarships to schools and/or individuals to participate in the *Alive at 25* program to assure that the program's cost is not prohibitive to widespread participation.

### **DE4021008-03            Driver's Education Curriculum (Lory)**

Minot State University, in cooperation with the North Dakota Driver and Traffic Safety Education Association (NDDTSEA), will tailor the State of Oregon's driver's education curriculum for use in North Dakota. In Oregon, the curriculum is credited with reducing motor vehicle fatalities among new drivers. NDDTSEA will adapt the curriculum and promote, distribute and provide technical assistance to instructors related to the new curriculum. This project was initiated in FY 2009.

Costs are for technical assistance, travel, curriculum reproduction and associated expenses.

# MULTI-CULTURAL PROGRAMS

## Problem Identification:

- Native Americans in North Dakota are disproportionately impacted by motor vehicle fatalities. In the past five years (2004-2008), Native Americans accounted for 17 percent (94 of 549) of North Dakota’s motor vehicle fatalities while accounting for just 5 percent of the state’s population.
  - Of those killed, 83 percent were not wearing a seat belt at the time of the crash. Almost sixty-two percent of the fatal crashes were known to be alcohol-related.
  - Nearly sixty-five percent of the fatalities occurred on the reservations.
- The most recent seat belt observation survey conducted by NHTSA through Preusser Research Group, Inc. in 2005 showed that the Northern Plains states (North Dakota, South Dakota, Wyoming and Montana) had the lowest seat belt use rates of all surveyed reservations included in the survey; the five Northern Plains reservations included in the survey averaged just 27.6 percent seat belt use.

Core Performance Measure(s): Core performance/behavior measures are not specific to a single race/ethnicity. Consequently, administrative measures specific to North Dakota’s Native American population are provided below.

## Administrative Measures(s):

Measure	2004	2005	2006	2007	2008	5-Year Average	Goal (2011)
Number of traffic fatalities among Native Americans in North Dakota	11	19	23	25	16	19	Decrease
Number of fatalities involving a Native American driver with a blood alcohol content (BAC) of 0.8 and above	7	8	14	18	8	11	Decrease

## Strategies:

- Contract with a multi-cultural liaison agency to advance traffic safety programs on each reservation.
- Work with the tribes to develop a Highway Safety Plan (HSP) specific to each of North Dakota’s four tribes. The HSPs will include: (1) identification of the priority traffic safety problems for Native Americans living on the reservation, (2) goals, objectives, and activities to address each problem, (3) an evaluation plan, and (4) a budget.
- Recruit all tribal or Bureau of Indian Affairs [BIA] law enforcement agencies to begin using the electronic crash reporting system, *TruCS* (Traffic and Criminal Software), to improve crash reporting by each reservation. Improved crash reporting will improve the ability to identify pertinent traffic safety problems and to evaluate progress toward the goals, objectives and activities of the HSP.
- Facilitate PI&E campaigns on the reservations through provision of marketing resources.

## Multi-Cultural Project Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP4021010-01	Program Management	\$2,500	402
CP4021010-02	Multi-Cultural Liaison	\$122,500	402
<b>402 Total</b>		\$125,000	
<b>Total All Funds</b>		\$125,000	

