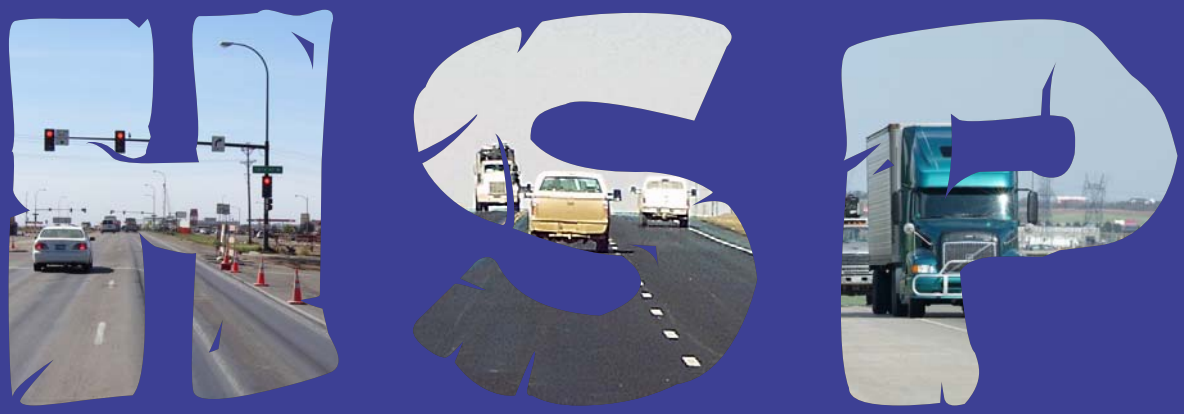
North Dakota



Highway Safety Plan

NDDOT
North Dakota
Department of Transportation

2013

North Dakota Department of Transportation

Safety Division

Traffic Safety Office

Highway Safety Plan
Federal Fiscal Year 2013

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In cooperation with the U.S. Department of Transportation

National Highway Traffic Safety Administration

Federal Highway Administration

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OVERVIEW/CRASH DATA SUMMARY

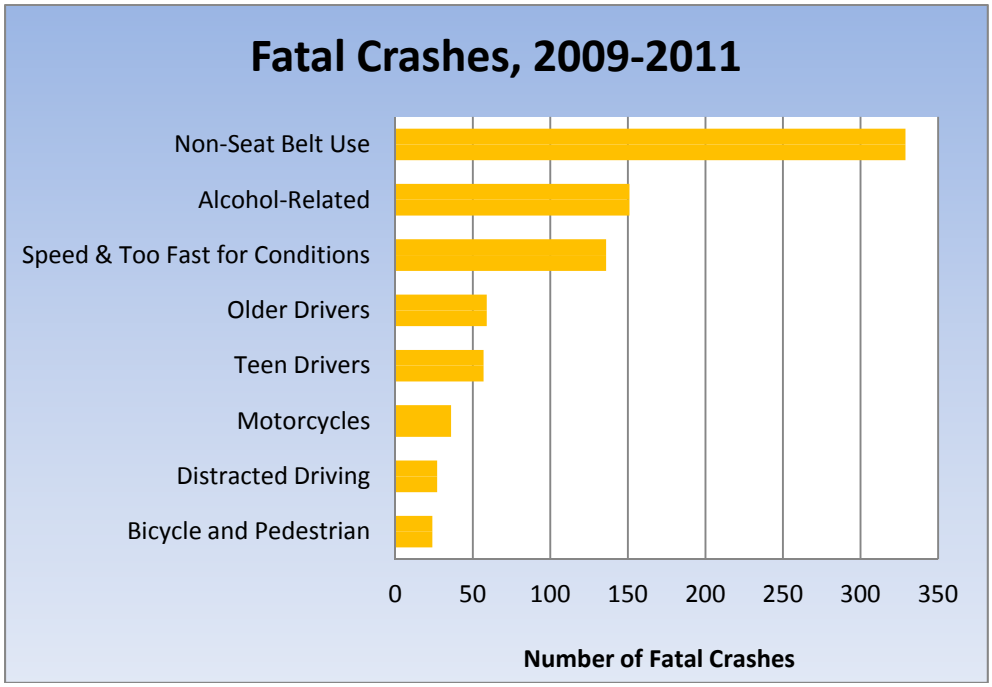
In 2011, 148 people died on North Dakota roads. This is more fatalities than the state has experienced since 1982.

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 148 in 2011. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.61 deaths per 100 million VMT in 2011.

Historically (dating back to 1979), North Dakota's motor vehicle fatality rate had been consistently lower than the national fatality rate. But, twenty years later, in 1999, the state's fatality rate crept beyond the national rate and again in recent years (2005, 2007, 2008, 2009, 2010 and 2011).

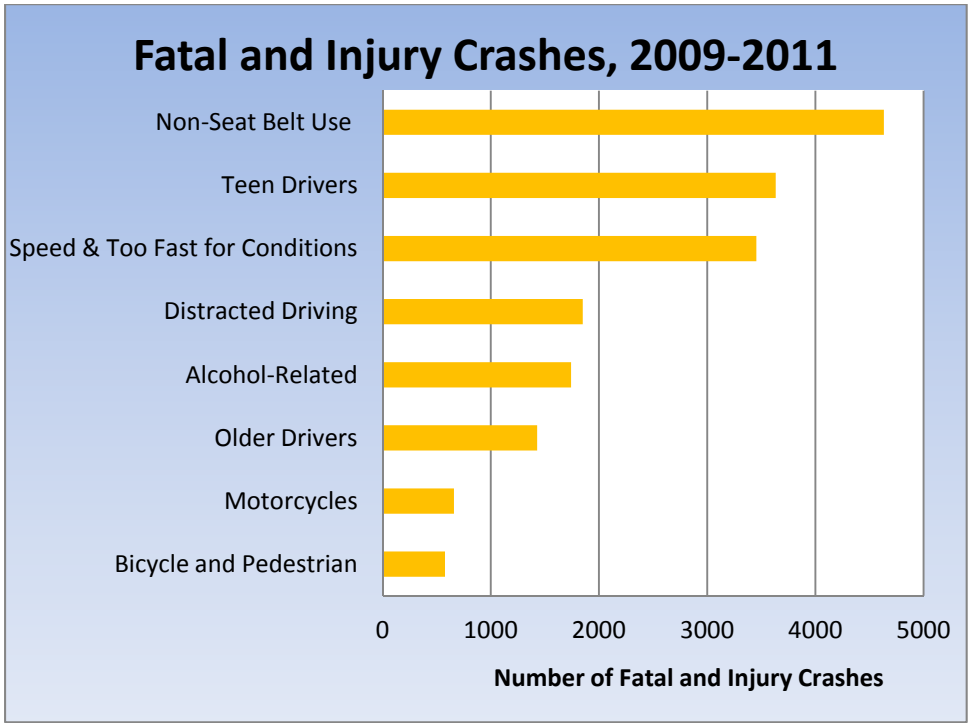
Impaired driving, lack of seat belt use, and speed continue to be the primary factors in motor vehicle crashes in the state as demonstrated in Figure 1.

Figure 1



When fatality data are coupled with injury data, priority traffic safety issues expand to include teen drivers and distracted driving as demonstrated in Figure 2 on the next page.

Figure 2



About 80-90 percent of fatal crashes occur on rural roads in North Dakota each year. In 2011, 88 percent of fatal crashes occurred on rural roads.

Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota from 2007-2011. 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.

The vehicles most prevalently involved in fatal crashes in 2011 in order of frequency include pickup/van/utility truck (accounting for 47.4%), followed by passenger vehicle (25%), truck tractor (11.6%), motorcycle (7.4%), and single-unit truck (3.7%).

Fatal crashes in North Dakota occur sporadically in terms of month of year, day of week, and time of day. A five-year crash data analysis (2007-2011) shows that fatal crashes appear to occur more regularly during weekend nights (Friday-Sunday) and during the following times: 5 PM-6 PM; midnight-2AM.

Figure 3 on the next page shows a five-year running average of the factors most prevalently involved in motor vehicle crashes.

