2011

Highway Safety Plan

NDDOT
North Dakota
Department of Transportation

North Dakota Department of Transportation

Safety Division

Traffic Safety Office

Highway Safety Plan
Federal Fiscal Year 2011

Francis G. Ziegler, P.E.

NDDOT Director

Linda Butts, Deputy Director

Driver and Vehicles Services

Mark Nelson, Director

Safety Division

Karin Mongeon, Manager

Traffic Safety Office

www.dot.nd.gov

In cooperation with the U.S. Department of Transportation

National Highway Traffic Safety Administration

Federal Highway Administration

September 2010

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EXECUTIVE SUMMARY

In 2009, 140 people died on North Dakota roads. This is the most people killed in motor vehicle crashes in the state since 1982.

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 140 in 2009. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.76 deaths per 100 million VMT in 2009.

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 four of the past five years (2005, 2007, 2008 and 2009).

Impaired driving and lack of seat belt use continue to be a problem in the state. In 2009:

- 40 percent of motor vehicle fatalities involved alcohol.
- 65 percent of individuals killed in motor vehicle crashes were not wearing seat belts.

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. 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 $1.4 million) toward eliminating impaired driving through widespread education, enforcement, prosecution and adjudication of impaired drivers.

PERFORMANCE PLAN

Trends, Processes, Performance Measures and Goals

Process Overview

The North Dakota Department of Transportation's (NDDOT) Safety Division, through its' Traffic Safety Office (TSO), is responsible for the development, implementation, and evaluation of the state's highway safety program.

The planning process for each new fiscal year begins with the development of the annual Highway Safety Plan (HSP). The first step in HSP development is a thorough review of motor vehicle crash reports from the most recent year (calendar year 2009). This review results in the identification of North Dakota's traffic safety problems to be addressed through the HSP.

The TSO reviews and considers the performance measures and priorities identified in the National Highway Traffic Safety Administration (NHTSA) Regional Action Plan for Region 8 while developing the 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 from program partners
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	Present the HSP draft to NDDOT Executive Management for comment 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 Distribute the HSP to traffic safety partners and post the document to the NDDOT website for public access
October 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.

Note: The TSO did not solicit grant proposals from partners for FY 2011 due to limited Section 402 funds beyond those obligated to existing Section 402 programs.

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
- Community-level program data
- 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
- Community-based organizations and community-level programs
- State, local and tribal governments
- State, county, city and tribal 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

Problem Identification 2009

The map included as Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota from 2005-2009. 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, *2009 North Dakota Crash Summary*
- North Dakota Department of Health, Division of Emergency Medical Services and Trauma, 2006-2007 Data Report
- North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center, *North Dakota Statewide Traffic Safety Survey, 2010: Traffic Safety Performance Measures for State and Federal Agencies*
- 2009 North Dakota Youth Risk Behavior Survey

Performance Measures and Goals

The TSO has adopted the core outcomes measures, core behavior measure, core activity measures and core attitude/awareness/behavior questions established by the Governor's Highway Safety Administration (GHSA) and NHTSA. The outcomes/behavior measures and associated data for a five-year period (2005-2009) along with North Dakota's 2012 goals related to the measure are provided below with the exception of the attitude/awareness/behavior survey where just a single year of data is available from Year 1 (2010) of the survey.

The 2012 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 25 percent reduction in the non-use of seat belts (82% + 25%*(100%-82%) = 86.5%).

CORE OUTCOMES MEASURES

Measure	2005/ NCSA	2006/ NCSA	2007/ NCSA	2008/ NCSA	2009/ NCSA	5-Year Average	Goal** (2011)
1. Number of traffic fatalities	123	111	111	104	140	118	**104**
2. Number of serious injuries in traffic crashes	517	562	528	401	458	493	**429**
3. Fatalities/Vehicle Miles Traveled (VMT) – Total	1.65/1.62	1.45/1.41	1.44/1.42	1.37/1.33	1.76	1.53	**1.37**
Fatalities/VMT – Rural	2.04	1.98	1.77	1.68	1.69	1.83	**1.66**
Fatalities/VMT – Urban	1.30	0.18	0.06	0.60	0.08	0.44	***
4. Number of unbelted passenger vehicle occupant fatalities, all seat positions	64/66	60/60	62/58	61/54	47	59	**52**

5. Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of 0.8 and above	34/46	29/42	29/53	26/47	50	34	**24**
6. Number of speeding-related fatalities	48/28	48/40	55/45	32/27	38	44	**35**
7. Number of motorcyclist fatalities	6	4	8	13	7	8	**4**
8. Number of unhelmeted motorcyclist fatalities	5/5	4/4	7/7	10/10	6	6	**4**
9. Number of fatal crashes involving a driver age 20 or younger	22/21	25/26	24/22	22/22	19	22	**20**
10. Number of pedestrian fatalities	9/9	4/4	5/5	8/6	4	6	**4**

*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	2005	2006	2007	2008	2009	5-Year Average	Goal (2011)
1. Percent of observed occupants using a seat belt	76.3%	79.0%	82.2%	81.6%	81.5%	80.1%	82.6%

CORE ACTIVITY MEASURES

Measure	2008	2009
1. Number of seat belt citations issued during grant-funded enforcement activities	1,367	1,736
2. Number of impaired driving arrests made during grant-funded enforcement activities	618	832
3. Number of speeding citations issued during grant-funded enforcement activities	2,374	2,603

Activity measures for the current fiscal year are reported at year-end in the HSP Annual Report.

CORE ATTITUDE, AWARENESS, AND BEHAVIOR MEASURES
Spring 2010 – Year 1 of Survey – Baseline Data

ID-1. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcohol?						
	Do Not Drink	Do Drink, by Time Driving (=57% of Respondents)				
	43%	0	1	2 or 3	4 to 6	7 or more
		56%	14%	16%	7%	6%
ID-2. Have you recently read, seen, or heard anything about drunk driving enforcement? Yes (85%) No (15%)						
ID-3. What do you think the chances are of someone getting arrested if they drive after drinking alcohol?						
		Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
		25%	26%	31%	15%	4%
SB-1. How often do you use seat belts when you drive or ride in a vehicle?						
		Always	Nearly Always	Sometimes	Rarely	Never
		58%	27%	10%	3%	1%
SB-2. Have you recently read, seen, or heard anything about seat belt law enforcement? Yes (77%) No (23%)						
SB-3. What do you think the chance is of getting a ticket if you don't wear your seat belt?						
		Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
		14%	26%	23%	26%	10%

SP-1a. On a road with a speed limit of 30 mph, how often do you drive faster than 35 mph?						
		Always	Nearly Always	Sometimes	Rarely	Never
		1%	4%	31%	47%	17%
SP-1b. On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?						
		Always	Nearly Always	Sometimes	Rarely	Never
		1%	5%	22%	45%	28%
SP-2. What do you think the chance is of getting a ticket if you drive over the speed limit?						
		Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
		26%	30%	28%	12%	4%
SP-3. Have you recently read, seen, or heard anything about speed enforcement? Yes (57%) No (43%)						

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 four 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 the 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 questions 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 program area within the HSP.

Monitoring and Technical Assistance

The TSO's 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.

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. The report is also posted to the NDDOT website for public review.

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 professional development training sessions.

Planning & Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA4021101-01	Program Management	$140,000	402
402 Total		$140,000	
Total All funds		$140,000	

Planning and Administration (PA*) Projects

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

PA4021101-01 Program Management

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

Costs under Planning and Administration (P&A) will consist of salaries, travel and miscellaneous 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), 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, and Communications divisions. Match will be generated by State salaries within the Safety Division or in other Divisions that support the Safety Division. Program match will use a portion of costs associated with the North Dakota Highway Patrol (NDHP).

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.