## Multi-Cultural (CP\*) Projects

\*CP= Grants Tracking System (GTS) Code for Community Traffic Safety Projects

### **CP4020910-01                    Program Management (Karin and Carol)**

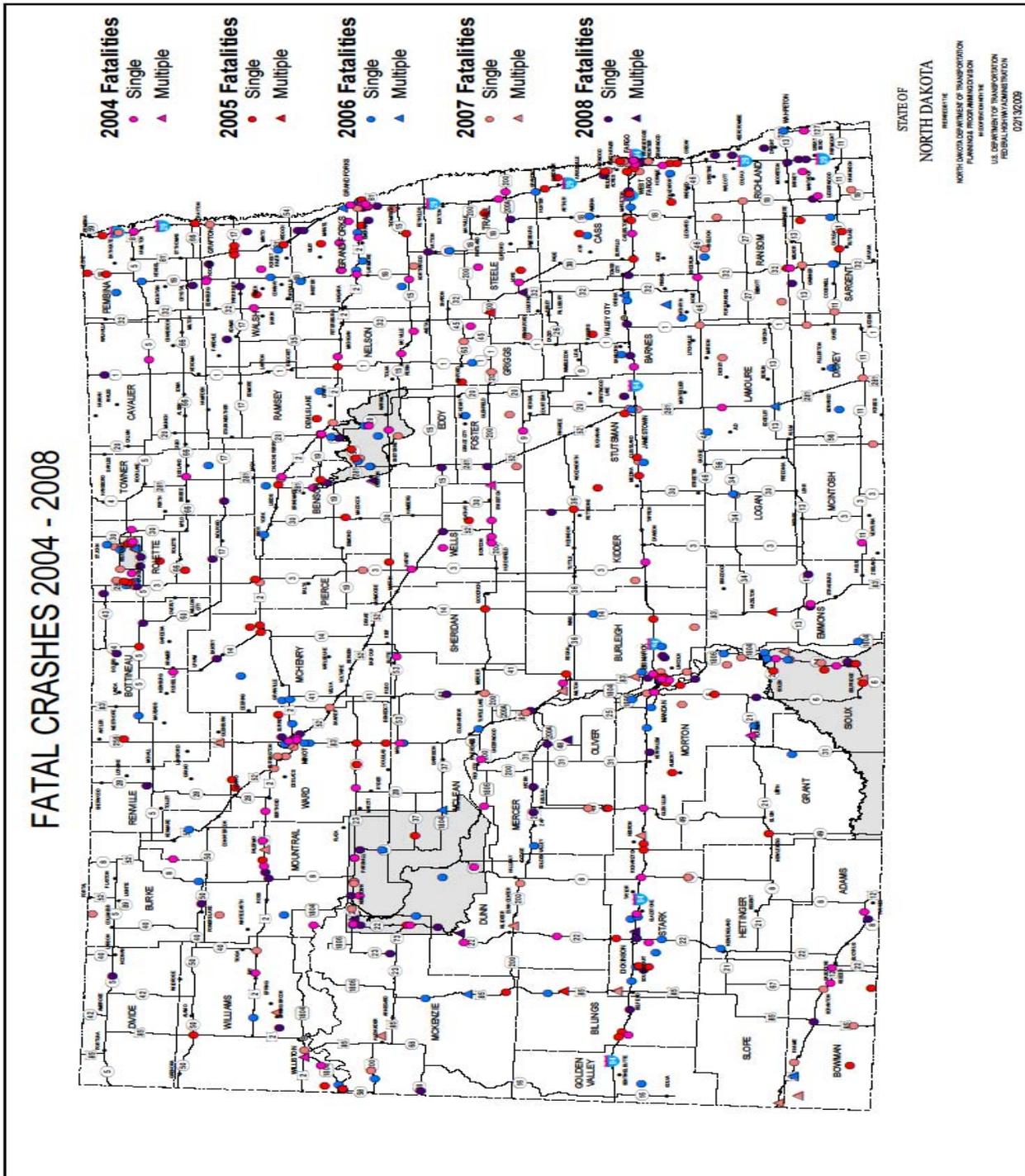
Direct management costs and travel expenses for multi-cultural programs will be funded. Technical assistance and resources will be provided to the grantee and tribes as needed.

### **CP4020910-02                    Multi-Cultural Liaison**

A vendor agency will act as the TSO's multi-cultural liaison to Native American communities to assist to plan, coordinate, implement and advance traffic safety programs on each reservation in North Dakota.

The liaison agency will be responsible to:

- Work collaboratively with the TSO, NHTSA's BIA Region and the tribes to reduce motor vehicle fatalities on each North Dakota reservation.
- Assist the tribes to develop a multi-year (3-5 year) Highway Safety Plan (HSP) specific to North Dakota's Native American population. The HSP will include: (1) identification of the priority traffic safety problems for Native Americans living on the reservation, (2) goals, objectives, and activities to address each problem, (3) an evaluation plan, and (4) a budget.
- Assist the tribes to identify and apply for federal funds to support the HSP. This will include federal funds available through NHTSA's BIA Region.
- Recruit tribal and BIA law enforcement agencies to use the TSO's electronic crash reporting system, TraCS (Traffic and Criminal Software), to improve crash reporting by each reservation. Improved crash reporting will improve the ability to identify pertinent traffic safety problems and to evaluate progress toward the goals, objectives and activities of the HSP.
- Coordinate the development and distribution of public information campaigns specific to the HSP.