Figure 3

	2007	2008	2009	2010	2011
Intersection	44%	43%	41%	39%	39%
Curve	11%	11%	10%	10%	10%
Hill	18%	18%	18%	18%	18%
Unpaved	11%	10%	10%	10%	9%
Weather	13%	13%	13%	13%	14%
Work Zone	2%	2%	1%	1%	1%
Truck	4%	4%	4%	5%	5%
Motorcycle	4%	5%	5%	6%	5%
Rail Crossing	0%	0%	0%	0%	0%
Deer	2%	2%	2%	2%	2%
No Occupant Protection	31%	30%	29%	28%	28%
Young Teen Drivers	7%	6%	6%	6%	5%
Mature Drivers	4%	4%	4%	4%	4%
Incompetent Drivers	1%	1%	1%	1%	1%
Impaired	9%	9%	9%	9%	9%
Aggressive	11%	11%	11%	11%	11%
Too Fast for Conditions	8%	9%	11%	11%	10%
Drowsy	1%	1%	1%	1%	1%
Distracted	7%	8%	10%	10%	10%
Run off Road	17%	16%	16%	16%	15%
Lane Departure	30%	29%	28%	28%	28%
Rollover	13%	13%	13%	13%	12%
Road Side Object	11%	11%	11%	11%	11%

The following demographics are disproportionately impacted through fatal motor vehicle crashes.

- Males aged 18-34 account for 16.2 percent of North Dakota's licensed drivers but 38.7 percent of drivers involved in fatal crashes. This is due to:
    - Non-seat belt use – accounting for 43.3 percent of all unbelted fatal crash occupants in 2011.
    - Speed – accounting for 40.7 percent of drivers in speed-related fatal crashes in 2011.
    - Alcohol use – accounting for 56.9 percent of impaired drivers involved in fatal crashes in 2011.
- Native Americans who represent less than 5 percent of North Dakota's population account for 15-20 percent of fatality victims each year.
    - Seventy-four percent of Native American fatality victims in 2011 were unbelted at the time of the crash.
- Teenage drivers aged 13-19 represent 6.2 percent of all licensed drivers in North Dakota but accounted for 18.9 percent of all crashes and 16.2 percent of fatal crashes in 2011.

A complete problem identification document entitled, *2011 Crash Summary*, can be located on the TSO webpage at: http://www.dot.nd.gov/divisions/safety/trafficsafety.htm.

PERFORMANCE PLAN

Processes, Performance Measures and Goals

The North Dakota Department of Transportation's (NDDOT) Safety Division, through its Traffic Safety Office (TSO), is responsible to develop, implement, and evaluate the state's annual Highway Safety Plan (HSP) through the following processes.

Problem Identification

The purpose of problem identification is to:

- Understand the crash problem and causation factors;
- Develop effective countermeasures to reduce or eliminate the problem;
- Design evaluation mechanisms to measure changes in problem severity;
- Manage influences (for example, using statistical crash data to highlight a particular problem area in order to obtain the necessary support for instituting an effective countermeasure in a jurisdiction).

Steps for problem identification include:

- Identify data elements
- Identify data sources
- Identify data display options
- Analyze and interpret data
- Identify priority areas
- Review and analyze data further if necessary

The problem identification process includes a thorough review of traffic records and ancillary data from a multitude of sources, including:

- NDDOT Crash Reporting System (CRS). The crash data from the CRS are analyzed annually and used to establish a historical trend data for identified traffic safety problems using the previous ten years of available crash data.
- Fatal Analysis Reporting System (FARS)
- Drivers license file data
- Motor vehicle file data
- Vehicle miles traveled 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 observational seat belt surveys (statewide and rural locations)
- Community-level program data
- NHTSA statistical information
- North Dakota Office of Attorney General, State Toxicology Laboratory

Data reports referenced through the problem identification process include:

- North Dakota Department of Transportation, *2011 North Dakota Crash Summary*
- Strategic Highway Safety Plan (SHSP), *North Dakota Traffic Safety Metrics: Data Exploration for Risk Identification and Intervention Assessment*, June 3, 2011, Source: North Dakota State University in cooperation with the NDDOT SHSP Safety Committee
- North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center, *North Dakota Statewide Traffic Safety Survey, 2012: Traffic Safety Performance Measures for State and Federal Agencies*
- 2011 North Dakota Youth Risk Behavior Survey
- North Dakota Department of Health, Division of EMS and Trauma, *North Dakota Trauma Data Report, 2010*

The most recent years' data and historical data from these sources are reviewed at various regular intervals throughout the fiscal year. In the months prior to HSP development, data are specifically analyzed to determine the five Ws of problem identification (i.e., Who?, What?, Where?, When?, and Why?). The Crash Data Summary section of this document provides an overview of North Dakota's problem identification responding to these five questions.

Performance Goals and Measures

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.

CORE OUTCOMES MEASURES

Measure	2007/ NCSA	2008/ NCSA	2009/ NCSA	2010/ NCSA	2011/ NCSA	5-Year Average
1. Number of traffic fatalities	111	104	140	105	148	122
2. Number of serious injuries in traffic crashes	528	401	458	484	650	504
3. Fatalities/Vehicle Miles Traveled (VMT) – Total	1.44/1.42	1.37/1.33	1.76/1.72	1.32/1.27	1.61	1.50
Fatalities/VMT – Rural	1.77	1.68	1.69	1.53	1.94	1.72
Fatalities/VMT – Urban	0.06	0.60	0.08	0.56	0.89	***
4. Number of unbelted passenger vehicle occupant fatalities, all seat positions	58/58	56/54	75/74	44/46	67	60
5. Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above	42/53	40/47	42/54	38/47	51	43
6. Number of speed-related fatalities	41/45	30/27	38/32	25/42	32	33
7. Number of motorcyclist fatalities	8/8	13/13	7/7	15/15	14	11
8. Number of unhelmeted motorcyclist fatalities	7/7	10/10	6/7	9/12	10	8
9. Number of fatal crashes involving a driver age 20 or younger	24/22	22/22	19/20	14/17	26	21
10. Number of pedestrian fatalities	5/5	8/6	4/4	8/7	9	7

*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	2007	2008	2009	2010	2011	5-Year Average
1. Percent of observed occupants using a seat belt	82.2%	81.6%	81.5%	74.8%	76.7%	79.4%

CORE ACTIVITY MEASURES

Measure	2008	2009	2010	2011
1. Number of seat belt citations issued during grant-funded enforcement activities	1,367	1,736	2,603*	2,442*
2. Number of impaired driving arrests made during grant-funded enforcement activities	618	832	500	525
3. Number of speeding citations issued during grant-funded enforcement activities	2,374	2,603	5,003	5,007

Activity measures for the current fiscal year are reported at year-end in the HSP Annual Report.
* *Click It or Ticket* enforcement campaigns increased to two resulting in a significant increase in seat belt citations from prior fiscal years.

CORE ATTITUDE, AWARENESS, AND BEHAVIOR MEASURES
Spring 2010 – Year 1 of Survey – Baseline Data
Spring 2011 – Year 2 of Survey
Spring 2012 – Year 3 of Survey

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
2010		56%	14%	16%	7%	6%
	Do Not Drink	Do Drink, by Time Driving (=57% of Respondents)				
	40.0%	0	1	2 or 3	4 to 6	7 or more
2011		59.1%	17.5%	15.5%	5.5%	2.4%
	Do Not Drink	Do Drink, by Time Driving (=43.2% of Respondents)				
	56.8%	0	1	2 or 3	4 to 6	7 or more
2012		44.3%	21.7%	21.6%	8.3%	4.1%

ID-2. Have you recently read, seen, or heard anything about drunk driving enforcement?

2010	Yes (85.0%) No (15.0%)
2011	Yes (87.0%) No (13.0%)
2012	Yes (89.5%) No (10.5%)

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
2010	25.0%	26.0%	31.0%	15.0%	4.0%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2011	31.3%	26.7%	26.7%	12.6%	2.7%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2012	32.5%	29.7%	25.9%	10.3%	1.6%

SB-1. How often do you use seat belts when you drive or ride in a vehicle?

	Always	Nearly Always	Sometimes	Rarely	Never
2010	58.0%	27.0%	10.0%	3.0%	1.0%
	Always	Nearly Always	Sometimes	Rarely	Never
2011	67.9%	23.5%	5.3%	2.7%	0.6%
	Always	Nearly Always	Sometimes	Rarely	Never
2012	62.8%	26.9%	6.5%	2.9%	0.9%

SB-2. Have you recently read, seen, or heard anything about seat belt law enforcement?