Training Topic	2005	2006	2007	2008	2009
Use of Radar	37	40	63	57	66
Occupant Protection	37	40	63	57	66
SFST	14	27	16	10	66*

**The significant increase in SFST training is a result of LETA including SFST training as part of the basic training program for each new recruit as of 2009.*

The law enforcement training academy in Devils Lake, N.D. also trains about 60 recruits per year. The academy's curriculum includes traffic safety training including use of radar, occupant protection and SFST.

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

Administrative Measure(s): No further measures identified.

Strategies:

- Conduct an annual Law Enforcement Summit to provide training for law enforcement officers to advance local efforts to reduce traffic crashes, injuries, and fatalities.
- 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

Project Number	Project Title	Budget	Budget Source
PT4021102-01	Program Management	$2,500	402
PT4021102-02	Law Enforcement Summit	$35,000	402
PT4021102-03	Incentive Programs	$14,000	402
402 Total		$51,500	
Total All Funds		$51,500	

Police Traffic Services (PT*) Projects

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

PT4021102-01 Program Management

The TSO staff will provide training, technical assistance and resources to law enforcement to facilitate their impact on traffic safety.

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

PT4021102-02 Law Enforcement Summit

The TSO will conduct the fourth 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, conducting 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 2011.

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

PT4021102-03 Incentive Program/ASSISTS Awards

The TSO will recognize and reward programs managed by law enforcement and traffic safety advocates that demonstrate exemplary contributions to traffic safety. The award options include: (1) commemorative coins, (2) the **A**lcohol, **S**eat Belts and **S**peed **I**ntervention to **S**upport **T**raffic **S**afety (ASSISTS) Award Program, (3) the Traffic Safety Honor Roll, and (4) the Outstanding Enforcement Award.

Funds will be used to purchase awards for program recipients and/or recipient agencies.

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 majority of motor vehicle fatalities in North Dakota occur on rural roads. 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. Measure 1 is dependent upon EMS program activity.

Administrative Measure(s): No further measures identified.

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
EM4021103-01	Program Management	$500	402
EM4021103-02	DEMST Operations	$105,000	402
402 Total		$105,500	
Total All Funds		$105,500	

Emergency Medical Services (EM) Projects

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

PT4021103-01 Program Management

Funds will be used for expenses related to the direct management of the contract with DEMST. Technical assistance and resources to DEMST will be provided.

PT4021103-02 DEMST Operations

DEMST staff will oversee the delivery of eight EMS training courses (delivered on a repetitive cycled driven by statewide demand and 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 salaries and operational costs directly associated with the delivery of the eight courses.

The period of performance will be from October 1, 2010 through June 30, 2011 at which time state funds will assume the costs associated with this training.

TRAFFIC RECORDS

States are tasked to improve 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.
- 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.
- Conduct a NHTSA-led Traffic Records Assessment to identify opportunities to advance the program beyond its' current capacity.

Traffic Records Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
K94081104-01	Program Management	$115,000	408
K94081104-02	Crash Data System Enhancement	$40,000	408
K94081104-03	Traffic Records Strategic Plan	$295,000	408
K94081104-04	Traffic Records Assessment	$25,000	408
K94081104-05	Annual TraCS License Fee	$50,000	408
408 Total		$525,000	
402 Total		$0	
Total All Funds		$525,000	

Traffic Records (K9*) Projects

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

K94081104-01 Program Management

The traffic records program manager within the Safety Division will be responsible for the direct management of the traffic records program including: (1) data management and analysis including crash data editing and entry into the Crash Reporting System, 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 include staff salary, travel and other expenses.

K94081104-02 Crash Data System Enhancement

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 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.

Costs include in-house information technology hourly fees to complete necessary changes to the CRS.

K94081104-03 Traffic Records Strategic Plan

This project provides for an annual update of the Traffic Records Strategic Plan (TRSP) by the TRCC as well as the completion of priority projects by a vendor agency retained by the TSO.

A Traffic Records Assessment conducted in 2006 provided recommendations for future improvements to North Dakota data systems.

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) National EMS Information Services (NEMSIS) data analysis, (2) MMUCC compliance, (3) online insurance verification, (4) crash reporting system rewrite, and (5) web-based access to the crash reporting system.

Funds will be used to revise the 2010 TRSP and for a vendor agency to complete priority projects.

K94081104-04 Traffic Records Assessment

The TSO will host a NHTSA assessment of the traffic records program to identify opportunities to advance the program beyond its current capacity. The assessment is scheduled to occur in February 2011.

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

K94081104-05 Annual TraCS License Fee

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor. The annual cost of the license fee is $50,000.

Costs will be limited to the payment of the licensing fee.

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 2009, 64 percent (7 of 11) of child motor vehicle fatalities under the age of eighteen were not in a child safety seat or were not wearing or not known to be wearing seat belts at the time of the crash.
- Seat belt use in North Dakota has increased by 7 percent over the past five years (from 76.3% in 2005 to 81.5% in 2009). 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 nearly 82 percent seat belt use based on an annual observational survey conducted on state and federal roadways in 16 counties, a series of observational seat belt surveys conducted in 2009 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 (2009), 9-12 grade students in North Dakota reported:
    - Rarely or never wearing a seat belt while driving (15.7%).
    - Rarely or never wearing a seat belt when riding in a car driven by someone else (17%).

Core Performance Measure(s): All core outcomes/behavior measures 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:

- 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. In FY 2011, law enforcement will move toward sustained enforcement of seat belt use by conducting two high visibility enforcement campaigns through multi-agency cooperation of state, county, city and tribal agencies to increase visibility during the enforcement periods. Law enforcement, in cooperation with Community Traffic Safety Programs, 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 Community Traffic Safety Programs will complement paid and earned media efforts and provide campaign outreach to all counties in the state.
- Assure sustained seat belt messaging to the public through the placement of a strong social-norming message

during 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. However, for non-enforcement periods, state-level research suggests that the influence of a loved one may better reach those who continue to ride unbuckled. As a result, the NDDOT developed an ad called, *The Crash*, which depicts an unbuckled young man driving his younger sister into town. Their vehicle is struck at an intersection and upon impact, the unbuckled young man propels through the vehicle killing his younger sister who is belted. This ad is a realistic representation of what happens in a crash and will increase the realization of those who do not wear seat belts that they are endangering the lives of their loved ones.

- 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 North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center (UGPTI-RTSSC).
- Leverage state and community resources through partnerships within the NDDOT and external to the NDDOT including the North Dakota Department of Health (NDDH), the North Dakota Highway Patrol, Community Traffic Safety Programs, and employers, to provide public information and education (PI&E) to increase the use of seat belts statewide.
- Administer the Child Passenger Safety (CPS) program through a contract with the 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.

Occupant Protection Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP4021105-01	Program Management	$25,000	402
OP4021105-02	Child Passenger Safety (CPS) Program Administration	$175,000	402
OP4021105-03	Annual Statewide Observational Seat Belt Survey	$60,000	402
OP4021105-04	Overtime Enforcement	$250,000	402
OP4021105-05	Media (Paid/Earned/PI&E)	$350,000	402
402 Total		$860,000	
Total All Funds		$860,000	

Occupant Protection (OP) Projects

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

OP4021105-01 Program Management

The program manager will provide technical assistance and resources to contractors and the public related to occupant protection, including the development of seat belt use policies.

Funds are for expenses related to the direct management and travel associated with occupant protection projects.

OP4021105-02 CPS Program Administration

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*.

Funds will be used for the NDDH salaries to administer the program, travel, program materials, training, and child passenger safety seats.

OP4021105-03 Annual Statewide Observational Seat Belt Survey

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.

Costs are for the contractual services of UGPTI-RTSSC and will include a 10 percent indirect cost rate.

OP4021105-04 Overtime Enforcement

Law enforcement agencies (state, county, city and tribal) will conduct high visibility enforcement of North Dakota's seat belt laws and will participate in two statewide *Click It or Ticket* enforcement campaign to occur in November 2010 and May 2011.

Funds are for law enforcement overtime.