# 2009-2010 NDDOT Media Calendar

October 2009	November 2009	December 2009	January 2010	February 2010	March 2010
S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
April 2010	May 2010	June 2010	July 2010	August 2010	September 2010
S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W Th F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

**OCTOBER 2009 - Halloween Promotion**

**October 4-17 Occupant Protection**  
Primary Message: *Click It or Ticket*  
**October 23-31 Impaired Driving**  
Primary Message: *Cost of DUI*

**NOVEMBER 2009 - Thanksgiving Promotion**

**November 20-29 Occupant Protection**  
Primary Message: *Click It Quick*

**DECEMBER 2009 - 3D Month Promotion**

**December 1-31 Impaired Driving**  
Primary Message: *Cost of DUI*  
**December 18-31 Impaired Driving**  
Primary Message: *Drunk Driving. Over the Limit. Under Arrest.*

North Dakota Department of Transportation  
Traffic Safety Office, 701.328.2601, [www.dot.nd.gov](http://www.dot.nd.gov)  
Note: Dates and promotions may change.  
Last update: April 2009

**JANUARY 2010 - Super Bowl Promotion**

**January 31-Feb. 7 Impaired Driving**  
Primary Message: *Cost of DUI*

**MARCH 2010 - St. Patrick's Day Promotion**

**March 10-17 Impaired Driving**  
Primary Message: *Cost of DUI*

**APRIL 2010 - Parents Lead Promotion**

**April 1-30 Impaired Driving**  
Primary Message: *Parents Lead*

**MAY 2010 - May Mobilization**

**May 17-June 6 Occupant Protection**  
Primary Message: *Click It or Ticket*

**JUNE 2010 - Independence Day Promotion**

**June 1-21 Motorcycle Awareness**  
Primary Message: *Share the Road*  
**June 27-July 5 Impaired Driving**  
Primary Message: *Cost of DUI*

**JULY 2010 - Summer Speeding Promotion**

**July 12-31 Speeding**  
Primary Message: *Stop Speeding Before it Stops You*  
**July 23-31 St. Fair, Minot, Impaired Driving**  
Primary Message: *Cost of DUI*