2010	Yes (77%) No (23%)
2011	Yes (82.8%) No (17.2%)
2012	Yes (84.7%) No (15.3%)

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
2010	14%	26%	23%	26%	10%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2011	16.0%	22.6%	25.3%	25.0%	11.2%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2012	17.1%	28.1%	26.6%	23.7%	4.5%
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
2010	1%	4%	31%	47%	17%
	Always	Nearly Always	Sometimes	Rarely	Never
2011	1.1%	3.5%	32.9%	47.3%	15.2%
	Always	Nearly Always	Sometimes	Rarely	Never
2012	0.6%	6.4%	31.6%	46.3%	15.2%
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
2010	1%	5%	22%	45%	28%
	Always	Nearly Always	Sometimes	Rarely	Never
2011	1.2%	6.2%	27.3%	44.9%	20.5%
	Always	Nearly Always	Sometimes	Rarely	Never
2012	1.1%	6.3%	23.5%	45.6%	23.5%
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
2010	26%	30%	28%	12%	4%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2011	28.0%	31.3%	29.1%	9.5%	2.1%
	Very Likely	Somewhat Likely	Likely	Unlikely	Very Unlikely
2012	28.7%	33.6%	28.8%	7.4%	1.5%
SP-3. Have you recently read, seen, or heard anything about speed enforcement?					
2010	Yes (57%) No (43%)				
2011	Yes (35.8%) No (64.2%)				
2012	Yes (34.2%) No (65.8%)				

FISCAL YEAR 2013 PERFORMANCE GOALS

Fiscal Year (FY) 2013 performance goals were calculated by the North Dakota State University, Upper Great Plains Transportation Institute using the average for the previous five years (2007-2011) +/- one standard deviation. The seat belt measure was calculated by setting the goal at an improvement of one standard deviation from 5-year average. For example, reduction in the non-use of seat belts: the 5-year average seat belt use rate of 79.4% = a standard deviation of 3.4% = a goal of 82.7%.

CORE OUTCOME MEASURES (10)

Traffic Fatalities

(1) Decrease traffic fatalities from a five-year average of 122 per year to 101 per year by December 31, 2013.

Serious Injuries

(2) Decrease the number of serious injuries in traffic crashes from a five-year average of 504 to 411 by December 31, 2013.

Fatalities/Vehicle Miles Traveled (VMT)

(3) Decrease the fatalities/VMT from a five-year average of 1.50 to 1.29 by December 31, 2013.
Decrease the number of rural fatalities/VMT from a five-year average of 1.72 to 1.57 by December 31, 2013.
Decrease the number of urban fatalities/VMT from a five-year average of 0.45 to 0.30 by December 31, 2013.

Unrestrained Passenger Vehicle Occupant Fatalities

(4) Decrease the number of unbelted passenger vehicle occupant fatalities, all seat positions, from a five-year average of 60 to 48 by December 31, 2013.

Alcohol-Impaired Driving Fatalities

(5) Decrease the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above from a five-year average of 43 to 38 by December 31, 2013.

Speed-Related Fatalities

(6) Decrease the number of speeding-related fatalities from a five-year average of 33 to 27 by December 31, 2013.

Motorcycle Fatalities

(7) Decrease the number of motorcyclist fatalities from a five-year average of 11 to 8 by December 31, 2013.
(8) Decrease the number of unhelmeted motorcyclist fatalities from a five-year average of 8 to 7 by December 31, 2013.

Drivers Age 20 or Younger Involved in Fatal Crashes

(9) Decrease the number of fatal crashes involving a driver age 20 or younger from a five-year average of 21 to 16 by December 31, 2013.

Pedestrian Fatalities

(10) Decrease the number of pedestrian fatalities from a five-year average of 7 to 5 by December 31, 2013.

CORE BEHAVIOR MEASURE (1)

Seat Belt Use Rate (Observed Seat Belt Use Survey)

(1) Increase the percent of observed occupants using a seat belt from a five-year average of 79.4 percent to 82.7 percent by December 31, 2013.

Planning

The following schedule outlines North Dakota's typical annual planning processes.

Date	Activity
January -April	Debrief the previous year's program results with staff and review the NHTSA Regional Office priority letter to help set state goals. Conduct internal planning to guide funding distribution and overall direction of the traffic safety program including ongoing problem identification and goals, strategies and performance measures within each program area.
April-May	As funding allows, solicit Request for Proposals (RFPs) and/or Request for Applications (RFAs) from subgrantees. Post any solicitation announcements to the TSO webpage.
June-July	Continue the problem identification process to include the review of state traffic crash data from the most recent year and other related data sources. If projects are solicited, establish a Grant Review Committee(s) to review and score proposals/applications received in response to the solicitation. Select projects for inclusion in the HSP.
July-August	Determine revenue estimates and draft an initial HSP budget. Draft the HSP for internal review. Review the draft with NDDOT officials and other appropriate local, state and federal officials. If the TSO did not solicit grant applications/proposals due to lack of discretionary funding, conduct a public comment period to allow for adequate input from stakeholders and the general public. Finalize HSP budget. Conduct TSO final internal review of HSP for compliance with federal requirements, completeness and accuracy. Submit HSP for approval by Safety Division Director and Governor's Representative and GR's signature.
August-September	Begin to draft TSO grant agreements/contracts. Submit the final HSP to NHTSA Region 8 Office for review. (September 1) Notify successful subgrantees and develop final grant agreements/contracts. Submit grant agreements/contracts for Department approval.
October 1	Implement HSP, grants and contracts.
November	Begin preparation of annual evaluation report for previous fiscal year.
December 31	Submit annual evaluation report to NHTSA Region 8 Office.

These planning processes occur through a collaboration of key highway safety stakeholders who work together to target the resources of multiple agencies and programs 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
- The Strategic Highway Safety Plan (SHSP) committee members
- 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

Each stakeholder plays a role in the highway safety planning process. The Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center plays a role in both problem identification and program evaluation. Community partners, private entities, and state, local and tribal governments play a role in project development through responding to grant solicitation notices with proposed projects for inclusion in the HSP. The SHSP identifies statewide traffic safety priorities, strategies/interventions, and implementation and evaluation plans. Other entities such as youth organizations and motorcycle safety education groups assist at the program level with strategic planning and outreach functions.

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.

The most recent grant solicitation notice can be viewed at: http://www.dot.nd.gov/divisions/safety/trafficsafety.htm under "Applying for Grant Funds".

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 applicant appear able to administer the proposed project?
- Does the application address a traffic safety problem identified within the Highway Safety Plan?
- Does the project appear to be able to achieve project objectives?
- Is the proposed project based on effective strategies as identified in the *Countermeasures that Work* document?
- Are the objectives for the project specific, measurable, attainable, realistic and time-framed?
- Does the evaluation plan adequately measure the project's ability to meet its objectives?
- Does the application include adequate budget detail?
- Is the proposed budget realistic for the scope of work?
- Does the budget include adequate in-kind or other available matching funds?

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

Overview

The Planning and Administration (P&A) program area includes those activities and costs necessary for the overall management and operations of the NDDOT Traffic Safety Office.

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
PA4021301-01	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*

PA4021301-01 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.

POLICE TRAFFIC SERVICES

Overview

The Police Traffic Services program area provides training, technical assistance, and resources, with a goal to aid law enforcement to improve the enforcement, arrest, prosecution, and adjudication of traffic offenses.

Please see the *Community Traffic Safety Projects* section under the *Events Coordination* project for additional law enforcement support related to incentive programs and the annual Law Enforcement Summit.

Strategies:

- Contract with a part-time law enforcement liaison (LEL) to provide law enforcement expertise to the division for enforcement purposes to maximize leadership, funding, and programming.
- Conduct an annual conference to provide training for law enforcement officers to advance local enforcement and education efforts to reduce traffic crashes, injuries, and fatalities. (See *Community Traffic Safety Projects* under *Event Coordination*)
- Provide awards and incentives to recognize law enforcement agencies and community members who have demonstrated significant achievements in traffic safety. (See *Community Traffic Safety Projects* under *Event Coordination*)

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT4021302-01	Program Management	$2,500	402
PT4021302-02	Law Enforcement Liaison	$50,000	402
402 Total		$52,500	
Total All Funds		$52,500	

Police Traffic Services (PT*) Projects

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

PT4021302-01 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.

PT4021302-02 Law Enforcement Liaison

The LEL will act as a liaison to the State's law enforcement community and conduct networking activities on behalf of the TSO. The LEL will review overtime activity reports and provide feedback accordingly. The LEL will gain participation of law enforcement agencies in state enforcement activities and national mobilizations.

