

**FY 2006**

**STATE OF NORTH  
DAKOTA**



***Highway Safety***

**Annual Report**

## Table of Contents

	PAGE NO.
Crash Data/Trends	2
Goals/Graphs	3
Financial Summary	8
Introduction	9
Impaired Driving - Program Overview	11
Occupant Protection - Program Overview	16
Police Traffic Services - Program Overview	18
Emergency Medical Services (EMS) - Program Overview	20
Traffic Records - Program Overview	22
Motorcycle Safety – Program Overview	24
Safe Communities - Program Overview	25
Paid Media - Program Overview	27
Noteworthy Practices	30
Looking to the Future	38
Highway Safety Plan Cost Summary	39

## Crash Data / Trends

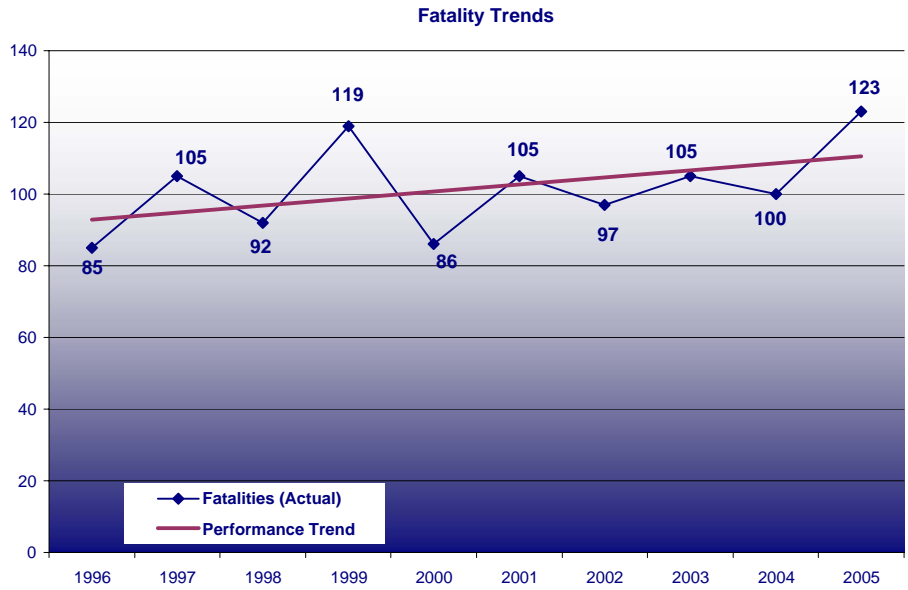
	Baseline Data 1996-1998					Progress Report Data 1999-2005				
<b>Fatalities (Actual)</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	85	105	92	119	86	105	97	105	100	123
<b>Fatality Rate /100 million VMT</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	1.26	1.51	1.30	1.68	1.22	1.48	1.37	1.44	1.34	1.65
<b>Injuries (Actual)</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	5,970	5,900	4,917	4,962	4,619	4,608	4,886	4,817	4,611	4,360
<b>Injury Rate/ 100 million VMT</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	88.21	84.98	69.32	69.88	65.42	65.05	68.88	66.08	61.98	58.59
<b>Injury Crashes (Actual)</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	4,120	3,984	3,394	3,312	3,153	3,129	3,252	3,244	2,701	2,735
<b>Total Crash Rate</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	235.85	239.98	203.34	203.22	205.74	208.34	227.15	227.05	227.48	212.15
<b>Alcohol Related Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	42	47	43	58	42	52	48	53	38	57
<b>Percentage of Alcohol Related Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	49.4%	44.8%	46.7%	48.7%	48.8%	49.5%	49.5%	50.5%	38.0%	46.3%
<b>Total Number of Motorcycle Crashes</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	138	122	118	112	91	123	143	163	175	220
<b>Percent of Population Using Safety Belts*</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
				46.7%	47.7%	57.9%	63.4%	63.7%	67.4%	76.3%

\* Survey methodology before 1999 was not comparable to current methods

# Performance Goals and Trends

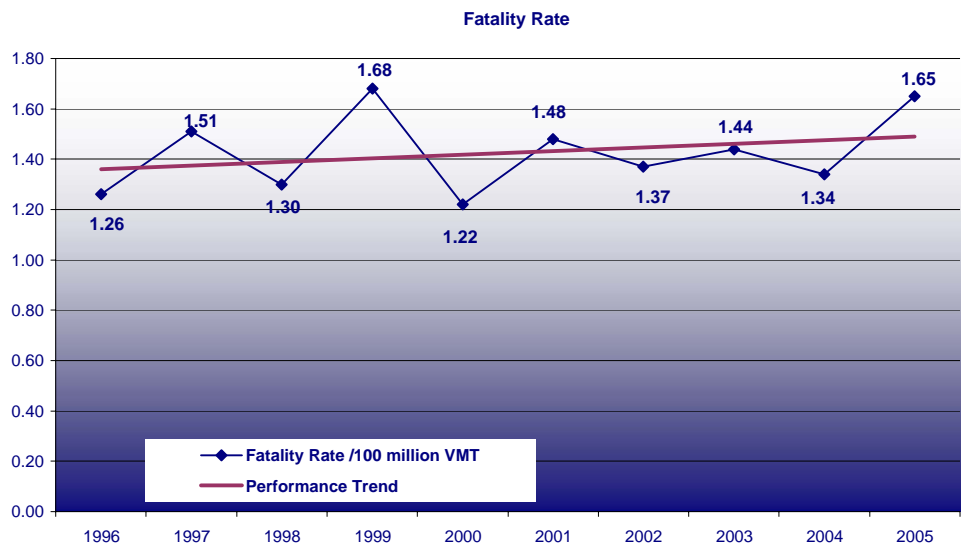
**Goal: Fatalities**  
**Baseline**

**Reduce Fatalities**  
**Baseline Data 1996-2005**



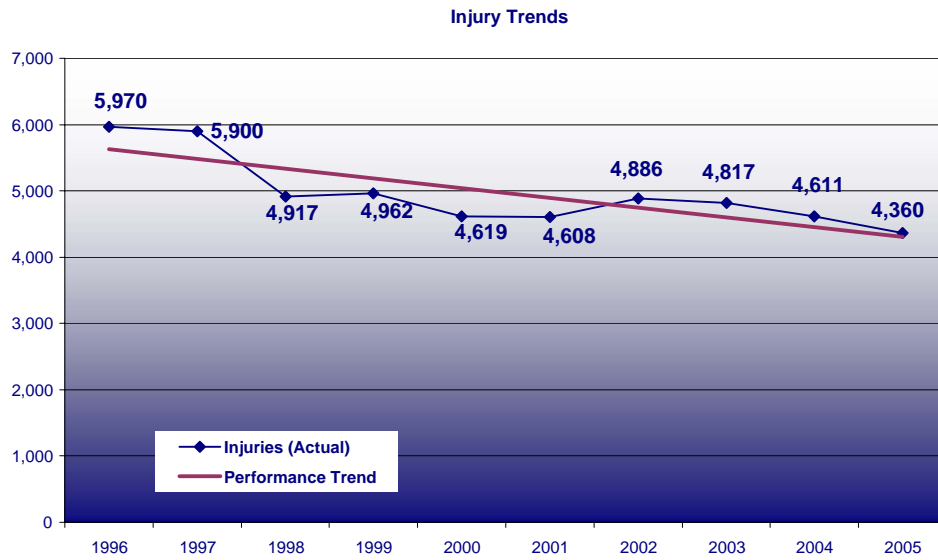
**Goal: Fatality Rate/VMT**  
**Baseline**