OP4021105-05 Media

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 2010-2011 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 a social-norming message called, *The Crash*, 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, Community Traffic Safety Programs, and local and state law enforcement agencies. Outreach will be targeted to non-users, primarily males ages 18 and above who accounted for nearly 40 percent of unbelted motor vehicle fatalities in 2009. Statewide PI&E outreach activities will parallel and complement national campaigns during enforcement periods.

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.

Costs are for the TSO's media vendor to develop and implement occupant protection media campaigns.

MOTORCYCLE SAFETY

Problem Identification:

- Over the past 10 years, the number of registered motorcycles in the state has increased by 94 percent resulting in an increase in motorcycle crashes.
- There has been a seven-fold increase in motorcycle fatalities from 2000-2004 to 2005-2009.
- Motorcycle crashes in North Dakota have steadily increased since 2000 when 91 crashes were reported. In 2009, 217 crashes occurred.
- In 2009, only one of seven people killed in motorcycle crashes was wearing a helmet at the time of the crash.
- Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

Core Performance Measure(s): See core performance measures. 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) and increase participation in the NDMSP each year (the NDMSP trained 2,121 motorcyclists 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.
- 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. PI&E 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
MC4021106-01	Program Management	$20,000	402
MC2051199-99	*Motorcycle Safety Education Program*	*$450,000*	*State Funds*
MC20101106-01	Statewide Awareness/Education Campaign	$111,000	2010
402 Total		$20,000	
2010 Total		$111,000	
Total All Funds		$131,000	

Motorcycle Safety (MC*) Projects

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

MC4021106-01 Program Management

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.

MC2051199-99 Motorcycle Safety Education Program (State Funds)

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 rider training, rider coach preparation and updates, course operation and program administration.

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

MC20101106-01 Statewide Awareness/Education Campaign

The awareness campaign entitled, *Share the Road,* will be promoted throughout FY 2011. The *Share the Road* message will be consistent with other materials developed for this campaign including public service announcements, billboards, brochures, posters, and other safety publications.

This project will also provide for driving ranges in support of rider training through the NDMSP which is administered through ABATE of North Dakota.

Funds will be used for the *Share the Road* campaign expenses and for lease agreements for remote training facilities in Fargo, Grand Forks and Minot.

SPEED MANAGEMENT

Problem Identification:

- Speed is a contributing factor in about one-third of motor vehicle crashes in the state.
- According to 2009 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 June and October.
  - Speed-related fatal crashes were highest on Tuesdays, followed by Fridays and Saturdays.
  - Half of speed-related fatalities occurred between 4 PM and 1 AM, indicating a need for evening and 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
SC4021107-01	Program Management	$2,500	402
SC4021107-02	Radar for State and Local Law Enforcement	$125,000	402
402 Total		$127,500	
Total All Funds		$127,500	

Speed Management (SC*) Projects

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

SC4021107-01 Program Management

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

SC4021107-02 Radar Equipment to Law Enforcement

This project will provide radar equipment to law enforcement 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.

Funds are for the purchase of radar equipment. Individual units will cost less than $5,000 each.

YOUTH/YOUNG ADULT

Problem Identification:

- From 2005-2009, teen drivers accounted for about 20 percent of all fatal crashes and 30 percent of all crashes resulting in injury.
- In 2009, one-third of unbelted crash victims were 14-24 years old.
- In 2009, one-third of alcohol-related fatal crashes involved a driver under the age of 25.
- The most recent Youth Risk Behavior Survey (2009) indicates that North Dakota students in grades 9-12 reported:
    - driving after drinking alcohol (15% compared to 10% nationally)
    - riding with a driver who had been drinking alcohol (28% which is consistent with the national percentage).

Core Performance Measure(s): See core outcomes/behavior measures. 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.
- Engage youth in peer activity to promote traffic safety.

Youth/Young Adult Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
DE4021108-01	Program Management	$14,025	402
DE4021108-02	*Alive at 25* Program	$5,000	402
DE4021108-03	Driver's Education Curriculum	$10,000	402
DE4021108-04	Teen Website and Contest	$25,000	402
402 Total		$54,025	
Total All Funds		$54,025	

Youth/Young Adult (DE*) Projects

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

DE4021108-01 Program Management

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

DE4021108-02 *Alive at 25* Program

This project will provide financial scholarships to schools and/or individuals to participate in the *Alive at 25* program to assure that the program's cost is no prohibitive to widespread participation.

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 provided to the NDSC for use as financial scholarships for qualifying individuals or schools.

DE4021108-03 Driver's Education Curriculum

This project will promote, distribute, and provide technical assistance to instructors related to a new driver's education curriculum. The North Dakota Driver and Traffic Safety Education Association (NDDTSEA) tailored the State of Oregon's driver's education curriculum for use in North Dakota resulting in the North Dakota Driver Risk Prevention Curriculum (NDRPC). The NDRPC was rolled out for use by school-based driver education programs in the spring/summer of 2009. The project will continue in FY 2010 with NDDTSEA maintaining the curriculum content and continuing to promote, distribute and provide technical assistance to instructors related to the new curriculum.

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

DE4021108-04 Teen Website

The NDDOT will revise and maintain the teen website and will host a traffic safety website contest. The NDDOT developed a teen motor vehicle safety website – www.ndteendrivers.com – which serves as the impetus for teen traffic safety engagement and activity statewide.

Funds will be used to revise and maintain the website and for direct, allowable costs associated with the website's annual contest which promotes peer education of traffic safety through various activities including video development, community projects, etc.

COMMUNITY TRAFFIC SAFETY PROJECTS

Problem Identification:

- About 80 percent of fatal crashes in North Dakota occur in rural locations.
- Attachment 1 shows the location of fatal crashes that have occurred in North Dakota over the past five years (2005-2009). While clusters of vehicle fatalities are located around population centers, the vast majority of crashes occurred in rural areas.
- Native Americans in North Dakota are disproportionately impacted by motor vehicle fatalities. In the past five years (2005-2009), Native Americans accounted for 18.5 percent (109 of 589) of North Dakota's motor vehicle fatalities while accounting for just 5 percent of the state's population.
    - Of those killed, 85 percent were not wearing a seat belt at the time of the crash. Almost sixty-three 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.

As demonstrated in these problem identification statements, 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 established Community Traffic Safety Projects (previously Safe Communities programs) to serve each of North Dakota's 53 counties on a regional basis to assure traffic safety prevention messages and countermeasures reach even the most rural parts of the state and North Dakota's four Native American reservations.

CTSPs and other outreach mechanisms used by the TSO are described in this section.

Core Performance Measure(s): See core outcomes/behavior measures. All measures are applicable to CTSPs.

Administrative Measure(s): No further measures identified.

Strategies:

- Fund and administer CTSPs across the state to serve each of North Dakota's 53 counties and each of the four Native American reservations. The CTSPs are a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures to the local level. A NHTSA Section 403 rural seat belt demonstration grant proved North Dakota's CTSPs 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 CTSPs and partnerships to provide statewide program outreach.
- Expand the reach of core enforcement campaigns including *Click It or Ticket* and *Drunk Driving. Over the Limit. Under Arrest.* and all other traffic safety interventions through CTSP outreach.
- Provide technical assistance, resources and support to the CTSPs through public information coordination, events coordination, and maintenance of a program website for CTSPs to provide quick and current information by local administrators, partners and the public.
- Contract with a multi-cultural liaison agency to advance traffic safety programs on each reservation.
    - Provide liaison between the NDDOT and tribes to implement HSPs specific to each of North Dakota's four tribes and developed in FY 2010. The HSPs include: (1) identification of the priority traffic safety

problems for Native Americans living on the reservation, and (2) goals, objectives, and activities to address each problem.

- Assist to recruit all tribal or Bureau of Indian Affairs [BIA] law enforcement agencies to begin using the 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.
- Facilitate PI&E campaigns on the reservations through provision of marketing resources.