Program costs include salary, travel and operation expenses associated with the project.

TRAFFIC RECORDS

Overview

The goal of the Traffic Records program area is 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.

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), the electronic citation form, and the Report and Notice form.
    - Deploy the new Report and Notice form to users.
    - Continue to deploy the electronic citation form to users.
    - 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, review of the crash reporting process to advance the use of Model Minimum Uniform Crash Criteria (MMUCC) data elements, and other activities as defined by the TRSP.

  The TSO underwent a Traffic Records Assessment in February 2011 and developed a revised TRSP based on recommendations from the assessment.

- Provide data and support to the state's Strategic Highway Safety Plan (SHSP) and committees representing the priority emphasis areas to establish traffic safety priorities and applicable measures.

Traffic Records Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
K94081304-01	Program Management	$5,000	408
K94081304-02	Crash Data System Enhancement	$50,000	408
K94081304-03	Traffic Records Strategic Plan	$520,500	408
K94081304-04	Annual TraCS License Fee	$75,000	408
408 Total		$650,500	
402 Total		$0	
Total All Funds		$650,500	

Traffic Records (K9*) Projects

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

K94081304-01 Program Management

The Data Analysis Section 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 travel and other expenses.

K94081304-02 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 report 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.

K94081304-03 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 2011 provided recommendations for future improvements to North Dakota data systems. As a result, a revised TRSP is being developed and once approved by the TRCC, new projects will be identified for funding.

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 current priority projects identified in the TRSP, primarily further implementation and maintenance of TraCS and associated TraCS modules (ILT, electronic citations, Report and Notice form, etc.). Other projects include: National EMS Information Services (NEMSIS) data analysis and various data quality assurance projects.

Funds will be used to complete priority projects.

K94081304-04 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 $75,000.

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

OCCUPANT PROTECTION

Overview

The Occupant Protection program area exists to increase seat belt use to decrease the number of unbelted motor vehicle fatalities that occur in the state.

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. Historically, about two-thirds of those killed in motor vehicle crashes in North Dakota are unrestrained at the time of the crash.

In 2011, 55 percent of individuals killed in motor vehicle crashes were not wearing seat belts, compared to 60.0 percent in 2010.

Strategies:

- Conduct quarterly sustained high visibility enforcement of North Dakota's occupant protection laws.
- Provide sustained seat belt messages to the public through the placement of enforcement and non-enforcement (i.e., social-norms) messages at regular intervals through the year.
- Conduct an annual statewide seat belt observation survey to evaluate the success of occupant protection programs and county-level observational seat belt surveys on rural roads.
- Leverage state and community resources through partnerships with state, county and city law enforcement and governmental agencies, community-based organizations, businesses, schools, and other partners to provide public information and education (PI&E) to increase the use of seat belts statewide.
- Administer a statewide Child Passenger Safety (CPS) program to provide: (1) training and re-certification to CPS technicians; (2) education and child safety seat distribution at public health agencies and hospitals; (3) inspection of seats at child safety seat checks; (4) educational programs at daycare facilities, elementary schools, and other entities; and (5) outreach targeted toward "tweens" ages 8 to 12.

Occupant Protection Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP4021305-01	Program Management	$30,000	402
OP4021305-02	Child Passenger Safety (CPS) Program Administration	$150,000	402
OP4021305-03	Annual Statewide Observational Seat Belt Survey	$70,000	402
OP4021305-04	Overtime Enforcement	$300,000	402
OP4021305-05	Media (Paid/Earned/PI&E)	$339,025	402
OP4021305-06	Tween Seat Belt Outreach – NDSU Extension Service	$65,000	402
402 Total		$954,025	
Total All Funds		$954,025	

Occupant Protection (OP) Projects

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

OP4021305-01 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 and the coordination of enforcement programs.

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

OP4021305-02 CPS Program Administration

This Child Passenger Safety (CPS) program will be administered through a contract with the NDDoH. The partnership with the NDDH to administer the CPS program was initiated in 1978 and will continue to address CPS within the context of public health.

The program will provide parents and caregivers with child passenger safety education and training. The training will be applicable to the safety of infants (birth –12 months), toddlers (1 – 3), children (4 – 7), and youth (8 – 12). Emphasis will be placed on the youth and their parents to educate on the benefit of backseat riding through age 12.

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

The NDDH will conduct child safety seat technician courses including: (1) three to four of NHTSA's 32-hour Standardized CPS Training for technician courses; (2) two to three classes of regional CPS workshops; and (3) four to six 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 salaries (one part-time program administrator and two part-time contractors), travel, program materials, training, and child passenger safety seats.

OP4021305-03 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 ten percent indirect cost rate.

OP4021305-04 Overtime Enforcement

Law enforcement agencies (state, county, city and tribal) will conduct quarterly statewide high visibility enforcement of North Dakota's seat belt laws. This includes participation in the national *Click It or Ticket* enforcement campaign to occur in May 2013.

Funds are for law enforcement overtime.

OP4021305-05 Media (Paid/Earned/PI&E)

A media firm will be under contract to develop, print, and purchase media and materials to support occupant protection enforcement and social-norms campaigns targeting non-users ages 14 to 54 with emphasis on males ages 18-54.

Media campaigns will be conducted as outlined in the 2012-2013 media calendar (Attachment 2). Funds will be used to purchase radio, television, billboard, and print 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 two social-norms ads called *The Crash* and *Skydiving* 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-based organizations, and local and state law enforcement agencies. 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.

OP4021305-06 Tween Seat Belt Outreach – NDSU Extension Service

The North Dakota State University (NDSU) Extension Service 4-H Youth Development Program will implement a pilot project to increase seat belt use among pre-driving youth in North Dakota.

The project will revise and implement a curriculum from the University of Michigan's 4-H Youth Development entitled *Take a Second, Save a Lifetime.* to make it more relevant to North Dakota youth. Parent education materials will be developed as an adjunct to the curriculum to enhance the educational experience of the youth through parent education.

The curriculum will be implemented in three regions of the state in both school and 4-H club settings. A pre- and post-test survey will be administered to youth and parents in the intervention groups and control groups to compare knowledge, attitudes, and behaviors related to seat belt use pre- and post-intervention.

If evaluation results show positive outcomes, the project will be expanded in subsequent fiscal years.

Costs are for the contractual services of NDSU Extension Service, travel, program materials, and will include a 10 percent indirect cost rate.

MOTORCYCLE SAFETY

Overview

The goal of the Motorcycle Safety program area is to decrease motorcycle fatalities in the state.

Motorcycle fatalities are an increasing problem in North Dakota. Over the past 10 years, the number of registered motorcycles in the state has increased by 184 percent resulting in an increase in motorcycles on North Dakota roads and crashes involving motorcycles.

Motorcycle crashes in North Dakota have steadily increased since 2002 when 143 crashes were reported. In 2011, 232 crashes occurred. In 2011, 71 percent (10 of 14) of those killed in motorcycle crashes were not wearing a helmet at the time of the crash. Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

Strategies:

- Administer the North Dakota Motorcycle Safety Program (NDMSP) for motorcycle rider training on a statewide basis.
    - Train additional rider coaches to increase NDMSP capacity to train additional motorcyclists.
    - 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.
    - Emphasize motorcycle education to new riders of all ages (14 and above).

- 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* and other PI&E campaigns.

Motorcycle Safety Program Area: Budget Summary (Federal)

Project Number	Project Title	Budget	Budget Source
MC4021306-01	Program Management	$17,500	402
MC20101306-01	Statewide Awareness/Education Campaign	$107,500	2010
402 Total		$17,500	
2010 Total		$107,500	
Total All Funds		$125,000	

Motorcycle Safety Program Area: Budget Summary (State)

Project Number	Project Title	Budget	Budget Source
MC2051399-01	Motorcycle Safety Education Program	$400,000	State Funds
MC2051399-02	Motorcycle Safety Education – Paid Media and Outreach	$50,000	State Funds
State Total		$450,000	
Total All Funds		$450,000	

Motorcycle Safety (MC*) Projects

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

MC4021306-01 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 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.

MC20101306-01 Statewide Awareness/Education Campaign

This project consists of:

- An awareness campaign entitled, *Share the Road,* to encourage all roadway users to "share the road" with motorcyclists. The *Share the Road* campaign may include public service announcements, billboards, brochures, posters, and other safety publications.
- Lease agreements for driving ranges for rider training through the NDMSP. Remote training locations include Fargo, Grand Forks, and Minot.
- The purchase of motorcycles for use with rider training.