**Reduce Fatality Rate**  
**Baseline Data - 1996-2005**



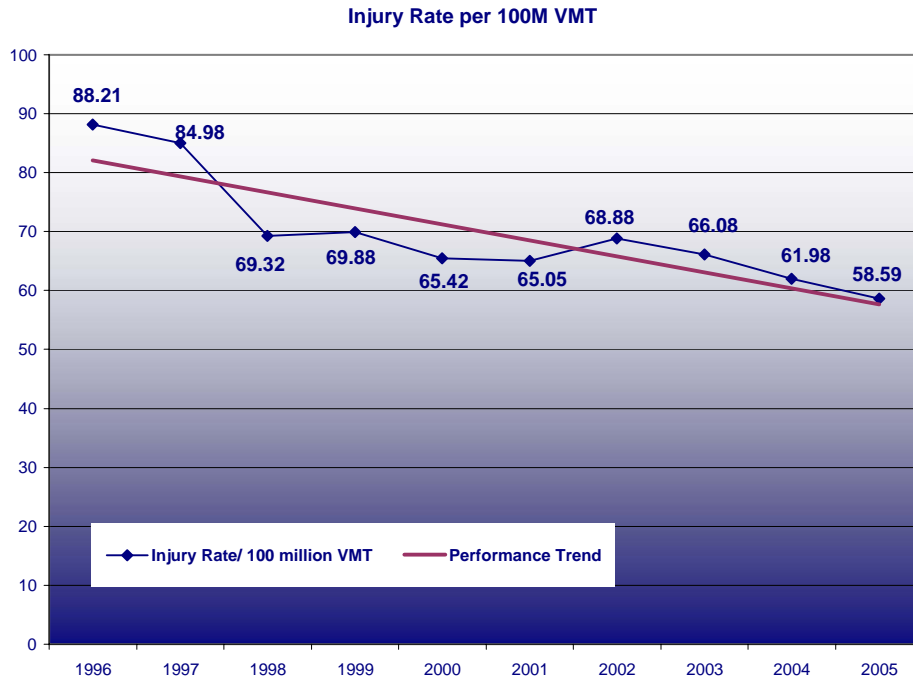
**Goal: Injuries (Actual)**  
**Baseline**