Community Traffic Safety Projects: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP4021109-01	Program Management	$95,000	402
CP4021109-02	Community Traffic Safety Programs	$722,500	402
CP4021109-03	Tribal Liaison and Paid Media Placement on *GoodHealthTV®*	$75,000	402
CP4021109-04	Events Coordination	$25,000	402
CP4021109-05	Program Evaluation	$125,000	402
402 Total		$1,042,500	
Total All Funds		$1,042,500	

Community Traffic Safety (CP*) Projects

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

CP4021109-01 Program Management

Technical assistance and resources will be provided to the CTSPs through the program manager.

A CTSP website will be maintained to provide quick and current access to CTSP information. The website allows for each CTSP to maintain its own calendar of activity and to share resources and information.

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.

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

CP4021109-02 Community Traffic Safety Programs

This project will support the traffic safety intervention conducted through North Dakota's eight CTSPs and will provide technical assistance to each of North Dakota's four Native American reservations to establish a CTSP.

The CTSPs are a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures to the local level and assure their reach to even the most rural areas of the state where more than 80 percent of fatal crashes occur.

CTSPs will plan, implement, and evaluate traffic safety intervention within their service regions. The CTSPs will: (1) coordinate the multi-agency enforcement program within each of their jurisdictions and will provide outreach and earned media support for regional and statewide enforcement initiatives including *Click It or Ticket* and *Drunk Driving. Over the Limit. Under Arrest.,* (2) implement environmental/policy strategies such as compliance checks, server training, and worksite safety programs, and (3) conduct PI&E including demonstrations (seat belt convincers, roll-over simulators, **S**imulated **I**mpaired **D**rivi**N**g **E**xperience), Victim Impact Panels, and other activity.

CTSPs operate via diverse partnerships with law enforcement, social services, public health and other health care services, businesses, non-profit agencies, faith-based agencies, media, and other entities.

Funds will be used to reimburse salary, benefits and travel expenses for CTSP administrators and for operational costs and other allowable costs related to traffic safety projects to be implemented.

Table 2 shows the CTSP region number, the number of counties served by each region, and the administrator's location. Refer to the map of CTSP service areas (Attachment 3) to identify the counties within the region.

Table 2

Region Number	Number of Counties in Service Region	Administrator Located In
Region 1	5	Williston
Region 2	6	Minot
Region 3	6	Rolette
Region 4	4	Grand Forks
Region 5	6	Fargo
Region 6	9	Valley City
Region 7	9	Bismarck
Region 8	8	Dickinson
Turtle Mountain Band of Chippewa	Turtle Mountain reservation	Belcourt
Up to three other tribal programs	To be determined	To be determined

CP4021109-03 Native American Liaison Services

The TSO will contract with KAT Communications, a media services agency with more than 20 years of experience working with Native American populations, to continue to provide liaison services between the NDDOT and North Dakota's tribes to advance traffic safety programs on each reservation in North Dakota.

The liaison agency will be responsible to:

- Identify appropriate contacts from each tribe to meet mutual traffic safety objectives between the NDDOT and the tribes
- Convene meetings between the NDDOT and identified contacts as necessary, and provide technical assistance and resources to the NDDOT to advance government-to-government relations
- Assist the tribes to write highway safety projects that will address impaired driving, occupant protection, and speed programs through the use of BIA-402 highway safety funds
- Assist the TSO to market the use of TraCS to the tribes
- Place paid media through KAT's *GoodHealthTV®* product. *GoodHealthTV®* is a subscription-based health education network for Native American audiences where programming is delivered from a communications center to large screen televisions placed in hospitals, clinics, schools or community centers through a high speed internet connection.

CP4021109-04 Events Coordination

The TSO will contract with a professional firm to act in the capacity of events planner to assist the TSO to plan and conduct training, conferences and other traffic safety program events. The fiscal agent will coordinate and complete the event logistics and act as a fiscal agent to reimburse the on-site and participant expenses associated with each event.

Funds will be used to reimburse the firm's hourly services and the direct costs of each event.

CP4021109-05 Program Evaluation

The North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center (UGPTI-RTSCC) will conduct the following program evaluation functions on behalf of the TSO.

- The annual public opinion survey consistent with NHTSA/GHSA-established performance reporting requirements
- A seat belt observation study of rural roadways
- Analysis of crash and driver data sets upon request to meet specific needs of the TSO
- Evaluation of select traffic safety interventions as identified by the TSO

Costs will consist of UGPTI-RTSSC's consulting fees, operating expenses, and an indirect cost rate of 10 percent.

DISTRACTED DRIVING

Problem Identification:

- The most recent Youth Risk Behavior Survey (2009) indicates that North Dakota students in grades 9-12 reported:
  - driving a car or other vehicle while texting or talking on a cell phone (67%)

Core Performance Measure(s): See core outcomes/behavior measures. All measures are applicable to CTSPs.

Administrative Measure(s): No further measures identified.

Strategies:

- Initiate a paid media campaign targeting youth with distracted driving (i.e., cell phone use and driving) messaging.

Distracted Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
DD4021110-01	Program Management	$500	402
DD4021110-02	Distracted Driving Paid Media – Social-Norming Message	$25,000	402
402 Total		$25,500	
Total All Funds		$25,500	

Distracted Driving (DD*) Projects

**DD= Grants Tracking System (GTS) Code for Distracted Driving*

CP4021110-01 Program Management

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

DE4021110-02 Distracted Driving Paid Media – Social Norming Message

The TSO's media firm will develop, print, and purchase media and materials to support distracted driving social-norming campaigns. Media campaigns will be conducted as outlined in the 2010-2011 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.

Outreach will be targeted to youth, primarily those in 9th-12th grade of whom 67 percent admit to using a cell phone while driving (Source: 2009 North Dakota Youth Risk Behavior Survey).

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.

Costs are for the contractual services of the TSO's media vendor to develop and deploy a distracted driving and social norming campaign.

IMPAIRED DRIVING PREVENTION

Problem Identification:

- In 2009, alcohol contributed to 40 percent of the fatalities that occurred on North Dakota roads (56 of 140 fatalities). While this is a decrease from 2008, historically half of all fatalities in the state are alcohol-related.
- North Dakota has been one of ten states in the nation with the highest rates of alcohol-related fatalities for three of the past four years.
- DUI arrests in North Dakota have increased by 35 percent since 2000. But, alcohol continues to be a factor in about half of all fatal crashes.
- In 2008 (the last full year in which data were available), 5,815 DUI arrests were made by North Dakota law enforcement agencies. One-half of those arrested were between the ages of 25-44.
- Males account for 75 percent of all DUI arrests each year.
- 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 (2009), 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 (28.3%).
    - Driving a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol (15.2%).
- 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 2009 Youth Risk Behavior Survey shows that among 9-12 grade students:
    - Forty-three percent of students had at least one drink of alcohol on one or more of the past 30 days compared to 42 percent nationally.
    - Thirty-one percent reported having five or more drinks of alcohol within a few hours time at least once within the past 30 days compared to 24 percent nationally.
- 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): See core performance measures. Measures 1, 2, 3, and 5 are applicable to alcohol program activity.

Administrative Measure(s): The TSO tracks the following administrative data related to the 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. And, a DUI reporting module for TraCS will be developed to further decrease errors.