All funds are provided to the NDMSP administrator – ABATE of North Dakota – for these purposes. Program income generated through the NDMSP will be used for other direct expenses of the program.

MC2051399-01 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 $350,000 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.

Project costs include a per person reimbursement fee to ABATE of North Dakota for each motorcyclist that completes the program. The capitated fee includes direct and indirect costs associated with ABATE's administration of the program. Funds will also be used toward vouchers for the purchase of protective gear for students completing the program.

MC2051399-02 Motorcycle Safety Education – Paid Media and Outreach (State Funds)

This project will expand upon the media outreach previously conducted to include topics such as licensing, training, motorcyclist conspicuity, impaired driving prevention, and the benefits of full personal protective gear.

Costs are for the TSO's media vendor to develop and implement these media messages and materials.

SPEED MANAGEMENT

Overview

The goal of the Speed Management program area is to provide resources to law enforcement to facilitate the enforcement of speed and reduce speed-related motor vehicle crashes that result in injury and death.

Speed has been a contributing factor in about one-third of fatal motor vehicle crashes each year in North Dakota. In 2010, that trend continued with 36.96 percent of fatal motor vehicle crashes classified as speed related/driving too fast for conditions.

Strategies:

- Provide technical assistance, resources, and equipment in support of speed enforcement.
- Deploy a combination of high-visibility enforcement and PI&E 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 *Drive Sober or Get Pulled Over*. enforcement periods. (See enforcement projects OP4021305-04 and 4101303-01)
- 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
SC4021307-01	Program Management	$7,500	402
SC4021307-02	Radar for State and Local Law Enforcement	$200,000	402
402 Total		$207,500	
Total All Funds		$207,500	

Speed Management (SC*) Projects

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

SC4021307-01 Program Management

TSO staff will administer speed management projects. Costs will consist of salary, travel and other direct expenses.

SC4021307-02 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

Overview

The Youth/Young Adult program area exists to improve teen driver and occupant behaviors to reduce teen-involved crashes resulting in injury and death.

Teen drivers in North Dakota account for about 20 percent of fatal motor vehicle crashes each year. The most frequently cited factors in teen driver crashes include speed/too fast for conditions, failure to yield, following too closely, and distracted driving.

Strategies:

- Promote curricula and programs that are inclusive of and emphasize positive driver/passenger behavior – as opposed to purely driver skills-based curricula – to increase seat belt use and decrease speed and impaired and distracted driving among young drivers/riders. (See also *Community Traffic Safety Projects* under *Events Coordination* for a driver education curriculum support)

- Engage youth in peer-led activity to promote traffic safety through the *Think About It* campaign.

Youth/Young Adult Program Area: Budget Summary (Federal)

Project Number	Project Title	Budget	Budget Source
DE4021308-01	Program Management	$35,000	402
DE4021308-02	Teen Media and Outreach – *Think About It* Campaign	$150,000	402
402 Total		$185,000	
Total All Funds		$185,000	

Youth/Young Adult (DE*) Projects

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

DE4021308-01 Program Management

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

DE4021308-02 Teen Media and Outreach – *Think About It* Campaign

This project will promote peer education of traffic safety through various activities including media development, community projects, contests, etc.

The TSO will work with a teen advisory group to guide media and project development and project implementation. Following are activities and projects planned for implementation in FY 2013 through the *Think About It* campaign.

Teen Advisory Group. A group of teens from throughout the state will be convened periodically for project planning and implementation.

***Think About It. Think. Drive. Survive.* Campaign.** This campaign will be expanded to include print, social media, and other venues as suggested by the advisory group to reach teens.

Teen Contest. The third annual teen contest will be held. The contest encourages youth to develop print ads or public service announcements to educate their peers about traffic safety.

Driving Skills for Life. The TSO will conduct the third annual *Driving Skills For Life* (DSFL) program. The DSFL program uses interactive activities to educate teen drivers about safe driver and occupant behaviors.

The event will consist of a ride and drive session conducted via the Highway Patrol's Emergency Vehicle Operator Course (EVOC) officers where the teens have the opportunity to drive through a driving range (1) under normal conditions, (2) while being distracted as someone texts them, and (3) while wearing goggles that simulate impaired driving.

Once participants complete the ride and drive session, they are escorted through a series of traffic safety information, activity and photo opportunity stations.

Tyler Presnell School Circuit Speaking Tour. Tyler Presnell is a young adult who was critically injured as a teen in a crash by an inexperienced and reckless teen driver. Tyler's injuries resulted in a traumatic brain injury and significant memory loss. Tyler spends his time traveling the country speaking to teen audiences about the dangers of reckless driving.

Costs are for the TSO's media vendor for media development and distribution, travel, stipends, project materials, and other costs associated with the projects.

COMMUNITY TRAFFIC SAFETY PROJECTS

Overview

The goal of the Community Traffic Safety Projects area is to provide statewide outreach in the form of media advocacy, training, community mobilization, environmental strategies, and other activities to positively influence the knowledge, attitudes, behaviors, and beliefs of North Dakotans related to traffic safety problems.

About 80-90 percent of fatal crashes occur on North Dakota's rural roads. Therefore, it is important that outreach activity extend broadly to reach North Dakota's rural communities.

Strategies:

- Administer outreach programs (county and tribal) as a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures statewide.
- Leverage state and community resources through partnerships to provide statewide program outreach.
- Expand the reach of core enforcement campaigns including *Click It or Ticket* and *Drive Sober or Get Pulled Over* and other state and national traffic safety interventions through local outreach.
- Coordinate training, conferences, and other events to advance traffic safety programs.
- Evaluate programs for effectiveness.

Community Traffic Safety Projects: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP4021309-01	Program Management	$55,000	402
CP4021309-02	County Outreach Program – North Dakota Association of Counties	$200,000	402
CP4021309-03	Tribal Outreach Programs	$150,000	402
CP4021309-04	Media (Paid/Earned/PI&E)	$200,000	402
CP4021309-05	Events Coordination	$175,000	402
CP4021309-06	Program Evaluation	$125,000	402
402 Total		$905,000	
Total All Funds		$905,000	

Community Traffic Safety (CP*) Projects

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

CP4021309-01 Program Management

Direct management costs and travel expenses for Community Traffic Safety Projects will be funded including salary, travel, and other direct costs.

CP4021309-02 County Outreach Program – North Dakota Association of Counties

Project activities will include media advocacy, training, community mobilization, environmental strategies, and other activities through coordination with the counties. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, speed, and distracted driving.

Activity will occur through diverse partnerships: (1) governed by the North Dakota Association of Counties including the Institute of Local Government, the County Employers Group (CEG), and CEG Risk Managers Group; and (2) within the counties including 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 the program manager and for operational costs and other allowable costs related to the project.

CP4021309-03 Tribal Outreach Programs

This project will support traffic safety intervention conducted through traffic safety outreach programs developed by North Dakota's Native American tribes (Standing Rock Sioux Tribe, Three Affiliated Tribes, Spirit Lake Nation, and Turtle Mountain Band of Chippewa).

The project will provide resources and technical assistance to each of North Dakota's tribes to establish and/or maintain a traffic safety outreach program. Outreach programs will serve as a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures to the reservations.

Outreach coordinators will plan, implement, and evaluate traffic safety intervention within their service regions. This may include: (1) coordinating crash data collection and analysis; (2) providing outreach and earned media support for tribal enforcement initiatives; (3) implementing environmental/policy strategies such as compliance checks, server training, and worksite safety programs; (4) conducting PI&E; (5) coordinating with the courts to improve the prosecution, adjudication and rehabilitation of DUI offenders; and (6) other initiatives as defined by the tribe to improve traffic safety on the reservations.

Outreach programs will operate via diverse partnerships with law enforcement, social services, injury prevention, 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 outreach coordinators and for operational costs and other allowable costs related to traffic safety project implementation. (Note: The NDDOT and the South Dakota Department of Public Safety [SDDPS] dually fund Standing Rock Sioux Tribe for this purpose. Funds are provided by one agency every other year. FY 2013 funds will be provided by SDDPS.)