**Reduce Injuries**  
**Baseline Data - 1996-2005**



**Goal: Injury Rate/VMT**  
**Baseline**

**Maintain Downward Trend in Injury Rate**  
**Baseline Data - 1996-2005**

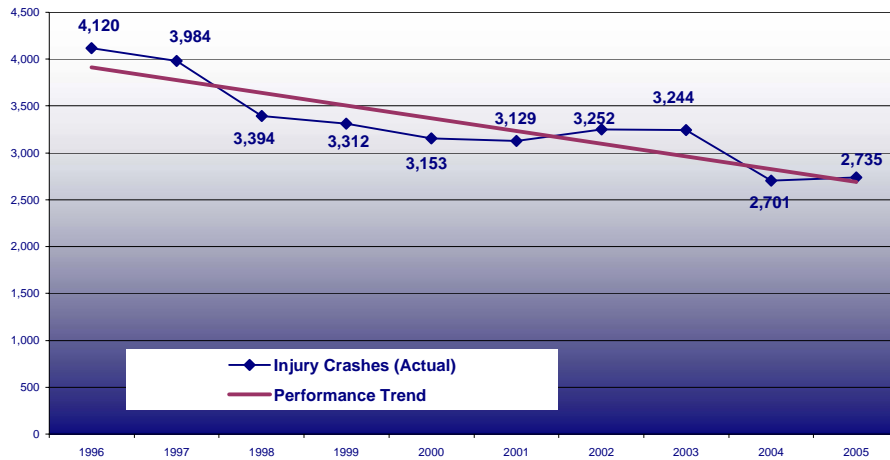


**Goal: Injury Crashes**  
**Baseline**

**Maintain Downward Trend on Injury Crashes**

**Baseline Data - 1996-2005**

**Injury Crashes**

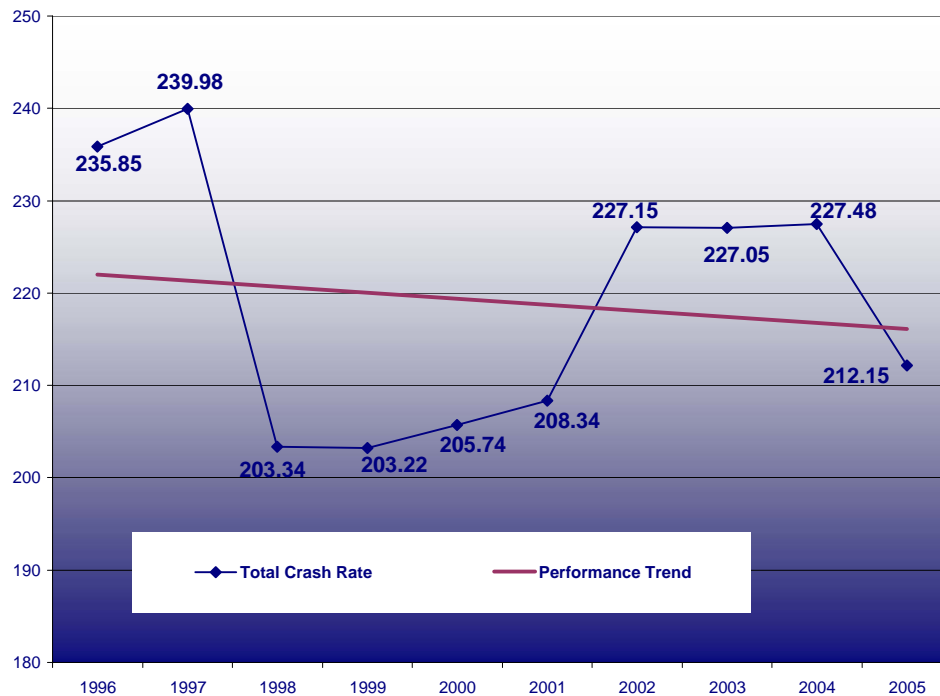


**Goal: Total Crash Rate/100 VMT**  
**Baseline**

**Reduce Crash Rate**

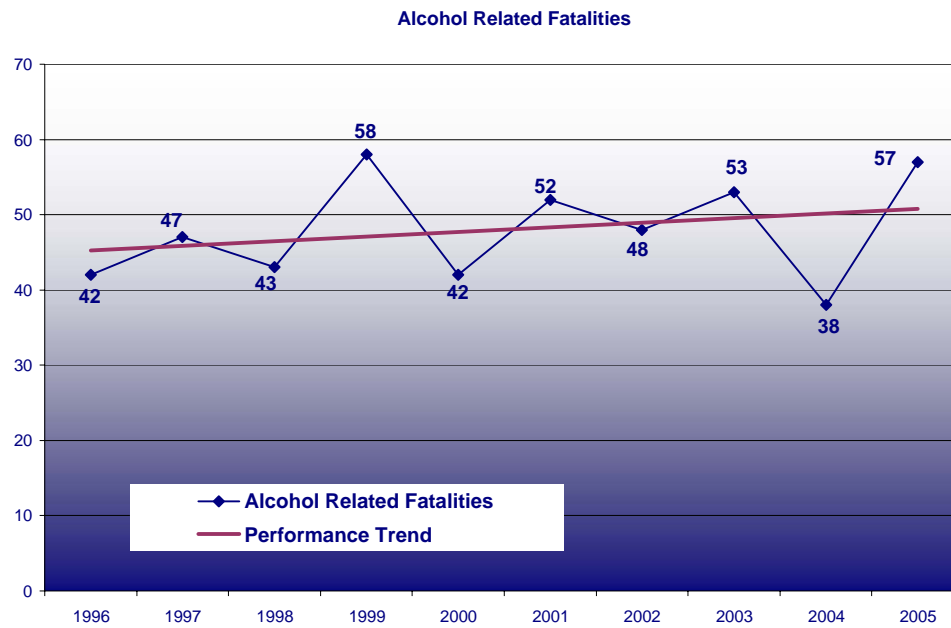
**Baseline Data - 1996-2005**

**Total Crash Rate/100 Million VMT**



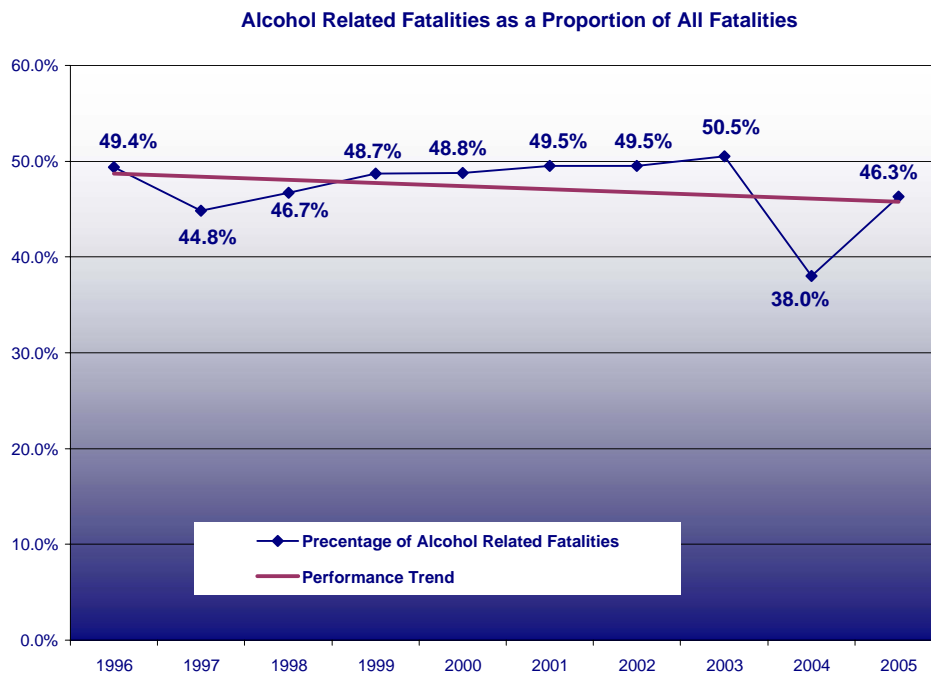
**Goal: Alcohol-related Fatalities**  
**Baseline**

**Reduce Alcohol Related Fatalities**  
**Baseline Data - 1996-2005**



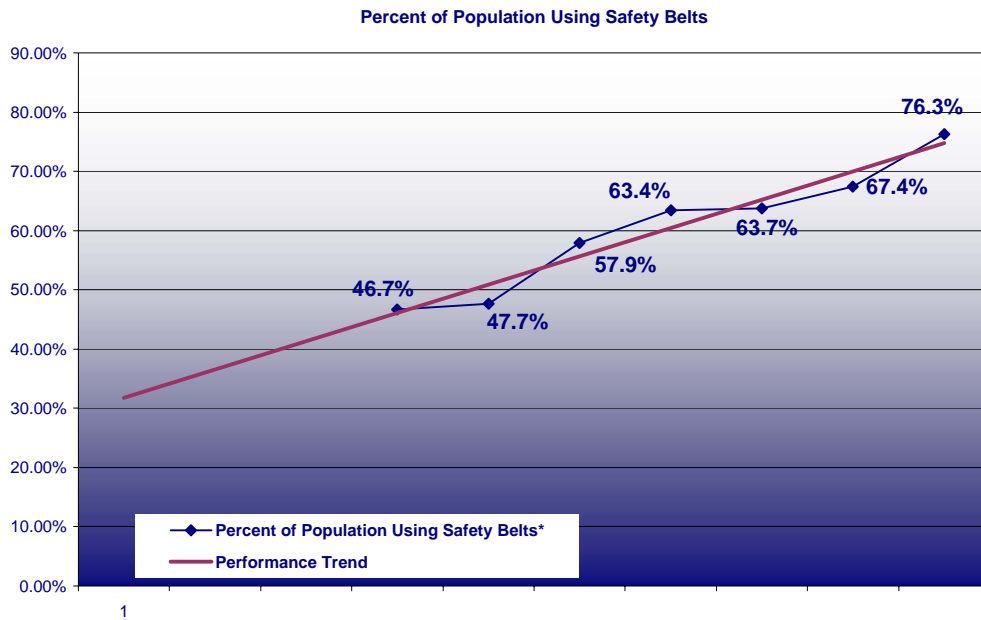
**Goal: Alcohol Fatality Proportion**  
**Baseline**

**Maintain Downward Trend on % of Alcohol Related Fatalities**  
**Baseline Data - 1996-2005**



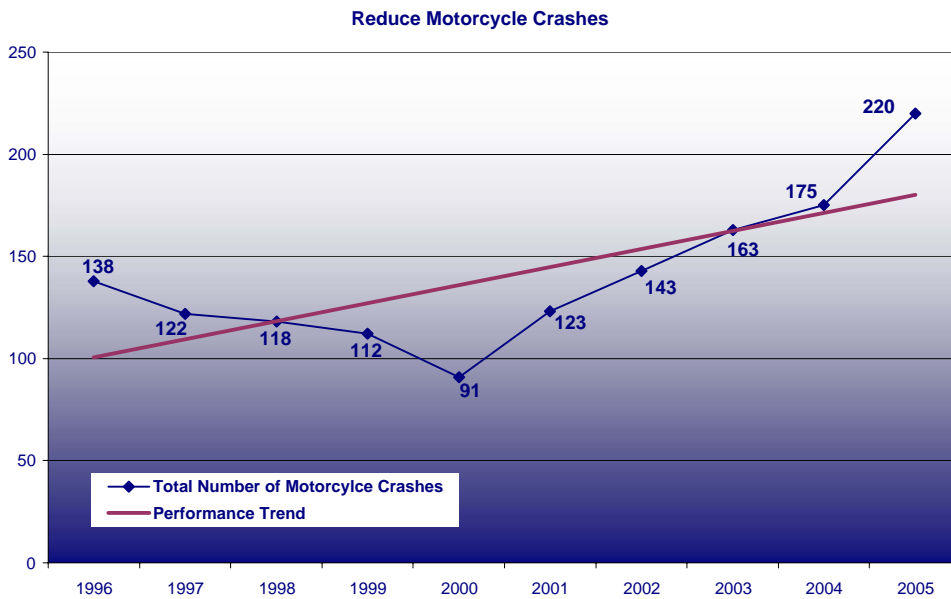
**Goal: Safety Belt Use**  
**Baseline**

**Maintain Steady Increase in Safety Belt Use**  
**Baseline Data - 1998-2006**



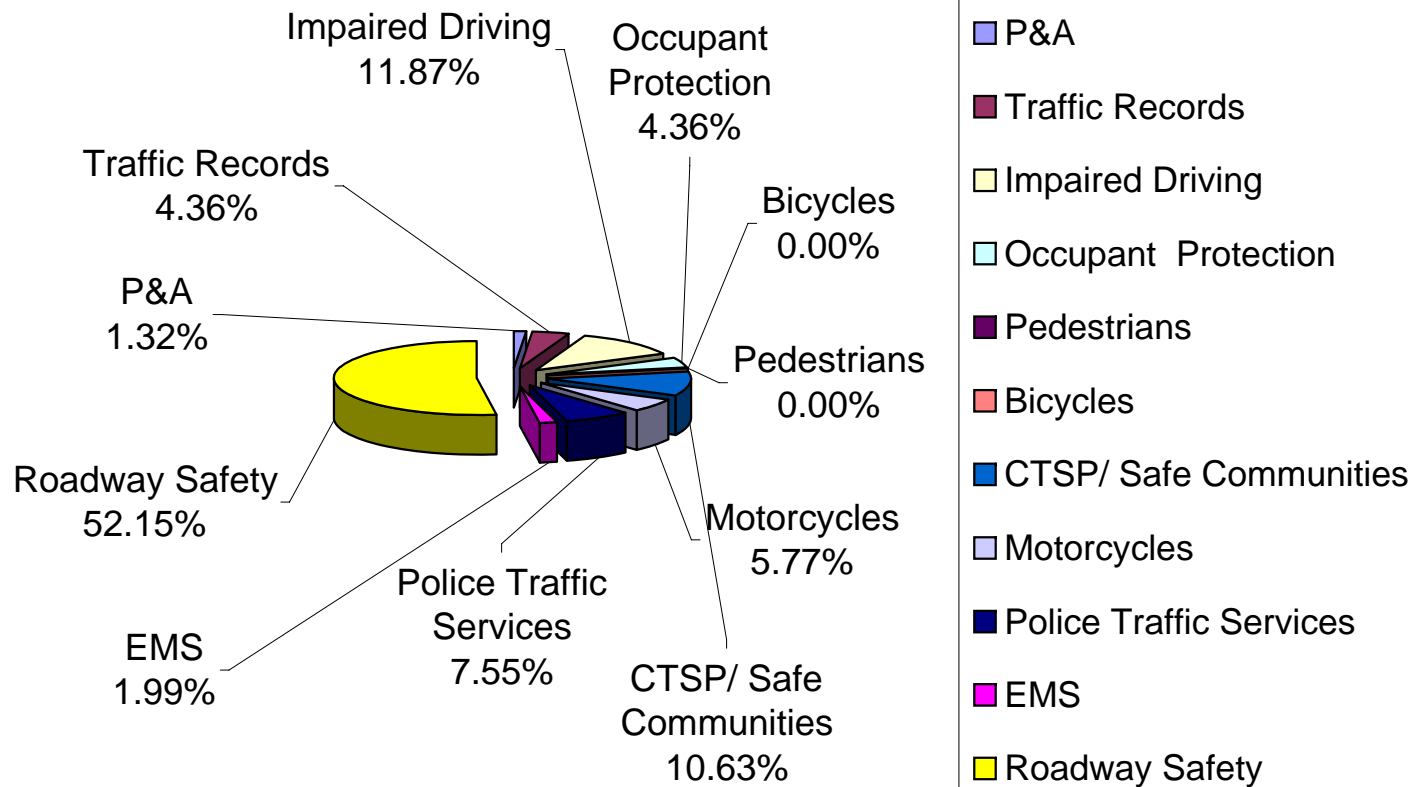
**Goal: Motorcycle Crashes**  
**Baseline**