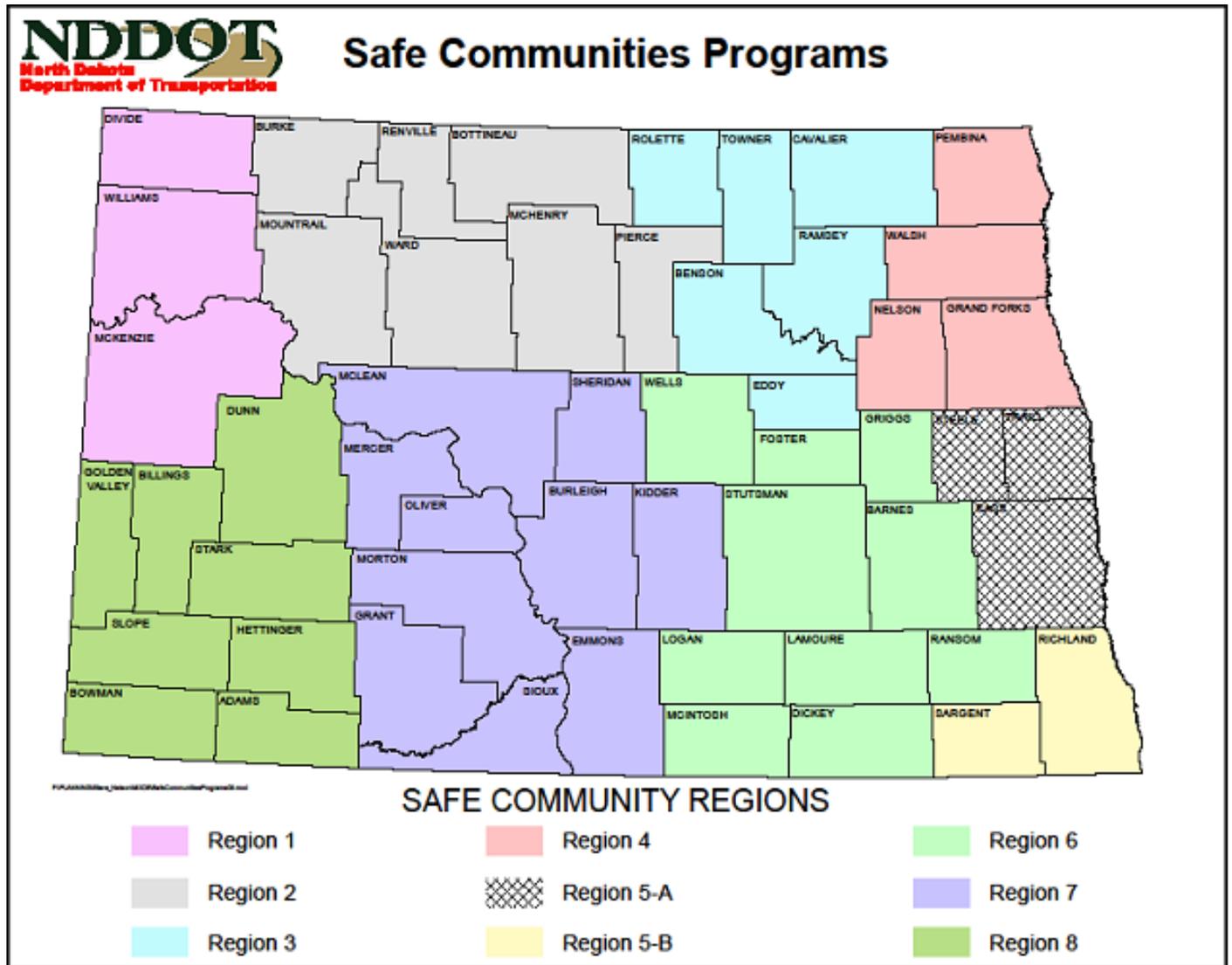
**AUGUST 2010 - Labor Day Crackdown**

**August 1-15 Occupant Protection**  
Primary Message: *Click it Quick*  
**August 20-Sept. 6 Impaired Driving**  
Primary Message: *Drunk Driving. Over the Limit. Under Arrest.*

**SEPTEMBER 2010 - College Campaign**

(Demographic: 18-25 year olds)  
**September 7-26 Speeding**  
Primary Message: *Stop Speeding Before it Stops You*





**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

**Certifications and Assurances**

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (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 of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

#### **BUY AMERICA ACT**

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### **POLITICAL ACTIVITY (HATCH ACT).**

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No 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.

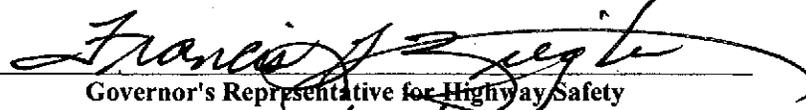
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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

8/17/09  
Date

Budget Summary

Project Number	Project Name	Section 402	Section 408	Section 410	Section 410 High Fatality Rate	Section 2010
<b>Program Planning and Administration</b>						
PA4021001-01	Program Management	\$135,000				
<i>Total</i>		<i>\$135,000</i>				
<b>Police Traffic Services</b>						
PT4021002-01	Program Management	\$2,500				
PT4021002-02	Law Enforcement Training	\$75,000				
K84101003-06	and Support			\$75,000		
PT4021002-03	Law Enforcement Summit	\$30,000				
PT4021002-04	Incentive Programs	\$25,000				
<i>Total</i>		<i>\$132,500</i>		<i>\$75,000</i>		
<b>Emergency Medical Services</b>						
EM4021003-01	Program Management	\$1,000				
EM4021003-02	DEMST Operations	\$140,000				
<i>Total</i>		<i>\$141,000</i>				
<b>Traffic Records</b>						
K94081004-01	Program Management		\$90,000			
K94081004-02	Crash Data System Enhancement		\$50,000			
K94081004-03	Traffic Records Strategic Plan		\$360,000			
<i>Total</i>			<i>\$500,000</i>			
<b>Occupant Protection</b>						
OP4021005-01	Program Management	\$25,000				
OP4021005-02	Child Passenger Safety Program Administration	\$180,000				
OP4021005-03	Annual Statewide Observational Seat Belt Survey	\$50,000				
OP4021005-04	Law Enforcement Overtime for OP	\$200,000				
OP4021005-05	Media for OP (Paid/Earned/PI&E)	\$400,000				
<i>Total</i>		<i>\$855,000</i>				
<b>Motorcycle Safety</b>						
MC4021006-01	Program Management	\$20,000				
MC4021006-02	Program Assessment	\$25,000				
MC2051099-99	Motorcycle Safety Education Program (State Funds \$450,000)					
MC20101006-01	Statewide Awareness/Education Campaign					\$100,000
K84101006-01	Impaired Motorcycling Prevention Campaign - Project Green-Yellow-Red				\$90,000	
<i>Total</i>		<i>\$45,000</i>			<i>\$90,000</i>	<i>\$100,000</i>