Measure	2005	2006	2007	2008	2009	5-Year Average
Percent of administrative license revocation hearing dismissals	25% (321/1281)	24% (347/1470)	27% (405/1525)	28% (464/1679)	28% (455/1652)	26%
Percent of administrative license revocation hearing dismissals attributed to law enforcement	96% (308/321)	96% (333/347)	96% (390/405)	95% (443/464)	95% (432/455)	96%

Strategies:

- Reduce alcohol-related fatalities in North Dakota through prevention, education, enforcement, prosecution, adjudication, and evaluation.
- Implement a multi-agency enforcement program to provide for sustained statewide DUI enforcement (through saturation patrols and sobriety checkpoints). The program will increase the visibility of enforcement, primarily in rural areas, during coordinated regional enforcement periods. The NDDOT will provide overtime funds, training, earned media resources, technical assistance and other resources to law enforcement in support of the program. About 90 percent of North Dakota's law enforcement agencies will participate.
- Conduct community-level impaired driving prevention program outreach and intervention through CTSPs. This includes environmental strategies including server training and compliance checks, earned media support to law enforcement conducting multi-agency enforcement, PI&E such as SIDNE (Simulated Impaired DriviNg Experience) demonstrations, the national *Save a Life Tour*, and other 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.
- 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 DUI offenders.
- 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 2009, 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.
- Support the North Dakota Office of Attorney General (NDOAG) to improve the technology involved with DUI prosecution and adjudication. This includes the purchase of additional analytical equipment for use at the State Toxicology Lab, alcohol-testing equipment for use by law enforcement in the field, and Secure Continuous Remote Alcohol Monitoring (SCRAM) units for use with the *24/7 Sobriety Program* – a court monitoring program administered by the NDOAG to maintain DUI offender sobriety 24 hours per day, seven days a week through the provision of sobriety checks twice daily via a Preliminary Breath Testing (PBT) device or via a SCRAM bracelet.

410 K8 Impaired Driving Prevention Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K84101101-01	Program Management	$75,000	410
K84101102-01	Media (Paid/Earned/PI&E)	$750,000/$550,000/$200,000	410PM/410HV/410FR
K84101103-01	Overtime Enforcement	$914,000/$500,000	410/410HV
K84101103-02	Video Camera Surveillance Systems	$100,000/$200,000	410/410FR
K84101103-03	Alcohol-Testing Equipment	$200,000	410FR
K84101103-04	SCRAM Units for *24/7 Sobriety Program*	$100,000	410FR
K84101103-05	Traffic Safety Resource Prosecutor	$200,000	410
K84101103-06	Law Enforcement Training	$30,000/$75,000	410/410FR
K84101104-01	Parents LEAD Program	$75,000	410
K84101104-02	Server Training Curriculum	$5,000	410
K84101104-03	National *Save A Life Tour*	$30,000	410FR
K84101105-01	DUI Offender Survey	$1,500	410
K84101105-02	TraCS Software Upgrade – DUI Report and Notice Module	$50,000	410FR
K84101105-03	Web-Based Reporting System for DUI Prevention Programs	$1,630/$68,035	410/410FR
410 Total		$4,125,165	
Total All Funds		$4,125,165	

Impaired Driving Prevention (K8) Projects

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

K84101101-01 Program Management

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

K84101102-01 Media

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. Media distribution methods will include television, radio, billboards, and alternative social media including blogs, social networking websites, email blasts, etc. All campaign outreach will be conducted in partnership with CTSPs, law enforcement, employers, colleges/universities, and other partners for broad message distribution. Campaigns will occur as outlined in the 2010-2011 media calendar (Attachment 2) and will promote the *Drunk Driving. Over the Limit. Under Arrest.,* and *Buzzed Driving is Drunk Driving* messages.

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.

K84101103-01 Overtime Enforcement

The TSO has coordinated the development of a multi-agency enforcement (MAE) program that will roll out immediately in FY 2011. The MAE program brings together state, county, city and tribal law enforcement to work together to crack down on impaired driving through statewide, sustained overtime DUI enforcement. The MAEs work regionally based on a pre-determined enforcement calendar developed to target planned enforcement to high-risk periods where there's a greater risk of impaired driving in the region such as holidays and community celebrations. The MAE program has the commitment and participation of 90 percent of city and county law enforcement agencies, law enforcement from each of North Dakota's four reservations, and the NDHP. These agencies cover 90 percent of the state's population.

All MAE agencies are required to conduct enforcement during the national *Drunk Driving. Over the Limit. Under Arrest.* campaign. Earned media will be obtained by participating law enforcement, in partnership with their CTSPs, through newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc.

Funds will provide overtime wages to support law enforcement agency participation in statewide enforcement activities including saturation patrols and sobriety checkpoints. Funds under this project will also be used for law enforcement overtime to conduct server training and compliance checks.

K84101103-02 Video Camera Surveillance Systems

Agencies participating in the multi-agency enforcement program are eligible to apply for funds to purchase in-car digital video surveillance systems based on demonstrated need. The units will provide enhanced nighttime recording and more efficient storage and retrieval systems. The average cost of each digital video surveillance system will be about $6,000. The TSO pays for up to $4,000 per unit.

Funds will be used to provide grants to law enforcement agencies for purchase of the units. Seventy-five units will be purchased.

K84101103-03 Alcohol-Testing Equipment

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 = 140)
- *Intoxilyzer 8000* breath testing devices used to obtain evidentiary samples in the field. These units will update the *Intoxilyzer 5000* units currently at the local sites. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results (Quantity = 6)

Funds will be used to purchase breath testing equipment to complete the three-year plan for equipping law enforcement and the State Toxicology Lab with evidentiary and non-evidentiary equipment. The State Toxicologist will be responsible to purchase, maintain, distribute, and train law enforcement related to all new equipment.

Also, the following equipment will be purchased on a proportionate share basis (75 percent of total cost): (1) gas chromatograph with headspace autosampler (Quantity = 1), and (2) H2 Generator (Quantity = 1).

The gas chromatograph for replacement is 13 years old and is no longer covered by a service agreement resulting in costly repair. Additionally, the electrometer boards for the detectors are starting to elevate from baseline and indicate more drift during an analytical run indicating the equipment will soon become unusable. Currently, the State Lab has two hydrogen gas generators. One is requiring more frequent service and will be used as a back-up generator once the new generator is purchased. Two generators are necessary to keep up with the number of blood samples submitted for alcohol content analysis.

Equipment purchased for State Toxicology is for highway safety testing only.

K84101103-04 SCRAM Units for *24/7 Sobriety Program*

Funds will be provided to the North Dakota Office of Attorney General (NDOAG) to purchase Secure Continuous Remote Alcohol Monitoring (SCRAM) units for use by the NDAG's *24/7 Sobriety Program*. The program exists to maintain the sobriety of DUI offenders through sobriety checks twice per day through preliminary breath tests (PBTs) or via continuous monitoring via a SCRAM. The program is used by judges as a sanction for offenders both pre- and post-conviction and as a term of probation. Benefits of a *24/7 Sobriety Program* include: (1) an increase in public safety, (2) improved linkage to substance abuse assessment and treatment, (3) decreased economic impact by decreasing jail time, (4) improved ability for the offender to maintain employment, and (5) a low cost to tax payers.

A recent evaluation of South Dakota's *24/7 Sobriety Program* concluded that recidivism among program participants at one, two and three year post-program participation was substantially lower than that of a control population. Lower rates of recidivism were demonstrated among participants that received 30-90 days of consecutive twice a day breath testing on the program. This is an innovative state-developed solution to impaired driving with an emerging evidence base.

SCRAM units have been used minimally by the North Dakota program due to the cost of the units. The provision of SCRAMS will allow for increased participation in the program by the rural demographic.

Funds will be used to purchase SCRAM units for use by offenders sentenced by the courts to participation in the *24/7 Sobriety Program*. Per unit equipments costs will not exceed $5,000. Up to 66 units will be purchased, depending on per unit cost.

K84101103-05 Traffic Safety Resource Prosecutor

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.

Funds will provides for the salaries, travel, operations, and program costs associated with the TSRP program.

K84101103-06 Law Enforcement Training

This project will provide expert traffic safety training to law enforcement officers and other highway safety professionals. Funds will be used to reimburse law enforcement to attend training and conferences specific to improved effectiveness of state and local traffic safety initiatives including: (1) a Drug Evaluation and Classification Program for Drug Recognition Expert (DRE) certification, (2) Standardized Field Sobriety Testing (SFST), and (3) reducing the dismissal of administrative license revocation hearings.