**Reduce Number of Motorcycle Crashes**  
**Baseline Data - 1996-2005**





Financial Summary									
	402	410	157Inn	157Inc	State	163	164	Total	% of Total
P&A	\$38,471	\$29,183	\$2,000					\$69,654	1.3%
Traffic Records	\$76,722					\$153,768		\$230,490	4.4%
Impaired Driving	\$95,650	\$406,866					\$125,203	\$627,718	11.9%
Occupant Protection	\$230,678							\$230,678	4.4%
Pedestrians	\$0							\$0	0.0%
Bicycles	\$0							\$0	0.0%
CTSP/ Safe Communities	\$562,241							\$562,241	10.6%
Motorcycles	\$12,290				\$292,621			\$304,911	5.8%
Police Traffic Services	\$273,387		\$63,091	\$2,507		\$59,968		\$398,952	7.5%
EMS	\$105,478							\$105,478	2.0%
Roadway Safety	\$0						\$2,757,286	\$2,757,286	52.1%
<b>TOTAL</b>	<b>\$1,394,916</b>	<b>\$436,049</b>	<b>\$65,091</b>	<b>\$2,507</b>	<b>\$292,621</b>	<b>\$213,736</b>	<b>\$2,882,489</b>	<b>\$5,287,408</b>	<b>100.00%</b>



## **Introduction**

### ***Crash Summary***

Evaluation is the final phase of an overall highway safety management process. The evaluation phase assesses the results of project activity and applies them to the planning of new and continuing highway safety program activities. Evaluation is critical to effective highway safety program management. Crash data and analysis is the main source of information for evaluating the outcomes in 2006. This document is a summarization of the progress of North Dakota's Office of Traffic Safety programs during the 2006 fiscal year.

### ***Accomplishments***

Major accomplishments in 2006:

1. Occupant safety belt use rose to its highest survey level of 79.0%.
2. Developed and implemented a First Offender Assistance Program. This program provides guidance and assistance to first-time DUI offenders to assist them in getting their driver licenses reinstated in a timely manner.
3. Continued to deploy TraCS (Traffic and Criminal Software) statewide via the North Dakota Highway Patrol and major law enforcement agencies. To date, more than 40% of crash reports are submitted electronically.
4. Launched a new, 18-month Western Multi-state Low Belt Use campaign.
5. Applied for and received 410 Alcohol Incentive Grant funding.
6. The ND five-year average fatality rate (1.46) remains below the national average (1.49) and remains as one of the lower fatality-rate states within the Rocky Mountain Region.

### ***Challenges***

Challenges for 2007 include:

1. Total crashes declined slightly, from 16,920 in 2004, to 15,788 in 2005. There was an 11.3% decrease in reportable deer crashes from 2004 through 2005. North Dakota's five-year average has experienced an 8.6% increase in reportable deer crashes.
2. Motorcycle crashes continue to increase, so the need for more rider courses is critical. The total number of registered motorcycles rose from 22,957 in 2004 to 24,741 in 2005.
3. Pickup-truck drivers continue to be our lowest safety belt users. In 2005, only 15.2% of fatal-crash victims were wearing restraints. Pickup-trucks are the second-highest type of vehicle involved in fatal crashes.

4. Young drivers are all too often involved in fatal crashes, with 25% of all drivers under the age of 25.
5. The unreliable consistency of timely funding makes it a challenge to fund programs in a judicious fashion and make long-term plans.

## **Impaired Driving - Program Overview**

Provide a general description of the alcohol program: objectives, noteworthy programs, results, and future strategies.

The **North Dakota Alcohol Countermeasures** program focuses primarily on underage drinking prevention and intervention programs through education and public information.

Statewide efforts to deter underage drinking during FY '06 have continued through programs such as Youth Court, College Substance Abuse Prevention, Underage Drinking Projects, SADD, compliance checks and server training, and the purchase of video cameras. An alcohol forum was held which focused on developing partnerships and programs on college campuses.

### **Objective(s)**

To reduce the incidence of alcohol- and drug-impaired driving and to provide support for youth safety programs.

### **Noteworthy Programs**

The Cass County Youth Court Program trained 85 youth and 12 adults during the fiscal year. There were 92 referrals made to the Youth Court Program, with 31 of these being alcohol-related offenses. The Cass County Youth Court is well-respected and well-used within the community. In addition to providing court service, the Youth Court Program also provided education and information to over 887 local students about the consequences of drinking. The Cass County Youth Court Program continues to exceed its goals and expectations.

Community Action Partnership of Dickinson conducted a campus campaign to reduce underage drinking in their area. Community Action Partnership conducted a campaign on the Dickinson State University (DSU) campus that included educational packets distributed to over 500 students, social-norming posters, and alcohol-free events for students. DSU has been asked to present a session at a national higher education conference detailing the programs, projects, and successes they have made on their campus. Although acute intoxications and alcohol-related citations have dropped, DSU is committed to taking a stronger stance to reduce the numbers even more. Plans to build stronger community partnerships are being planned for the upcoming school year.

The Ralph Englestad Arena (REA) purchased Techniques in Effective Alcohol Management (TEAM) training materials. Over 90% of the staff has been trained in the TEAM course. During the 2005/2006 season, REA reported a total of 22 minor-in-possessions and minor-in-consumptions, and 2 altered driver licenses. The Designated Driver program continues to be promoted and used. REA also has asked for assistance and feedback from the local police department in assessing their overall program and on what other things they could do to prevent underage access to alcohol. They

continue to work together. A representative from REA is a member of the Northern Valley Safe Communities program and works with that group to address underage drinking issues within the community.

Throughout the course of the year, the SADD chapter steadily increased its enrollment and is now at over 70 chapters. Each statewide chapter conducted a traffic safety event such as mock car crashes, safety belt awareness projects, or working with school administrators to obtain speakers. Many of the high school SADD students go on to assist in forming and expanding the college's CSI programs. SADD has received support of the University System Consortium for the expansion of their SADD program on college campuses. The college CSI program is in 50% of the higher education facilities.

The Bismarck Safe Communities program implemented a compliance check and server-training program in the Bismarck/Mandan community. The first compliance check conducted in 2005 showed a 67% failure rate among the businesses who sell alcohol. A total of 110 servers were trained in the server-training program this fiscal year. The latest compliance check showed a 5.2% failure rate among the businesses. Server training has been requested by neighboring counties, and law enforcement is following up on these requests.