<b>Speed Management</b>						
SC4021007-01	Program Management	\$2,500				
SC4021007-02	Radar for State and Local Law Enforcement	\$150,000				
<i>Total</i>		<i>\$152,500</i>				

<b>Alcohol</b>						
K84101001-01	Program Management			\$75,000		
K84101002-01	Media for Impaired Driving			\$125,000	\$365,000	
K84101003-01	Statewide Enforcement Activities			\$187,000	\$543,035	
K84101003-02	Video Camera Surveillance Systems			\$75,000	\$200,000	
K84101003-03	Alcohol-Testing Equipment				\$200,000	
K84101003-04	Traffic Safety Resource Prosecutor			\$200,000		
K84101003-05	BATmobiles			\$200,000		
K84101004-01	Parents LEAD Program			\$75,000		
K84101004-02	Server Training			\$40,000		
K84101005-01	DUI Offender Survey			\$10,000		
K84101007-01	Impaired Driving Program Assessment			\$25,000		
<i>Total</i>				<i>\$1,012,000</i>	<i>\$1,308,035</i>	

<b>Safe Communities</b>						
SA4021009-01	Program Management	\$50,000				
SA4021009-02	Safe Communities Programs	\$533,000				
SA4021009-03	Program Evaluation	\$150,000				
K84101004-03	Community-Level Impaired Driving Prevention Programs			\$200,000		
<i>Total</i>		<i>\$733,000</i>		<i>\$200,000</i>		

<b>Youth/Young Adult</b>						
DE4021008-01	Program Management	\$2,500				
DE4021008-02	Alive at 25 Program	\$25,000				
DE4021008-03	Driver's Education Curriculum	\$15,000				
<i>Total</i>		<i>\$42,500</i>				

<b>Multi-Cultural Programs</b>						
CP4021010-01	Program Management	\$2,500				
CP4021010-02	Multi-Cultural Liaison	\$122,500				
<i>Total</i>		<i>\$125,000</i>				

<b>TOTAL</b>	<b>\$2,361,500</b>	<b>\$500,000</b>	<b>\$1,287,000</b>	<b>\$1,398,035</b>	<b>\$100,000</b>
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<b>Match Requirement</b>	\$590,375	\$125,000	\$1,287,000	\$1,398,035	\$0
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U.S. Department of Transportation National Highway Traffic Safety Administration