CP4021309-04 Media (Paid/Earned/PI&E)

A media firm will be under contract to develop, print, and purchase media and materials to support various community traffic safety programs as determined by activities conducted by the program during the year. Media materials and/or campaigns would consist of those items not funded under other program areas. This may include distracted driving, Native American-specific items, faith-based resources, ads targeting North Dakota's oil-producing counties, and other items.

Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

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 distribute media materials and/or campaigns in support of identified community traffic safety programs.

CP4021309-05 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 of the following events.

Law Enforcement Conference. The TSO will conduct its sixth annual law enforcement conference in North Dakota. The conference 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, the grant/contract management process, and other information. Peace Officer Standards and Training (POST) credits are provided. The conference will occur in the first quarter of calendar year 2013.

TOPS Training. This program covers educational, enforcement, and reporting issues to improve officers' knowledge of and ability to enforce occupant protection laws. A significant portion of the curriculum is skill-based to provide officers with the abilities necessary to identify driving risks and to evaluate the events of a crash. The program also provides strategies for increasing occupant protection use, ranging from advocacy to managing resources.

Incentive Programs. 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.

Driver's Education Curriculum. This project will promote, distribute, and provide technical assistance to instructors related to the driver's education curriculum North Dakota Driver Risk Prevention Curriculum (NDRPC). 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 NDRPC which was rolled out for use by school-based driver education programs in the spring/summer of 2009. The project will continue with NDDTSEA revising the curriculum as necessary and continuing to promote, distribute and provide technical assistance to driver education instructors related to the curriculum.

Other Events as Identified by the TSO.

Funds will be used to reimburse the firm's hourly services and the direct costs associated with each event including speaker honorariums, room rental fees, law enforcement travel reimbursement, printing, project materials, and miscellaneous associated costs.

CP4021309-06 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
- An analysis of crash and driver data sets upon request to meet specific needs of the TSO
- An 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.

IMPAIRED DRIVING PREVENTION

OVERVIEW

The goal of the Impaired Driving Prevention program area is to decrease alcohol-related crashes resulting in injury and death through improved prevention, education, enforcement, arrest, prosecution and adjudication of DUI offenders.

Historically, about half of motor vehicle fatalities in North Dakota are alcohol related. This trend continued in 2011, with 45 percent of motor vehicle fatalities involving alcohol.

Nationally, North Dakota has ranked consistently as one of the top ten states in the nation with the highest rates of alcohol-related motor vehicle fatalities (four of the past five years).

Strategies:

- Provide sustained statewide DUI enforcement through ongoing saturation patrols, sobriety checkpoints, and other enforcement efforts through the Regional DUI Task Forces. The program increases the visibility of enforcement, primarily in rural areas, during coordinated regional enforcement periods.

- Strengthen the branding identity of the *Drive Sober or Get Pulled Over.* and *Buzzed Driving is Drunk Driving.* slogans for impaired driving enforcement and social-norms 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.

- Improve the technology involved with DUI prosecution and adjudication. This includes the purchase of 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 to maintain DUI offender sobriety 24 hours per day, seven days a week.

- Continue to provide services through the Traffic Safety Resource Prosecutor (TSRP) program to 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. Expand the role of the TSRP program to include facilitation of Regional DUI Advisory Committees to review and recommend changes in state policy, procedure, and/or programs to eliminate drunk driving in the state.

- Provide training, technical assistance, and resources to aid law enforcement in the effective identification, prosecution, and adjudication of DUI offenders.

- Provide resources in support of the Drug Recognition Expert (DRE) program to increase identification, prosecution, and adjudication of drug impaired driving offenses.

- Roll out the revised *Parents LEAD* (Listen, Educate, Ask, Discuss) program to provide widespread education and awareness of the need for parental involvement and intervention to reduce underage alcohol consumption.

- Evaluate programs for effectiveness.

410 K8 Impaired Driving Prevention Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K84101301-01	Program Management	$85,000	410
K84101302-01	Media (Paid/Earned/PI&E)	$1,147,000	410PM
K84101303-01	Overtime Enforcement	$907,823	410HV/FR
K84101303-02	BATMobile	$300,000	410
K84101303-03	Video Camera Surveillance Systems	$425,000	410HV/FR
K84101303-04	Alcohol-Testing Equipment	$286,514	410HV/FR
K84101303-05	SCRAM Units for *24/7 Sobriety Program*	$150,000	410HV/FR
K84101303-06	Traffic Safety Resource Prosecutor	$200,000	410
K84101303-07	DUI Prosecutors	$250,000	410
K84101303-08	DUI Prevention Strategies – City-County Public Health Department	$50,000	410
K84101304-01	Parents LEAD Program	$100,000	410
K84101305-01	Events Coordination	$170,000	410
K84101305-02	Program Evaluation	$30,000	410
410 Total		$2,332,000	
410 HFR Total		$1,769,337	
Total All Funds		$4,101,337	

Impaired Driving Prevention (K8) Projects

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

K84101301-01 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 other direct costs.

K84101302-01 Media (Paid/Earned /PI&E)

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 with law enforcement and other identified partners for broad message distribution. Campaigns will occur as outlined in the 2011-2012 media calendar (Attachment 2) and will promote the *Drive Sober or Get Pulled Over* 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.

K84101303-01 Overtime Enforcement

The TSO will continue to coordinate the Regional DUI Task Forces which bring together state, county, city and tribal law enforcement to work together to crack down on impaired driving through statewide, sustained overtime DUI enforcement. The task forces 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 task forces have the commitment and participation of about 80 percent of city and county law enforcement agencies, law enforcement from each of North Dakota's four reservations, and the NDHP. These agencies cover 93 percent of the state's population.

All agencies participating on the Regional DUI Task Forces are required to conduct enforcement during the national *Drive Sober or Get Pulled Over* campaign. Earned media will be obtained by participating law enforcement, in cooperation with local partners, through newspaper articles, live radio remotes, appearances on local news shows, social media, 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.

K84101303-02 BATMobile

The TSO will provide funds to an administering law enforcement agency for the purchase of a mobile blood/breath alcohol testing (BAT) vehicle, commonly known as a BATMobile. The BATMobile will assist regional, multi-agency DUI enforcement teams in the detection, apprehension, and prosecution of impaired drivers, and is especially useful during saturation patrols and at DUI checkpoints to assure visibility.

Funds will be used for the purchase of this equipment.

K84101303-03 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. Approximately 106 units will be purchased.

Funds will be used to provide grants to law enforcement agencies for the purchase of this equipment.

K84101303-04 Alcohol-Testing Equipment

Funds will be provided to the State Toxicology Lab to purchase:

- Non-evidentiary preliminary breath testing (PBT) equipment (Alcosensors) to screen for the presence of alcohol in breath samples in the field. The State Toxicology Lab will distribute the PBTs to law enforcement statewide. The State Toxicologist will be responsible to purchase, maintain, distribute, and train law enforcement related to all new equipment. (Quantity = up to 500)
- *Intoxilyzer 8000* breath testing devices used to obtain evidentiary samples in the field. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results. (Quantity = up to 15)

Funds will be used for the purchase of this equipment. Equipment purchased for State Toxicology is for highway safety testing only.

K84101303-05 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 NDOAG'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 continuous monitoring via a SCRAM. The program is used by judges as a sanction for DUI 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 DUI offenders sentenced by the courts to participation in the *24/7 Sobriety Program*. Per unit equipments costs will not exceed $5,000. Up to 50 units will be purchased, depending on per unit cost.

Program income generated through the SCRAM units will be used for other direct expenses of the program.

K84101303-06 Traffic Safety Resource Prosecutor

The TSO will continue to 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 law enforcement, prosecutors, toxicologists, and judges and other court personnel; (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; (4) review and recommend changes in state policy, procedure, and/or programs to eliminate drunk driving in the state; and (5) provide information and resources through a web-based listserv for prosecutors.

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

K84101303-07 DUI Prosecutors

The TSO will contract with two prosecutors to assist counties with the prosecution of DUI offenses with a goal of increasing the prosecution and adjudication of DUI offenses statewide.

Funds will provide for the salaries, travel, operations, and association program costs.

K84101303-08 DUI Prevention Strategies – City-County Public Health Department

Funds will be provided to City-County Health District to develop and implement a volunteer citizen DUI reporting program unique and suitable for rural North Dakota entitled *Neighbor Road Watch*. In 2010, North Dakota ranked 30 of 50 states in the nation for number of sworn law enforcement per 1,000 population (Source: indicatorsnorthwest.org). This requires that North Dakota use other techniques to assist law enforcement to deal with the DUI problem that exists in the state.