The Jamestown Safe Communities program implemented a compliance check and server-training program in the Jamestown community with a failure rate of approximately 10%. The Jamestown Police Department has provided server training on a regular basis within the city.

The North Dakota Higher Education Consortium for Substance Abuse Prevention conducted a ND-CORE survey in the state's eleven higher education entities. This survey will provide a statewide, as well as a campus-by-campus evaluation of substance abuse problems. The results of this survey will be used to implement campus and statewide programs to address substance abuse, underage drinking, drinking and driving, and underage access to alcohol.

An Alcohol forum was held during Fiscal Year '06. This forum focused on building bridges between community coalitions, law enforcement, and college campuses. National speakers were brought in to present ideas and programs to over 100 participants. Local presenters shared successful program information within their communities. Participants were able to network and share program ideas.

The DRE program has continued to grow this past fiscal year. There are 15 certified DREs in North Dakota. Five DREs attended the DRE annual conference in August. This conference provided information on law enforcement techniques, updates on policies and procedures, and information on the latest studies of drugged driving. An in-service training was held for the DREs to receive the mandatory training for recertification. Chuck Hayes, IACP, attended and presented at the training and assisted in conducting the evaluations.

The Crime Lab Division, Toxicology Section, Attorney General's Office, purchased a gas chromatography system with a headspace autosampler for blood-alcohol testing at the laboratory, and 21 SD-5 screening device units, which will be used for training law enforcement officers. One analyst attended a training class for use of the gas chromatography system, and two analysts attended the 22<sup>nd</sup> Annual Intoxilyzer User Group conference, which included workshops on troubleshooting and repairing Intoxilyzers.

The **North Dakota 410 Plan** supports the alcohol countermeasures program in the Highway Safety Plan. This plan provides funding for all law enforcement activity targeting impaired driving, and the **"You Drink. You Drive. You Lose."** public information and education campaign was used during FY 2006.

The statewide saturation patrol enforcement activity includes participation from the major communities and the North Dakota Highway Patrol (NDHP). Efforts to work with tribal communities to conduct impaired-driving enforcement are also being developed. The Three Affiliated Tribes COPS FAST organization participated in the national crackdown during 2006 and has agreed to be partners during Fiscal Year 2007.

### **Objective(s)**

To develop and perform alcohol countermeasure projects with 410 Alcohol Incentive funds.

### **Noteworthy Programs**

During FY '06, the NDHP conducted statewide sobriety checkpoints and saturation-patrol activity. The HP conducted eleven checkpoints as the lead agency, along with at least twenty saturation patrols. The cities of Bismarck, Fargo, Grand Forks, Dickinson, Wahpeton, Minot, Mandan, Bottineau, West Fargo, and Valley City, along with the counties of Burleigh, Cass, Grand Forks, Richland, Pembina, Ward, Barnes, Stark, Morton, and Williams, all participated in saturation-patrol activities. State and local agencies combined for a total of 3,629 additional manpower hours and 494 alcohol-related citations.

The Fargo Police Department also conducted eleven checkpoints as the lead agency during the past fiscal year. The Fargo PD collaborated with the Fargo District Highway Patrol and MADD to conduct these checkpoints. The Fargo PD continues to receive support from the media, and the checkpoints were very successful in deterring drinking and driving. Data collected by the Fargo PD shows that the checkpoints are making a difference. Survey cards handed out at the checkpoint also provided the Fargo PD with positive support from the public for their efforts. The Fargo PD made 35 DUI arrests through the checkpoint activities.

Funds provided by the Department of Human Services, Office of Juvenile Justice and Delinquency Prevention (OJJDP), were also used to target underage drinking parties and initiate a statewide media campaign. Through these Underage Drinking grant funds, **“Cops ‘n Shops”**, shoulder tap, and saturation patrols were also conducted.

A new youth Drug Court is being developed in Minot, ND. The individuals involved have received training and will begin hearing cases beginning in November, 2007.

The OTS attended the annual Judges Conference in October 2005 and presented a session entitled, ***DUI from Arrest to Reinstatement***. Approximately 20 law-trained municipal judges attended this session. The Judges’ Conference was attended by all municipal judges; however, not all of the municipal judges are law-trained and therefore cannot try DUI cases. The OTS continues to attend these conferences and the District Judges’ Conference to provide legislative and policy updates.

### **Future Strategies**

- Conduct DUI enforcement mobilizations, including saturation patrols, sobriety checkpoints, compliance checks, and provide overtime funding.
- Continue providing funding to conduct server-training programs.
- Increase law enforcement patrol activity to reduce the number of drivers under the influence of alcohol or other drugs.
- Fund high school and college campus programs for alcohol/drug prevention.
- Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking.
- Integrate the **“*Drunk Driving. Over the Limit. Under Arrest.*”** logo into the impaired-driving campaigns and gain public awareness of this new logo.
- Funding will be provided to the NDHP and local law enforcement agencies for the purchase of in-car video camera surveillance systems and digital in-car video surveillance systems.
- Organize a statewide Alcohol Forum during FY 2007.
- Develop the part-time Traffic Safety Resource Prosecutor position and work with law enforcement and judicial agencies to provide training and education to effectively prosecute impaired-driving cases.
- Funding will be continued for the further development of the revocation liaison program for first-time DUI offenders (First Offender Assistance Program).
- Continue to collaborate with other state agencies whose primary goal is to prevent underage drinking and drinking and driving. The OTS currently has a presence in the State Epidemiological Outcomes Workgroup (SEOW). This newly-formed group has stakeholders from all agencies who have efforts in

prevention, treatment, or who can provide data regarding substance use. The goal of SEOW is to create a statewide network that can affectively address the needs in ND.



## Occupant Protection – Program Overview

Provide a general description of the occupant protection program: objectives, noteworthy programs, results, future strategies.

Statewide **public information and education programs (PI&E)** continued to promote and emphasize the importance of occupant protection. Statewide activities paralleled and complemented national campaigns during special emphasis times. North Dakota's "**Do Buckle, Don't Booze**" campaign served as the primary PI&E vehicle for safety belt efforts.

### Objective(s)

To increase statewide awareness, enforcement, and correct use of occupant protection devices.

### Noteworthy Programs

Coordinated efforts continued between the NDDOT, ND Department of Health (NDDH), Safe Communities Programs, and local and state law enforcement agencies. The activities included increasing public awareness and promoting proper use of occupant protection devices. Educational materials were routinely distributed. In addition, the NDDH provided technical assistance verbally, with follow-up materials mailed. Informative interviews were done with radio, television, and news media on child restraint devices and the state's child passenger safety law.

NDDOT is working cooperatively with Wyoming on a 403 demonstration project for rural secondary-law states. The joint objectives are being accomplished through an outreach enforcement and evaluation program.

The ND Department of Health's goal was to increase the use of car safety seats, booster seats, and seat belts by infants, toddlers, and young children. Activities focused on the following:

- Supporting Child Passenger Safety Month activities by developing and distributing educational materials and resources to over 70 agencies reaching approximately 28,786 students.
- Providing ongoing education about child passenger safety by making available a variety of child passenger safety materials, audiovisual aids, exhibits, etc., and encouraging their use by integrating child transportation as a part of routine agency activities; i.e., WIC, immunizations, pre-school screenings.
- Continuing the "**Boost, Then Buckle**" campaign to encourage the use of booster seats by children from 40 to 80 pounds.
- Providing car seats and supplies to local agencies to distribute to families in their communities. A total of 1,893 car seats were purchased including 760

convertible, 561 combinations, 369 backless boosters, and 131 infant seats. The seats were provided to 41 distribution programs. Donations were received for this program for which 310 more car seats were purchased including 6 infant, 134 convertible, 118 forward-facing with harness, and 52 backless booster seats.

- Providing car seats to 4 Indian reservations and one service unit in the state to distribute to families. Approximately \$10,000 worth of car seats was distributed to the reservations and service unit. Spirit Lake, Three Affiliated Tribes, Turtle Mountain, and Standing Rock received 46 each, and Trenton Service Area received 48 car seats.
- Coordinating car safety seat checkups throughout the state. The NDDH assisted with 69 car seat checkups, inspecting 1,239 car seats.
- Providing a variety of child passenger safety workshops and courses throughout the state. Three, 32-hour NHTSA standardized courses with 55 participants attending, with 52 of them completing all requirements. Thirty-one other workshops were conducted throughout the state with 389 participants attending.
- Purchasing supplies to use for the training and car seat checks.
- Assisting certified child passenger safety technicians in maintaining their certification.
- Provided CPS training to 14 birthing hospitals. The staff received training on policies concerning babies using car seats and providing angle tolerance testing to premature or low-birth weight babies.