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-00-00-00		\$ .00	\$135,000.00	\$ .00	\$135,000.00	\$135,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$135,000.00</b>	<b>\$ .00</b>	<b>\$135,000.00</b>	<b>\$135,000.00</b>	<b>\$ .00</b>
<b>Emergency Medical Services</b>								
	EM-2010-00-00-00		\$ .00	\$35,250.00	\$ .00	\$141,000.00	\$141,000.00	\$ .00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$35,250.00</b>	<b>\$ .00</b>	<b>\$141,000.00</b>	<b>\$141,000.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2010-00-00-00		\$ .00	\$11,250.00	\$ .00	\$45,000.00	\$45,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$11,250.00</b>	<b>\$ .00</b>	<b>\$45,000.00</b>	<b>\$45,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2010-00-00-00		\$ .00	\$213,750.00	\$ .00	\$855,000.00	\$855,000.00	\$211,800.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$213,750.00</b>	<b>\$ .00</b>	<b>\$855,000.00</b>	<b>\$855,000.00</b>	<b>\$211,800.00</b>
<b>Police Traffic Services</b>								
	PT-2010-00-00-00		\$ .00	\$33,125.00	\$ .00	\$132,500.00	\$132,500.00	\$50,000.00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$33,125.00</b>	<b>\$ .00</b>	<b>\$132,500.00</b>	<b>\$132,500.00</b>	<b>\$50,000.00</b>
<b>Community Traffic Safety Project</b>								
	CP-2010-00-00-00		\$ .00	\$31,250.00	\$ .00	\$125,000.00	\$125,000.00	\$ .00
	<b>Community Traffic Safety Project Total</b>		<b>\$ .00</b>	<b>\$31,250.00</b>	<b>\$ .00</b>	<b>\$125,000.00</b>	<b>\$125,000.00</b>	<b>\$ .00</b>
<b>Driver Education</b>								
	DE-2010-00-00-00		\$ .00	\$10,625.00	\$ .00	\$42,500.00	\$42,500.00	\$ .00
	<b>Driver Education Total</b>		<b>\$ .00</b>	<b>\$10,625.00</b>	<b>\$ .00</b>	<b>\$42,500.00</b>	<b>\$42,500.00</b>	<b>\$ .00</b>
<b>Safe Communities</b>								
	SA-2010-00-00-00		\$ .00	\$183,250.00	\$ .00	\$733,000.00	\$733,000.00	\$533,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$183,250.00</b>	<b>\$ .00</b>	<b>\$733,000.00</b>	<b>\$733,000.00</b>	<b>\$533,000.00</b>
	<b>Speed Control</b>							
	SC-2010-00-00-00		\$ .00	\$38,125.00	\$ .00	\$152,500.00	\$152,500.00	\$150,000.00
	<b>Speed Control Total</b>		<b>\$ .00</b>	<b>\$38,125.00</b>	<b>\$ .00</b>	<b>\$152,500.00</b>	<b>\$152,500.00</b>	<b>\$150,000.00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$691,625.00</b>	<b>\$ .00</b>	<b>\$2,361,500.00</b>	<b>\$2,361,500.00</b>	<b>\$944,800.00</b>
	<b>408 Data Program SAFETEA-LU</b>							
	K9-2010-00-00-00		\$ .00	\$125,000.00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$125,000.00</b>	<b>\$ .00</b>	<b>\$500,000.00</b>	<b>\$500,000.00</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$125,000.00</b>	<b>\$ .00</b>	<b>\$500,000.00</b>	<b>\$500,000.00</b>	<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU</b>							
	K8-2010-00-00-00		\$ .00	\$1,087,000.00	\$ .00	\$1,087,000.00	\$1,087,000.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$1,087,000.00</b>	<b>\$ .00</b>	<b>\$1,087,000.00</b>	<b>\$1,087,000.00</b>	<b>\$ .00</b>
	<b>410 Alcohol Planning and Administration</b>							
	K8PA-2010-00-00-00		\$ .00	\$75,000.00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
	<b>410 Alcohol Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$75,000.00</b>	<b>\$ .00</b>	<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU Paid Media</b>							
	K8PM-2010-00-00-00		\$ .00	\$125,000.00	\$ .00	\$125,000.00	\$125,000.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$ .00</b>	<b>\$125,000.00</b>	<b>\$ .00</b>	<b>\$125,000.00</b>	<b>\$125,000.00</b>	<b>\$ .00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$1,287,000.00</b>	<b>\$ .00</b>	<b>\$1,287,000.00</b>	<b>\$1,287,000.00</b>	<b>\$ .00</b>
	<b>410 High Fatality Rate</b>							
	K8FR-2010-00-00-00		\$ .00	\$490,000.00	\$ .00	\$490,000.00	\$490,000.00	\$ .00
	<b>410 High Fatality Rate Total</b>		<b>\$ .00</b>	<b>\$490,000.00</b>	<b>\$ .00</b>	<b>\$490,000.00</b>	<b>\$490,000.00</b>	<b>\$ .00</b>
	<b>410 High Visibility</b>							
	K8HV-2010-00-00-00		\$ .00	\$908,035.00	\$ .00	\$908,035.00	\$908,035.00	\$ .00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
		<i>410 High Visibility Total</i>	<i>\$ .00</i>	<i>\$ 908,035.00</i>	<i>\$ .00</i>	<i>\$ 908,035.00</i>	<i>\$ 908,035.00</i>	<i>\$ .00</i>
		<i>2010 Motorcycle Safety</i>						
		K6-2010-00-00-00	\$ .00	\$ .00	\$ .00	\$ 100,000.00	\$ 100,000.00	\$ .00
		<b>2010 Motorcycle Safety Incentive Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 100,000.00</b>	<b>\$ 100,000.00</b>	<b>\$ .00</b>
		<i>2010 Motorcycle Safety Total</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ 100,000.00</i>	<i>\$ 100,000.00</i>	<i>\$ .00</i>
		<b>NHTSA Total</b>	<b>\$ .00</b>	<b>\$ 3,501,660.00</b>	<b>\$ .00</b>	<b>\$ 5,646,535.00</b>	<b>\$ 5,646,535.00</b>	<b>\$ 944,800.00</b>
		<b>Total</b>	<b>\$ .00</b>	<b>\$ 3,501,660.00</b>	<b>\$ .00</b>	<b>\$ 5,646,535.00</b>	<b>\$ 5,646,535.00</b>	<b>\$ 944,800.00</b>