This project will also assess the judicial interest, needs, and feasibility of a DUI court or hybrid DUI and drug court in the Southeast Judicial District.

This is a pilot project that will operate in six counties in the southeast quadrant of the state. If project evaluation is deemed successful, the project will be expanded to other areas of the state.

Funds will provide for the salaries, travel, operations, and association program costs.

K84101304-01 Parents LEAD Program

The *Parents LEAD* (Listen, Educate and Discuss) program will provide education and awareness to parents about the importance of their involvement and intervention to reduce underage alcohol consumption.

Program content was developed in partnership between the NDDOT, the North Dakota Department of Human Services Division of Mental Health and Substance Abuse Services, the North Dakota University System Consortium for Substance Abuse Prevention, and the North Dakota State University Extension Services. These agencies also coordinate for the administration of the program and the distribution of program materials through stakeholder and referral groups of each agency.

Parents LEAD program materials include a website (www.parentslead.org) that includes an option to register for e-mail updates, television and radio ads, print materials, and a Facebook page.

Costs are for the TSO's media vendor for website maintenance, paid media placement, printing, and other costs associated with campaign distribution.

K84101305-01 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 of the following activities/events.

Server Training Curriculum. Server training in North Dakota will be provided through local law enforcement and community partners. 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 law enforcement to deliver server training within their jurisdictions. Funds will also be used to update the curriculum and for reproduction costs.

DUI Training. This project will provide training to law enforcement, court personnel, and other stakeholders related to the enforcement, arrest, prosecution and adjudication of DUI offenders.

This may include: (1) provision of Standardized Field Sobriety Testing (SFST) training; (2) coordination with the North Dakota Law Enforcement Training Academy to provide SFST training materials, recruit volunteers for field sobriety testing, provide technical assistance, etc.; and (3) other training activities as they arise. This project will also provide for a Drug Recognition Expert (DRE) class, an in-state DRE re-certification training, and statewide Advanced Roadside Impairment Detection and Enforcement (ARIDE) training and resources to law enforcement officers.

Other DUI Prevention Activities or Events as Identified by the TSO.

Funds will be used to reimburse the firm's hourly services and the direct costs associated with each event including speaker honorariums, room rental fees, law enforcement travel reimbursement, printing, project materials, and miscellaneous associated costs.

K84101305-02 Program Evaluation

Recidivism Evaluation. Collect and analyze data from various programs (i.e., the *24/7 Sobriety Program*, Victim Impact Panels, etc.) to identify recidivism rates among participants.

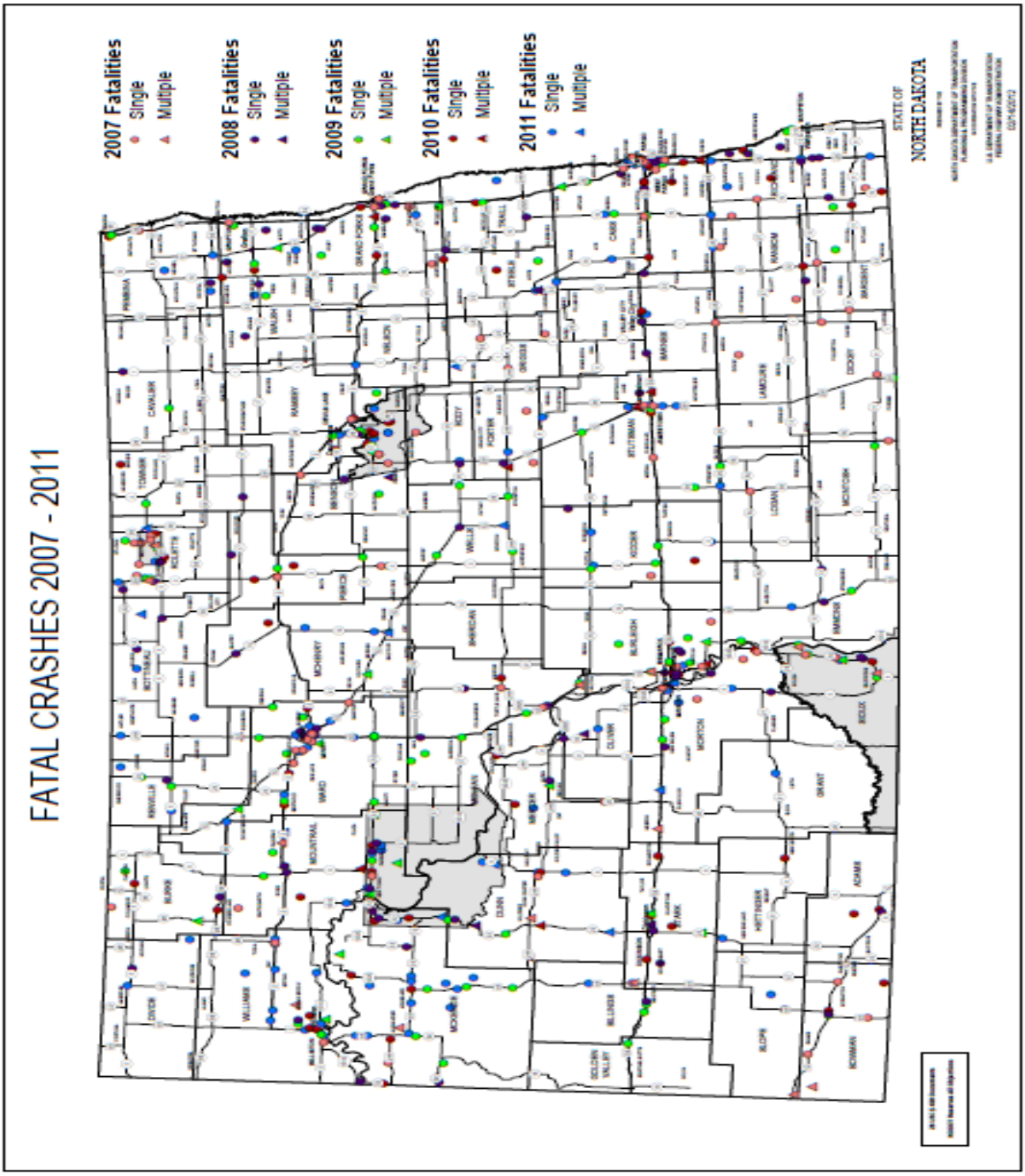
Evaluation of DUI Data. Continue to analyze and validate arrest and conviction data of the NDDOT for accuracy, completeness and assessment of conviction rates.

DUI Offender Survey. Data collected from an ongoing DUI offender survey initiated in FY 2010 will be analyzed to identify consumption patterns and other behaviors of the population. Surveys are distributed through a partnership with the state's alcohol assessment and treatment providers throughout the state.

Funds to complete an analysis of survey data from 2010-present will be provided to the North Dakota State University, Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center (UGPTI-RTSSC).

Program evaluation supports the TSO's planning, program development, and resource allocation decisions.

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


FATAL CRASHES 2007 - 2011
2007 Fatalities
Single
Multiple
2008 Fatalities
Single
Multiple
2009 Fatalities
Single
Multiple
2010 Fatalities
Single
Multiple
2011 Fatalities
Single
Multiple
STATE OF
NORTH DAKOTA

2012 - 2013 NDDOT Media Calendar

October 2012

M	Tu	W	Th	F	Sa	Su
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

November 2012

M	Tu	W	Th	F	Sa	Su
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25

December 2012

M	Tu	W	Th	F	Sa	Su
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

January 2013

M	Tu	W	Th	F	Sa	Su
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27

February 2013

M	Tu	W	Th	F	Sa	Su
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24

March 2013

M	Tu	W	Th	F	Sa	Su
25	26	27	28	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April 2013

M	Tu	W	Th	F	Sa	Su
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

May 2013

M	Tu	W	Th	F	Sa	Su
29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26

June 2013

M	Tu	W	Th	F	Sa	Su
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July 2013

M	Tu	W	Th	F	Sa	Su
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

August 2013

M	Tu	W	Th	F	Sa	Su
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25

September 2013

M	Tu	W	Th	F	Sa	Su
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Impaired Driving Enforcement Focus
Media Message: Drive Sober or Get Pulled Over
October 5-14, 2012 - Southwest Region Bismarck
October 8-21, 2012 - Southwest Region Dickinson
October 12-20, 2012 - Northwest Region Williston
October 12-20, 2012 - Northeast Region Grand Forks
October 19-31, 2012 - Northwest Region Minot
October 26-Nov. 3, 2012 - Southeast Region Fargo