K84101104-01 Parents LEAD Program

The *Parents LEAD* (Listen, Educate and Discuss) program will provide education and awareness to parents related to the importance of their involvement and intervention to reduce underage alcohol consumption. *Parents LEAD* program materials include a website (www.parentslead.org), television and radio ads, print materials, speaking engagements by a program spokesperson who lost a son to alcohol poisoning, and promotional events.

Funds will be used to expand the program and all program components to include additional impaired driving information and intervention for parents to apply with their children.

K84101104-02 Server Training Curriculum

Server training in North Dakota will be provided through partnerships between local law enforcement and CTSPs. 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 will be used by CTSPs and law enforcement to deliver server training within their jurisdictions. Funds will also be used to update the curriculum and for reproduction costs.

K84101104-03 National *Save A Life Tour*

The TSO will coordinate the national *Save a Life Tour* to bring the program to several locations in North Dakota in FY 2011.

The *Save a Life Tour* exists to educate youth about the dangers of impaired driving "through the use of cutting-edge technology and a no-holds barred attitude." The program has numerous features including a(n):

- Non-traditional "shock jock" approach to alcohol awareness and anti-drinking and driving
- Immersive multi-screen, state-of-the-art drinking and driving simulation
- Memorials to victims who have lost their lives in a DUI crash
- Casket on display
- Informational video presentations
- A pre/post survey to measure participant attitudes before and after the event

The program simulates many aspects of a fatal crash caused by impaired driving so that participants internalize the experience to achieve lasting prevention.

Costs will consist of events coordinator fees, a per program fee charged by program sponsors, and miscellaneous associated costs.

K84101105-01 DUI Offender Survey

The TSO will conduct a DUI offender survey initiated in FY 2010 to identify consumption patterns in the behaviors of the population that will assist with program development and evaluation. Surveys are distributed through a partnership with the state's alcohol assessment and treatment providers throughout the state.

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

K84101105-02 TraCS Software Upgrade – DUI Report and Notice Module

North Dakota law provides for administrative license suspension/revocation (ALS/R) for DUI offenders. However, ALS/R hearings are sometimes dismissed due to errors by law enforcement related to the ALS/R process including completion and issue of the Report & Notice (R&N) forms which serve as the temporary driver permit. Errors in the process have included items ranging from the omission of the officer's signature and data fields on the form to failure to process the breath and/or blood alcohol sample correctly.

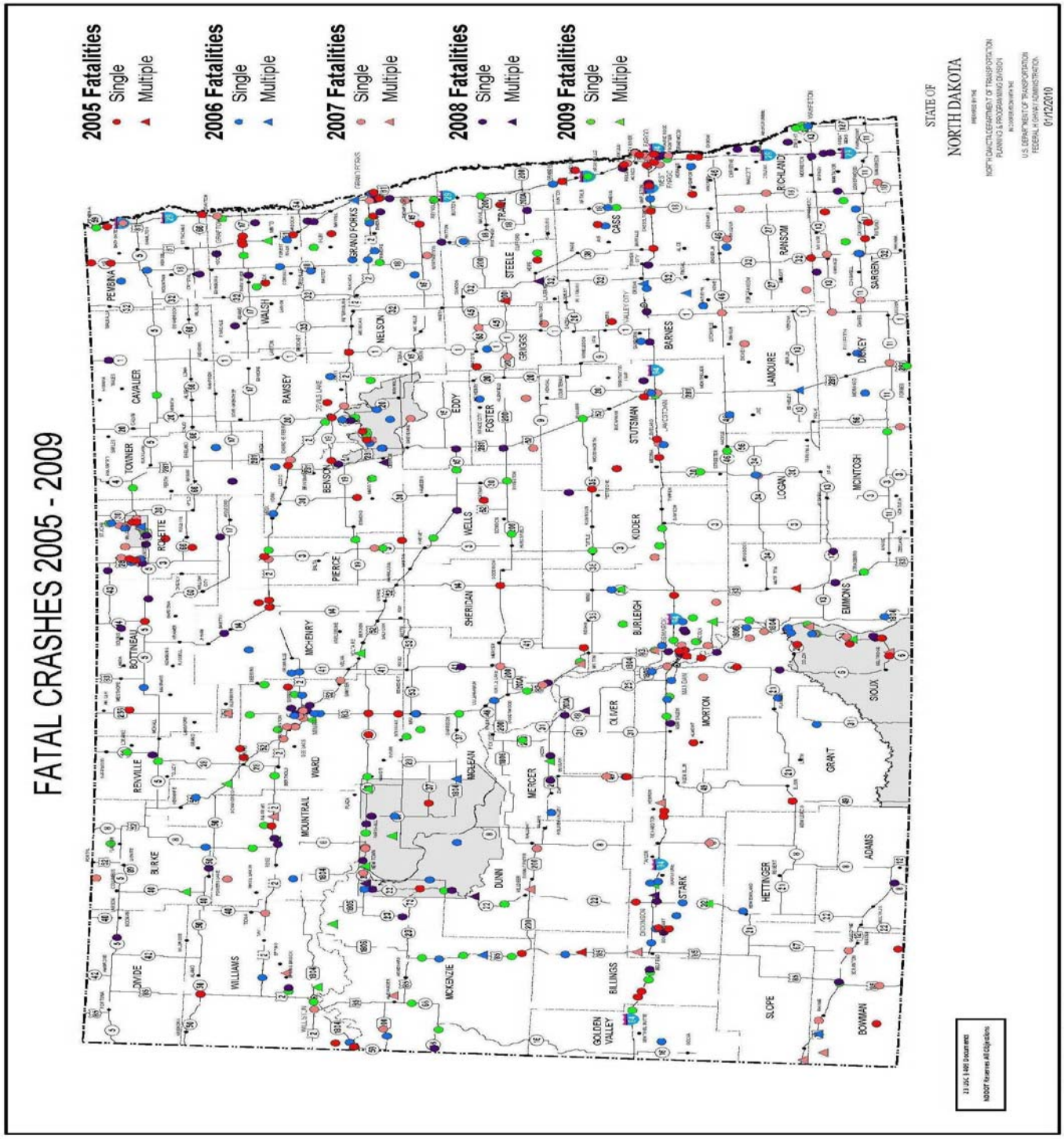
To counter this problem, the TSO will work with a software vendor to develop and implement a module for TraCS (Traffic and Criminal Software) – the state's electronic crash reporting system used by law enforcement – that will allow law enforcement to electronically complete the Report and Notice (R&N) forms. The module will be developed with validations to mitigate the administrative errors by law enforcement with the R&N process and facilitate the ALS/R sanction to DUI offenders.

Funds will retain a vendor to customize TraCS to accommodate the ALS/R reporting process.