### **Future Strategies**

- Continue to participate in May Mobilization enforcement and education campaigns.
- Continue to work in cooperation with Wyoming on a 403 Demonstration Grant project for rural secondary-law states.
- Outreach to counties bordering safe communities programs to develop and participate in occupant protection projects.

## **Police Traffic Services – Program Overview**

Provide a general description of the PTS program: objectives, noteworthy programs, results, future strategies.

The **North Dakota Peace Officer's Association (NDPOA) Traffic Safety Committee** is composed of nine state and local law enforcement officers from around the state. This committee provides technical assistance to the Office of Traffic Safety on law enforcement or related activities, reviews grant proposals, and makes recommendations on grant recipients and funding levels.

### **Objective(s)**

To support North Dakota's law enforcement agencies in reducing traffic violations, crashes, and in promoting traffic safety.

### **Noteworthy Programs**

During FY '06, the committee granted 11 radar contracts to as many agencies. The NDHP purchased 46 radar units. Over 75,000 citations were issued for speeding, DUI, child restraint, and safety belts by these agencies while using this equipment.

Funding was provided to the Grand Forks Police Department to conduct a selective enforcement project targeting eight predetermined intersections known to have a higher rate of crashes, red-light running, and other traffic violations. The Grand Forks Police Department focused on these intersections during high-incidence periods and conducted enforcement at the various sites. Education was provided to the public through PSAs about the dangers of red-light running and speeding. This is the third year of the project, and the total traffic crashes were down from 120 to 99—a 17.5% reduction at the designated intersections. Along with enforcement at these intersections, engineering projects also took place at several of the designated intersections.

The first ASSISTS (Alcohol, Seatbelt, and Speed Intervention to Support Traffic Safety) award was given in December 2006 to the Burlington Police Department. The ASSISTS program recognizes law enforcement agencies for their efforts in traffic safety. Agencies submit an application showing their efforts in enforcement, media, public information and education, and continued training of staff. The applications are reviewed by the North Dakota Peace Officers Association Traffic Safety Committee. The OTS presented the award to the Burlington PD at the Burlington Town Council meeting in December. This program will continue in FY 2007.

## **Section 163 Funds**

A total of \$59,698 was provided to the NDHP to conduct enforcement in construction zones. The enforcement efforts deterred speeding in construction zones and made the zones safer for the workers as well as the motoring public. The ND Legislature increased the fine from \$40 to \$80 for speeding in a work zone during the 2003 legislative session. The enforcement efforts enhanced the perception that speeding in a construction zone is not tolerated. During the '06 construction season, the NDHP conducted 1,421.5 hours of overtime and wrote 1,773 citations for this project.

## **Future Strategies**

- Continue to provide funding for law enforcement to purchase equipment needed to conduct speed enforcement, safety belt, and child restraint enforcement.
- Further develop the ASSISTS incentive program.
- Provide training to law enforcement in areas that are critical to their needs
- Work with local law enforcement agencies to determine high-priority areas in their communities and collaborate together to find solutions.
- Conduct SFST Assessment.
- Develop an Aggressive Driving Media Campaign that will address speeding, red-light running, tailgating, improper passing, and other aggressive behaviors.

## Emergency Medical Services (EMS) – Program Overview

Provide a general description of the EMS program: objectives, noteworthy programs, results, future strategies.

EMS projects are implemented by the Division of Emergency Medical Services (DEMS) of the North Dakota Department of Health. Their staff provides the training, testing, and certification for all EMS personnel. This has been challenging because 95% of the EMS system staffing relies on volunteers, and there is a high level of attrition. With a decreasing statewide population and a shift from rural to urban areas, there are fewer people in the potential pool of volunteers to staff rural EMS services, and people in rural areas tend to be older.

### Objective(s)

The objective is to provide support for the Emergency Response System. The following training was conducted in FY 2006:

No. of Courses	Course Title	New Students	Recertifying Students
90	ND Automobile Extrication	303	619
0	Automobile Extrication Instructor *	0	0
141	First Responder	351	698
55	EMT-Basic	399	-
104	EMT-Basic Refresher	-	992
6	EMT-Intermediate	38	-
29	EMT-Intermediate Refresher	-	138
3	EMT-Paramedic	76	-
18	EMT-Paramedic Refresher	-	150
11	EMS Instructor/Coordinator Workshops	17	139
12	Emergency Vehicle Operations	76	23
0	EVO Instructor Course **	0	10

\* Fifty-three instructors were recertified as a result of their conducting classes during their certification period.

\*\* Ten EVO instructors were recertified as a result of their conducting classes during their certification period.

### Noteworthy Programs

The North Dakota Emergency Medical Services Advisory Committee (EMSAC) met twice in 2006. A few discussion topics included: consideration of adding a port-a-cath access to the scope of practice for paramedics; the timeframe for leaving ambulance

trip tickets at the receiving hospital; and medical directors' agreements with ambulance services. The EMSAC continues to be a valuable asset in determining goals and direction for emergency medical services in ND.

## **Traffic Records - Program Overview**

Provide a general description of the traffic records program: objectives, noteworthy programs, results, future strategies.

The necessary information for effective traffic safety decisions is based on accurate, timely, and complete traffic records. Traffic crash information includes crash data records and drivers license information which is constantly reviewed for emerging problems and issues. Access to the crash data records and the capability to query multiple factors simultaneously is necessary to conduct effective crash trend analyses.

### **Objective(s)**

To establish and maintain accurate, reliable, and consistent data gathering, analysis, and reporting processes.

### **Noteworthy Programs**

#### **Section 402 and Section 163 Funds**

The State Traffic Records Coordinating Committee (STRCC) continued to work toward the objectives of the new strategic plan. The strategic plan was revised and approved by the STRCC following the Traffic Records Assessment (TRA) that was completed in March 2006. A majority of the major recommendations from the TRA were incorporated into the new STRCC Traffic Records Strategic Plan. The new strategic plan includes projects that will address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the Crash Reporting System, Driver System, Vehicle System, Adjudication/Court System, Roadway Information Quality System, and Injury Surveillance System.

Implementation of the electronic crash report continued during the contract period. In September 2005, onsite evaluations of the TraCS software were conducted across the state. The information received was then used to make major revisions to the electronic crash report to help the law enforcement staff collect the crash data and enter the data in a more efficient manner. The new release of the electronic crash report was released in February 2006.

North Dakota continued to progressively install TraCS software, train officers and administrative staff, and support the installations throughout the past contract year. In July 2006, TraCS was installed and training was provided to the Dickinson Police Department. In August 2006, installation and training was provided to the Burleigh County Sheriff's Office. North Dakota now has twenty law enforcement agencies using TraCS to electronically submit crash reports to NDDOT.

Programming and development of the location tool software to be implemented with the TraCS software continued during the contract period. This location tool will provide more accurate crash location reporting.

The [North Dakota Vehicle Crash Facts for 2005](#) and the [North Dakota Traffic Trends: 1996-2005](#) are available on the NDDOT Web site at: [www.nd.gov/dot/docs/driverslicense/CrashFacts.pdf](http://www.nd.gov/dot/docs/driverslicense/CrashFacts.pdf) and [www.nd.gov/dot/docs/driverslicense/traffictrends.pdf](http://www.nd.gov/dot/docs/driverslicense/traffictrends.pdf), respectively.

## **Strategies**

The **State Traffic Records Coordinating Committee** conducted quarterly meetings. Enhancements to the Motor Vehicle Crash Report System (MVCRS) will provide timely reporting, via electronic submission.



## **Motorcycle Safety – Program Overview**

Provide a general description of the motorcycle safety program; objectives, noteworthy programs, results, future strategies.