Nov. 9-17, 2012: Occupant Protection Enforcement Focus - Statewide
Media Message: Click It or Ticket

November 19 - Dec. 2, 2012 - Occupant Protection Social Norming Focus
- Statewide Media Message: Crash; Skydiving

Impaired Driving Enforcement Focus
Media Message: Drive Sober or Get Pulled Over
November 23-Dec. 2, 2012 - Southeast Region Jamestown
December 14-23, 2012 - Northeast Region Devils Lake

December 3-9, 2012 - Teen Drivers - Statewide

Dec. 24-30, 2012 - Impaired Driving Non-Enfor. - Statewide
Media Message: TODD

Dec. 24-30, 2012 - Impaired Driving Non-Enfor. - Statewide
Media Message: DRE Radio

Dec. 31 - Jan. 6, 2013 - Occupant Protection Social Norming Focus
- Statewide Media Message: Crash; Skydiving

Jan. 7-11, 2013: Occupant Protection Enforcement Focus - Statewide
Media Message: Click It or Ticket

Jan. 12-18, 2013 - Occupant Protection Social Norming Focus
- Statewide Media Message: Crash; Skydiving

Impaired Driving Enforcement Focus
Media Message: Drive Sober or Get Pulled Over
January 18-26, 2013 - Northwest Region Williston
January 25-Feb. 3, 2013 - Northeast Region Devils Lake
February 1-10, 2013 - Southwest Region Bismarck

February 11-17, 2013 - Impaired Driving Non-Enfor. - Statewide
Media Message: DRE Radio

February 11-24, 2013 - Impaired Driving Non-Enfor. - Statewide
Media Message: TODD

February 25 - Mar. 10, 2013 - Native American/Oil Campaign

Impaired Driving Enforcement Focus / MM: Drv Sober or Get Pulled Over
March 8-17, 2013 - Southeast Region Jamestown
March 11-24, 2013 - Southwest Region Dickinson
March 15-23, 2013 - Northeast Region Grand Forks
March 15-23, 2013 - Southeast Region Fargo
March 22-31, 2013 - Northwest Region Minot

April 1-7, 2013 - Impaired Driving Non-Enfor. - Statewide
MM: DRE Radio

April 1-14, 2013 - Impaired Driving Non-Enfor. - Statewide/ MM: TODD

April 15 - May 5, 2013 - Motorcycle Safety

May 1-11, 2013 - Northeast Region Grand Forks

May 6-19, 2013 - Occupant Protection Social Norming Focus
- Statewide / MM: Crash; Skydiving

May 20- June 2, 2013: Occupant Protection Enforcement Focus
- Statewide / MM: Click It or Ticket

June 3-16, 2013 - Native American/Oil Campaign

June 1-30, 2013 - Northeast Region Devils Lake
June 14-23, 2013 - Northwest Region Minot
June 17-30, 2013 - Southwest Region Dickinson
June 21-29, 2013 - Northwest Region Williston
June 21-29, 2013 - Southeast Region Fargo
June 21-30, 2013 - Southwest Region Bismarck
June 21-30, 2013 - Southeast Region Jamestown

July 1-11, 2013 - Occupant Protection Social Norming Focus
- Statewide / MM: Crash; Skydiving

July 12-20, 2013: Occupant Protection Enforcement Focus - Statewide
MM: Click It or Ticket

Aug. 5-18, 2013 - Impaired Driving Non-Enfor. - Statewide / MM: TODD

August 16-Sept. 2, 2013 - Northeast Region Grand Forks, Northeast Region Devils Lake, Northwest Region Minot, Southwest Region Dickinson, Northwest Region Williston, Southeast Region Fargo, Southwest Region Bismarck, Southeast Region Jamestown

Sept. 2-15, 2013 - Native American/Oil Campaign

Note: *Dates and promotions may change*. Last update: August 27, 2012.

North Dakota Department of Transportation

Safety Division

Francis G. Ziegler, P.E.
Director

Jack Dalrymple
Governor

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 (as amended by Pub. L. 112-141)

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

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

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

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

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

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(j)).

<u>Other Federal Requirements</u>

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov 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 OMB guidance.

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 iniatives 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).

Governor's Representative for Highway Safety

North Dakota

State or Commonwealth

2013

For Fiscal Year

8/6/12

Date

U.S. Department of Transportation National Highway Traffic Safety Administration

State: North Dakota

Highway Safety Plan Cost Summary

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Report Date: 08/31/2012

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-2013-00-00-00		$.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**
Motorcycle Safety								
	MC-2013-00-00-00		$.00	$.00	$.00	$17,500.00	$17,500.00	$.00
Motorcycle Safety Total			**$.00**	**$.00**	**$.00**	**$17,500.00**	**$17,500.00**	**$.00**
Occupant Protection								
	OP-2013-00-00-00		$.00	$.00	$.00	$954,025.00	$954,025.00	$434,610.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$954,025.00**	**$954,025.00**	**$434,610.00**
Police Traffic Services								
	PT-2013-00-00-00		$.00	$.00	$.00	$52,500.00	$52,500.00	$50,000.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$52,500.00**	**$52,500.00**	**$50,000.00**
Community Traffic Safety Project								
	CP-2013-00-00-00		$.00	$.00	$.00	$905,000.00	$905,000.00	$350,000.00
Community Traffic Safety Project Total			**$.00**	**$.00**	**$.00**	**$905,000.00**	**$905,000.00**	**$350,000.00**
Speed Control								
	SC-2013-00-00-00		$.00	$.00	$.00	$207,500.00	$207,500.00	$100,000.00
Speed Control Total			**$.00**	**$.00**	**$.00**	**$207,500.00**	**$207,500.00**	**$100,000.00**
Youth Alcohol								
	YA-2013-00-00-00		$.00	$.00	$.00	$185,000.00	$185,000.00	$50,000.00
Youth Alcohol Total			**$.00**	**$.00**	**$.00**	**$185,000.00**	**$185,000.00**	**$50,000.00**
NHTSA 402 Total			***$.00***	***$140,000.00***	***$.00***	***$2,461,525.00***	***$2,461,525.00***	***$984,610.00***

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Highway Safety Plan Cost Summary

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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
408 Data Program SAFETEA-LU								
	K9-2013-00-00-00		$.00	$.00	$.00	$650,500.00	$650,500.00	$.00
408 Data Program Incentive Total			**$.00**	**$.00**	**$.00**	**$650,500.00**	**$650,500.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$650,500.00***	***$650,500.00***	***$.00***
410 Alcohol SAFETEA-LU								
	K8-2013-00-00-00		$.00	$.00	$.00	$1,185,000.00	$1,185,000.00	$.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$.00**	**$.00**	**$1,185,000.00**	**$1,185,000.00**	**$.00**
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2013-00-00-00		$.00	$.00	$.00	$1,147,000.00	$1,147,000.00	$.00
410 Alcohol SAFETEA-LU Paid Media Total			**$.00**	**$.00**	**$.00**	**$1,147,000.00**	**$1,147,000.00**	**$.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$2,332,000.00***	***$2,332,000.00***	***$.00***
410 High Fatality Rate								
	K8FR-2013-00-00-00		$.00	$.00	$.00	$884,668.00	$884,668.00	$.00
410 High Fatality Rate Total			***$.00***	***$.00***	***$.00***	***$884,668.00***	***$884,668.00***	***$.00***
410 High Visibility								
	K8HV-2013-00-00-00		$.00	$.00	$.00	$884,668.00	$884,668.00	$.00
410 High Visibility Total			***$.00***	***$.00***	***$.00***	***$884,668.00***	***$884,668.00***	***$.00***
2010 Motorcycle Safety								
	K6-2013-00-00-00		$.00	$.00	$.00	$107,500.00	$107,500.00	$.00
2010 Motorcycle Safety Incentive Total			**$.00**	**$.00**	**$.00**	**$107,500.00**	**$107,500.00**	**$.00**
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$107,500.00***	***$107,500.00***	***$.00***
NHTSA Total			***$.00***	***$140,000.00***	***$.00***	***$7,320,861.00***	***$7,320,861.00***	***$984,610.00***
Total			***$.00***	***$140,000.00***	***$.00***	***$7,320,861.00***	***$7,320,861.00***	***$984,610.00***