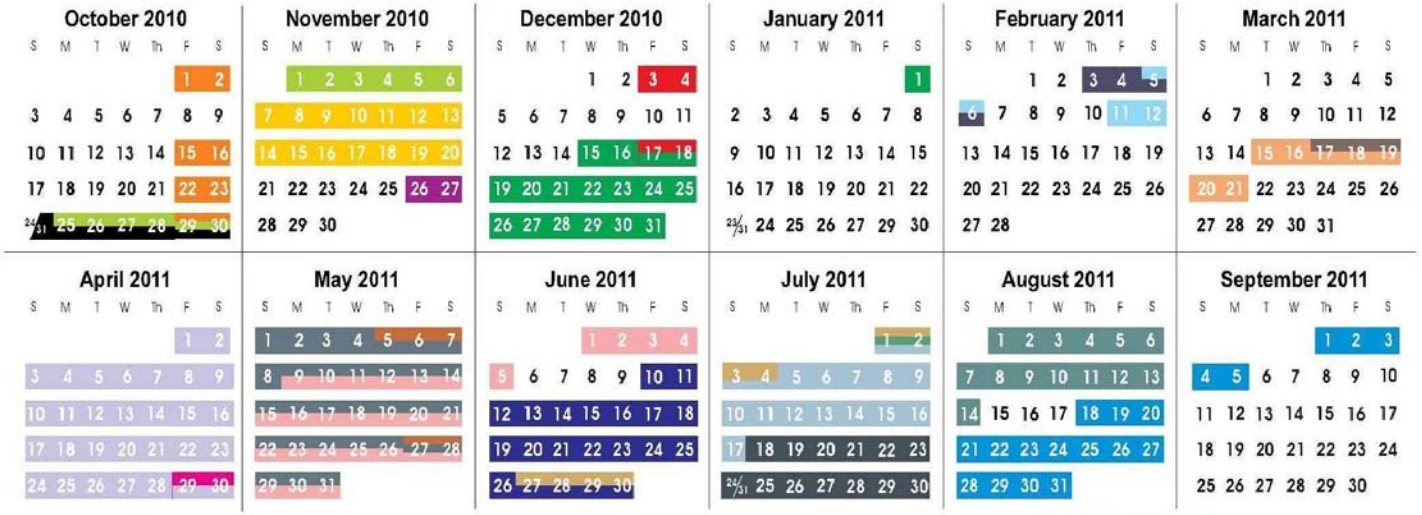
K84101105-03 Web-Based Reporting System for DUI Prevention Programs

The TSO will purchase or develop a web-based reporting system for grantees to use to report program evaluation data. This will reduce administrative burden to the grantee and the TSO and provide for the receipt of more timely program data for analysis and subsequent program improvement.

Funds will be used to hire a vendor to design the web-based reporting application.


FATAL CRASHES 2005 - 2009
2005 Fatalities
Single
Multiple
2006 Fatalities
Single
Multiple
2007 Fatalities
Single
Multiple
2008 Fatalities
Single
Multiple
2009 Fatalities
Single
Multiple
STATE OF
NORTH DAKOTA
01/12/2010

2010-2011 NDDOT Media Calendar



October 1-2, 2010, Southeast Jamestown Region
October 15-16, 2010, Southwest Dickinson Region
October 22-23, 2010, Southwest Bismarck Region
October 29-30, 2010, Northeast Grand Forks Region
October 29-30, 2010, Southeast Fargo Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the limit. Under Arrest.*

October 25 - November 6, 2010, Statewide
Occupant Protection Focus
Media Message: *Social Norming*

October 27-31, 2010, Statewide
Impaired Driving Focus
Media Message: *Social Norming*

November 7-20, 2010, Statewide
Occupant Protection Focus
Media Message: *Pick Your Click/Click It or Ticket*

November 26-27, 2010, Northwest Minot Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the limit. Under Arrest.*

December 3-4, 2010, Northwest Williston Region
December 17-18, 2010, Northeast Devils Lake Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

December 15, 2010 - January 1, 2011, Statewide
Impaired Driving Focus
Media Message: *Social Norming*

February 3-6, 2011, Statewide (Super Bowl)
Impaired Driving Focus
Media Message: *Social Norming*

February 5-6, 2011, Northeast Devils Lake Region
February 5-6, 2011, Southeast Fargo Region
February 5-6, 2011, Southwest Bismarck Region
February 11-12, 2011, Northeast Grand Forks Region
Impaired Driving Focus
Media Message: Drunk Driving. Over the Limit. Under Arrest

March 17-18, 2011, Southwest Dickinson Region
March 18-19, 2011, Northwest Williston Region
March 18-19, 2011, Northwest Minot Region
March 18-19, 2011, Southeast Jamestown Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

March 15-21, 2011, Statewide
Impaired Driving Focus
Media Message: *Social Norming*

April 1-30, 2011, Statewide (Alcohol Awareness Month)
Underage Drinking Focus
Media Message: *Parents LEAD*

April 29-30, 2011, Northwest Williston Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

May 1-31, 2011, Statewide
Motorcycle Awareness
Media Message: *Share the Road*

May 5-7, 2011, Northeast Grand Forks Region
May 27-28, 2011, Northwest Minot Region
May 27-28, 2011, Southeast Jamestown Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

May 9 - June 5, 2011, Statewide
Occupant Protection Focus
Media Message: *Pick Your Click/Click It or Ticket*

June 10-19, 2011, Southeast Fargo Region
June 17-25, 2011, Southwest Bismarck Region
June 21-30, 2011, Southwest Dickinson Region
June 24-25, 2011, Northeast Devils Lake Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

June 27 - July 4, 2011, Statewide
Impaired Driving Focus
Media Message: *Social Norming*

July 1-2, 2011, Northwest Minot Region
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arresst.*

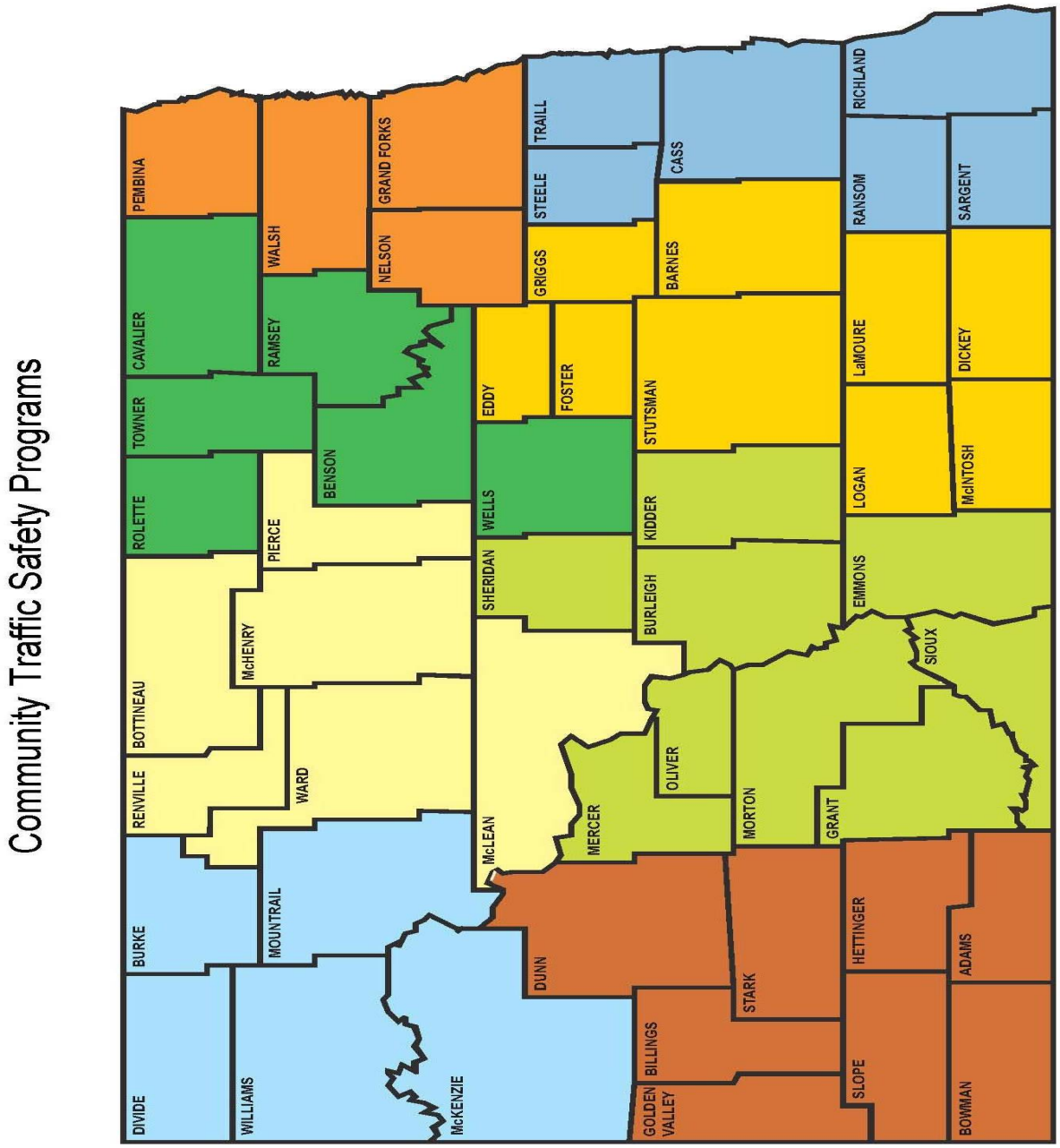
July 1-17, 2011, Statewide
Occupant Protection Focus
Media Message: Social Norming