### **Objective(s)**

To administer a comprehensive, statewide motorcycle safety program.

The motorcycle safety program's objective was designed to keep ND's highways safe for motorcyclists. The state contracted with ABATE of North Dakota, Inc., to administer a comprehensive, statewide motorcycle safety program and coordinate local and mobile courses as needed. Rider coach preparation and update courses were provided also. ABATE employed 23 rider coaches across the state. The coaches taught 197 courses with a total of 1,875 students. A total of \$10 from each motorcycle registration goes into the state motorcycle education fund, which fully supports this program.

The motorcycle education program helps motorcyclists, who participate in the safety course, develop skills and attitudes that help them reduce their risk while riding their motorcycles.

### **Noteworthy Programs**

During this riding season, ABATE continued to promote May as "Motorcycle Safety and Awareness Month" by integrating a motorcycle safety message into a traffic safety campaign. ABATE worked with MidContinent Communications and secured over \$100,000 in contributions to promote this campaign.

ABATE obtained and implemented two new training sites, Belcourt and Rugby. A second mobile unit was put into place this year which allowed ABATE to teach an additional 150 students. ABATE also worked with the National Guard and integrated a pilot program for military personnel to meet their DOD requirements.

During the 2006 season, 5 additional rider coaches were trained and a total of 20 new motorcycles were added to the fleet.

### **Future Strategies**

- Apply for the SAFETEA-LU Section 2010 incentive grant for motorcycle programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists.
- Implement "Share the Road" awareness campaign.
- Increase the training program by adding more motorcycles and trailers to the fleet.
- Increase the number of training sites.

## Safe Communities - Program Overview

Provide a general description of the safe communities program: objectives, noteworthy programs, results, future strategies.

Traffic safety is addressed at the local level by a network of community-based and Indian reservation-based Safe Communities programs and state associations.

### Objective(s)

To promote and support community-based, traffic safety-related, and injury prevention-related networks and programs.

### Noteworthy Programs

The Safe Communities programs have proven to be a very successful approach to addressing traffic safety and injury-prevention issues. This program is data-based and evaluation-oriented and incorporates the seven elements of the Safe Communities process: (1) use of multiple data sources; (2) citizen involvement; (3) expanded partnerships; (4) comprehensive injury prevention and control; (5) program planning; (6) program effectiveness; and (7) self-sufficiency. Data is gathered, priorities addressing problem areas are determined, and solutions are carried out through a grassroots effort from local citizens. This program ownership has helped develop the efforts needed to set up statewide and local projects. There are twelve Safe Communities programs located in:

- Barnes County, Fargo/Cass County, Richland County, Traill County;
- Cities of Grand Forks, Jamestown, Minot;
- Four regional programs in Bismarck (Region VII), Dickinson (Region VIII), Williston (Region I), and Rolette (Region III); and
- One reservation, Three Affiliated Tribes.

Communities are supported at the state level, with technical assistance and materials for use in their traffic safety and injury prevention programs. The communities are also supported by the Safe Communities Outreach Coordination Program. There are two outreach coordinators to help with the individual programs. The outreach coordinators work with the individual programs, tailoring training and technical assistance to the needs of the local coalitions. Emphasis was placed on data collection and analysis, council development, citizen involvement, and program planning and evaluation.

The North Dakota Safe Communities Web site, [www.safecommunities.org](http://www.safecommunities.org), is an increasingly popular site that is gaining more features and users. This Web site is mainly used by Safe Communities' coordinators, coalition members, and injury prevention professionals.

## **Future Strategies**

- Expand Safe Communities programs along the North Dakota and Minnesota border.
- Expand Safe Communities programs regionally to reach eighty percent of the counties in North Dakota.
- Increase participation by the Three Affiliated Tribes Indian Reservation which will include more alcohol and occupant protection activities.
- Working on development of a new program on the Standing Rock Indian Reservation through existing Region VII Safe Communities program

## Paid Media - Program Overview

Describe how the paid media funds were used and an assessment on the effectiveness of the public service messages. Base the assessment of data collected on paid advertising and on non-paid public service announcements.

### Section 164 PM Funds

Media buys and in-kind match were negotiated throughout the contract year based on promotional strategy and focus audience identified by NHTSA and the NDDOT, OTS.

All purchase decisions are based on Nielson, Arbitron, and Scarborough ratings, as well as counsel from NHTSA and NDDOT.

A contract was negotiated with FACE – Truth and Clarity on Alcohol to lease thirty-second television and radio spots focusing on impaired driving. The taglines used included, ***“Do Buckle, Don’t Booze”*** and ***“You Drink. You Drive. You Lose.”***

The Parents LEAD – (Listen, Educate, and Discuss Alcohol) with Kids program was developed and launched during FY '05 and continued expansion during FY 2006. This program focuses on preparing parents to discuss the dangers of alcohol with their kids. Also developed in conjunction with this program is the ***“Ask Me How to LEAD”*** promotion. Through this promotion, educators are asked to wear a button that says, ***“Ask Me How to Lead”*** during parent/teacher conferences. The educators provided printed information on the effects and consequences of alcohol and providing alcohol to minors to parents who inquired about the button.

The following time periods were the target for paid media promotions:

New Year’s Eve	Purchased television and radio	\$18,254.60
	In-kind match	\$15,857.39
Super Bowl Sunday	Purchased television and radio	\$ 3,523.50
	In-kind match	\$ 3,237.00
St. Patrick’s Day	Purchased television and radio	\$12,731.90
	In-kind Match	\$ 7,525.10
Prom/Graduation Promotion April 2006	Purchased television and radio	\$ 8,015.00
	In-kind Match	\$ 5,982.50
July Impaired Driving	Purchased television and radio	\$11,699.05
	In-kind Match	\$ 8,415.40

State Fair	Purchased television and radio	\$ 785.00
	In-kind Match	\$ 785.00
Labor Day Holiday 2006	Purchased television and radio	\$26,713.10
	In-kind Match	\$18,633.40
Parents LEAD – Spring and Back to School	Purchased television and radio	\$33,690.94
	In-kind Match	\$27,595.00

**Total Media Campaign for FY 2006** **\$115,413.09**  
**Total In-Kind Match for FY 2006** **\$ 88,030.79**

As the primary public information program in ND for traffic safety, the **“Do Buckle, Don’t Booze”** campaign develops programs, partnerships, and materials to be used by other traffic safety advocates and programs. Resources and promotional materials are provided to these programs in order to maintain a consistent message throughout all traffic safety initiatives. The ND Work Site Safety Program, the Mobilization 157 Occupant Protection efforts, Safe Communities Programs, and many others benefit from the numerous resources available and partnerships developed through the **“Do Buckle, Don’t Booze”** campaign.

Coordination of 3D (Drunk and Drugged Driving) Month was done in 2005. Promotion focused on eliminating drunk and drugged driving during the holidays. The promotion included the following activities:

- The **“Empty Dinner Party”** theme was used throughout the month. A display was setup in the NDDOT lobby that encouraged the practice of designating a sober driver before the celebration begins. This message appealed to all ages.
- Each of the Safe Communities’ coordinators conducted an **“Empty Dinner Party”** display within their communities. Press releases were conducted locally as well.

Other events coordinated throughout FY ’06:

- Campaign materials were developed to address high-incidence periods within the state such as softball season and the ND State Fair. Over 240,000 people attended the 2006 State Fair. This is approximately 40% of the population within the state of North Dakota.
- The **“Do Buckle Don’t Booze”** campaign partnered with the North Dakota HP to display messages regarding safety belts and impaired- driving throughout the week-long State Fair.

To date, the campaign has secured over 218 partnerships with key organizations and associations statewide, totaling over \$1.9 million of in-kind media and over 35 million gross impressions. Throughout the course of the contract year, over 70 requests from campaign partners such as safe communities' coordinators, law enforcement, businesses, and schools have been filled, for a total of 101,000 promotional items being distributed.

Paid media is an integral part of the impaired driving and safety belt programs. The safety belt use rate in ND has increased from 76.3% in 2005 to 79.0% in 2006. The ***“Do Buckle Don't Booze,” “Click it or Ticket,”*** and ***“You Drink. You Drive. You Lose.”*** are highly recognized logos throughout the state. The OTS will use the ***“Drunk Driving. Over the Limit. Under Arrest.”*** logo during FY '07.