July 18-31, 2011, Statewide
Distracted Driving Focus
Media Message: Social Norming

August 1-14, 2011, Statewide
Impaired Driving Focus
Media Message: *Social Norming*

Aug. 18 - Sept. 5, 2011, Labor Day Crackdown, Statewide
Impaired Driving Focus
Media Message: *Drunk Driving. Over the Limit. Under Arrest.*

Note: *Dates and promotions may change.* ***Last update:*** *August 2010* NDDOT North Dakota Department of Transportation, Safety Division www.dot.nd.gov


Community Traffic Safety Programs
DIVIDE
BURKE
RENVILLE
BOTTINEAU
ROLETTE
TOWNER
CAVALIER
PEMBINA
WILLIAMS
MOUNTRAIL
McHENRY
PIERCE
RAMSEY
WALSH
McKENZIE
WARD
BENSON
NELSON
GRAND FORKS
DUNN
McLEAN
SHERIDAN
WELLS
EDDY
FOSTER
GRIGGS
STEELE
TRAILL
MERCER
OLIVER
BILLINGS
GOLDEN VALLEY
BURLEIGH
KIDDER
STUTSMAN
BARNES
CASS
MORTON
STARK
GRANT
EMMONS
LOGAN
LaMOURE
RANSOM
RICHLAND
SIOUX
HETTINGER
SLOPE
McINTOSH
DICKEY
SARGENT
ADAMS
BOWMAN

North Dakota Department of Transportation

Francis G. Ziegler, P.E.
Director

John Hoeven
Governor

August 24, 2010

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
- 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

Section 402 Requirements

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));

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Information: (701) 328-2500 • FAX: (701) 328-0310 • TTY: (701) 328-4156 • www.dot.nd.gov

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;

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));

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.**
-

(23 USC 402 (b)(1)(E));

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. (23 USC 402(l)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

  (i) the entity in the preceding fiscal year received—

  (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.;* PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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 is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under

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

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

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

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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
   a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
   b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

Francis G. Ziegler, P.E.
Governor's Representative for Highway Safety

August 24, 2011
Date

North Dakota

FY 2011
For Fiscal Year

August 24, 2010
Date

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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
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2011-00-00-00		$.00	$140,000.00	$.00	$140,000.00	$140,000.00	$.00
Planning and Administration Total			**$.00**	**$140,000.00**	**$.00**	**$140,000.00**	**$140,000.00**	**$.00**
Emergency Medical Services								
	EM-2011-00-00-00		$.00	$.00	$.00	$105,500.00	$105,500.00	$.00
Emergency Medical Services Total			**$.00**	**$.00**	**$.00**	**$105,500.00**	**$105,500.00**	**$.00**
Motorcycle Safety								
	MC-2011-00-00-00		$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
Motorcycle Safety Total			**$.00**	**$.00**	**$.00**	**$20,000.00**	**$20,000.00**	**$.00**
Occupant Protection								
	OP-2011-00-00-00		$.00	$215,000.00	$.00	$860,000.00	$860,000.00	$82,310.00
Occupant Protection Total			**$.00**	**$215,000.00**	**$.00**	**$860,000.00**	**$860,000.00**	**$82,310.00**
Police Traffic Services								
	PT-2011-00-00-00		$.00	$.00	$.00	$51,500.00	$51,500.00	$51,000.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$51,500.00**	**$51,500.00**	**$51,000.00**
Community Traffic Safety Project								
	CP-2011-00-00-00		$.00	$240,381.00	$.00	$1,042,500.00	$1,042,500.00	$722,500.00
Community Traffic Safety Project Total			**$.00**	**$240,381.00**	**$.00**	**$1,042,500.00**	**$1,042,500.00**	**$722,500.00**
Driver Education								
	DE-2011-00-00-00		$.00	$.00	$.00	$54,025.00	$54,025.00	$.00
Driver Education Total			**$.00**	**$.00**	**$.00**	**$54,025.00**	**$54,025.00**	**$.00**
Speed Control								
	SC-2011-00-00-00		$.00	$.00	$.00	$127,500.00	$127,500.00	$125,000.00

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	Speed Control Total		**$.00**	**$.00**	**$.00**	**$127,500.00**	**$127,500.00**	**$125,000.00**
Distracted Driving								
	DD-2011-00-00-00		$.00	$.00	$.00	$25,500.00	$25,500.00	$.00
	Distracted Driving Total		**$.00**	**$.00**	**$.00**	**$25,500.00**	**$25,500.00**	**$.00**
	NHTSA 402 Total		***$.00***	***$595,381.00***	***$.00***	***$2,426,525.00***	***$2,426,525.00***	***$980,810.00***
408 Data Program SAFETEA-LU								
	K9-2011-00-00-00		$.00	$131,250.00	$.00	$525,000.00	$525,000.00	$.00
	408 Data Program Incentive Total		**$.00**	**$131,250.00**	**$.00**	**$525,000.00**	**$525,000.00**	**$.00**
	408 Data Program SAFETEA-LU Total		***$.00***	***$131,250.00***	***$.00***	***$525,000.00***	***$525,000.00***	***$.00***
410 Alcohol SAFETEA-LU								
	K8-2011-00-00-00		$.00	$4,206,390.00	$.00	$1,402,130.00	$1,402,130.00	$.00
	410 Alcohol SAFETEA-LU Total		**$.00**	**$4,206,390.00**	**$.00**	**$1,402,130.00**	**$1,402,130.00**	**$.00**
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2011-00-00-00		$.00	$2,250,000.00	$.00	$750,000.00	$750,000.00	$.00
	410 Alcohol SAFETEA-LU Paid Media Total		**$.00**	**$2,250,000.00**	**$.00**	**$750,000.00**	**$750,000.00**	**$.00**
	410 Alcohol SAFETEA-LU Total		***$.00***	***$6,456,390.00***	***$.00***	***$2,152,130.00***	***$2,152,130.00***	***$.00***
410 High Fatality Rate								
	K8FR-2011-00-00-00		$.00	$2,769,105.00	$.00	$923,035.00	$923,035.00	$.00
	410 High Fatality Rate Total		***$.00***	***$2,769,105.00***	***$.00***	***$923,035.00***	***$923,035.00***	***$.00***
410 High Visibility								
	K8HV-2011-00-00-00		$.00	$3,150,000.00	$.00	$1,050,000.00	$1,050,000.00	$.00
	410 High Visibility Total		***$.00***	***$3,150,000.00***	***$.00***	***$1,050,000.00***	***$1,050,000.00***	***$.00***
2010 Motorcycle Safety								
	K6-2011-00-00-00		$.00	$.00	$.00	$111,000.00	$111,000.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Incentive Total			**$.00**	**$.00**	**$.00**	**$111,000.00**	**$111,000.00**	**$.00**
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$111,000.00***	***$111,000.00***	***$.00***
NHTSA Total			***$.00***	***$13,102,126.00***	***$.00***	***$7,187,690.00***	***$7,187,690.00***	***$980,810.00***
Total			***$.00***	***$13,102,126.00***	***$.00***	***$7,187,690.00***	***$7,187,690.00***	***$980,810.00***