## **Noteworthy Practices**

### ***Project Title***

First Offender Assistance Program

### ***Target Group***

21 and older first-time DUI offenders

### ***Program Area***

Alcohol Incentive Program

### ***Problem Statement***

Oftentimes, the first offender is overwhelmed and does not complete their requirements because of confusion or simply not knowing who to call or where to go.

### ***Objective(s)***

To reduce the number of first-time offenders who go on to become repeat offenders, and to increase license reinstatement numbers for first-time DUI offenders.

### ***Strategies***

Four courts were identified to participate in this pilot project. They are the Fargo Municipal Court, Bismarck Municipal Court, Mandan Municipal Court, and the Grand Forks Municipal Court. Different levels of intervention will be applied to courts.

The Bismarck and Fargo Municipal Courts will have the highest level of intervention. A case manager will be assigned to each court, and information and education will be provided to first-time offenders. The case manager will be responsible for reviewing court documents prior to court and selecting the eligible participants (first-time DUI offenders). The case manager will meet with the participants after they have been convicted and provide them with a packet of information that includes copies and explanations of the forms that the offender will be receiving throughout the suspension period. The packet also contains a booklet that has answers to the most frequently-asked questions about being charged with a DUI and the suspension process. Educational material about drinking and driving and suggestions for alternative transportation is also included in the packet.

The case managers continue to work with first-time offenders throughout their suspension periods by answering questions, keeping in contact with the offender to make sure they are complying with the court sanctions within the required timeframes, and providing assistance when needed.

The Mandan Court will receive only the informational packets; no case manager will be assigned to work with the first-time offenders. The packets will be provided to the first-time offenders by the clerk of court.

The Grand Forks Municipal Court is a control court only. No intervention will be provided to the first-time offenders during this pilot project.

In each of the courts, the OTS will monitor and evaluate the length of time it took to reinstate driving privileges, compliance with court sanctions, and number of first-time offenders who became repeat offenders within one or two years.

***Results***

Although the program has only been active for four months, the First Offender Assistance Program has been well-received by first-time offenders in the courts that have case managers. Most offenders are embarrassed and confused and often will not seek assistance. By having a case manager there to talk to the offender immediately after they are sentenced and provide them information, we are able to help offenders get through the process in a timely manner.

***Cost***

Approximately \$15,000 per court with a case manager.

***Funding Source(s)***

NDDOT, OTS

***Contact Information***

**Name: Sandy Wilson**

**Title: Program Manager**

**Agency: ND OTS**

**Phone Number: 701-328-2899**

**Email: [swilson@nd.gov](mailto:swilson@nd.gov)**



**Project Title**

River Cities Speedway Buckle Up

**Target Group**

18- to 34-year-old male population and race-track fans and participants

**Program Area**

Occupant Protection

**Problem Statement**

Young adults continue to be over-represented in motor vehicle injuries, especially those that are alcohol-related and those where safety belts are not worn. New and innovative methods must be sought to keep this audience engaged in the solution to this problem.

**Objective(s)**

Increasing safety belt use among males, 18-34 years old, to reduce deaths and injuries.

**Strategies**

With safety belt use in Grand Forks County at 60.6% in 2005, and male safety belt use rates at 50.2% that same year, the Northern Valley Safe Communities Coalition decided it was time to reach out to the public in different ways. The coalition partnered with River Cities Speedway in Grand Forks to get the “buckle-up” message across.

River Cities Speedway draws its spectators and participants from quite a large area because it is the only circle track in northeastern North Dakota. The target population of males 18-34 years old is prevalent among circle-track racing fans and participants, so this is a great way to reach this target audience.

Buckle-Up PSAs were developed and announced throughout---and at the end of---each race to remind people to buckle-up on the way home. A “**Winners Buckle Up**” poster was developed that boasted the photo of a well-known local, young racer and his car. He donated his time for the photo shoot, as did the photographer. Posters were printed and donated by Altru Health Systems and distributed to businesses that sell spectator tickets. A black and white copy of the poster was added to the weekly race programs.

**Results**

The campaign brought information about Safe Communities to a new stakeholder. The owner of River Cities Speedway has expressed interest in joining the Northern Valley Safe Communities Coalition. Due to this and other campaigns by the coalition, safety belt use rates in Grand Forks County have increased to 79.6% in 2006. Safety belt use rates among males in Grand Forks have increased to 74.6%.

**Cost**

Approximately \$500.

**Funding Source**

Local match for the Northern Valley Safe Communities

**Contact Information**

<b>Name</b>	Bill Vasicek
<b>Title</b>	Northern Valley Safe Communities
<b>Agency</b>	Altru Health Systems
<b>Phone Number</b>	701-780-5939
<b>Email</b>	bvasicek@altru.org

**Project Title**

Car Dealership Promoting Child Passenger Safety

**Target Group**

Vehicle owners with child passengers

**Program Area**

Child Passenger Safety

**Problem Statement**

Motor vehicle crashes are the leading cause of death for North Dakota children after their first year of life. According to NDDOT Crash Facts for 2000-2004, 78 children under 18 died as occupants in a motor vehicle, and another 3,402 were injured. Pedestrian and pedal cycle deaths and injuries are excluded from this data.

**Objective(s)**

To increase the proper use of car safety seats, and to educate the public on the newly passed booster seat law.

**Strategies**

Stan Pucklich Chevrolet and Bill Barth Ford are partners in child passenger safety. Both dealerships employ certified car safety seat technicians and the businesses alternate monthly car safety seat check-up events in their communities. During Child Passenger Safety Month in February 2006, the two businesses teamed up with the Region 7 Safe & Drug Free Communities Coalition to promote child passenger safety. Everyone who purchased a new or used vehicle at either dealership had their existing car safety seats transferred to the newly-acquired vehicle by a certified Child Passenger Safety Technician. If the customer needed a new car safety seat, one was provided by the dealership free of charge. Customers were educated on the proper technique of installing a car safety seat.

**Results**

Both dealerships thought that the project went very well and they heard positive comments from their customers. The dealerships intend on expanding the project in the future. Approximately 20 new car seats were installed.

**Cost**

\$200 per dealership for a total of \$400.

**Funding Source**

The car seats were purchased by the dealerships, as was advertising.

**Contact Information:**

<b>Name</b>	Rebecca Gerhardt
<b>Title</b>	Region 7 Safe & Drug Free Communities Coalition
<b>Agency</b>	Dacotah Foundation
<b>Phone Number</b>	701-223-4517
<b>Email</b>	rgerhardt@btinet.net

**Project Title**

Peer/Mentor “Choices” Training

**Target Group**

North Dakota State University (NDSU) Resident Assistants/Peer Mentors

**Program Area**

Alcohol education and community involvement

**Problem Statement**

North Dakota youth have ranked number one in binge drinking, driving with someone who has been drinking, and drinking within the last 30 days according to the Youth Risk Behavior Survey. Youth often do not know the consequences of drinking and have many misconceptions. The NDSU’s Core Drug and Alcohol Survey data found that first-year students often experiment with alcohol.

**Objective(s)**

To foster a positive relationship with the NDSU community on dealing directly with high-risk use of alcohol.

**Strategies:**

- The Safe Communities Coalition of the Red River Valley sought an alliance with area universities to provide an alcohol education program. The focal point chosen for the program was to inform students of the dangers associated with high-risk drinking.
- The coalition, in collaboration with university representatives, used the project, “Choices: A Brief Alcohol Abuse Prevention and Harm Reduction Program” as a basis for creating this project. “Choices” is an interactive, journaling-based course for college students designed to assist them in evaluating the choices they make with respect to alcohol consumption. Throughout the course, students are presented with information and then are able to reflect on what they have learned as it relates to their choices and drinking behavior.
- The program is presented in a non-confrontational manner enabling participants to make their own decisions about alcohol consumption. The central focus of the program is to help students make informed choices. Group discussions and personal journals are the methods used. The journal is set up to provide participants with information and they are asked to apply what they have learned in a series of self-reflective questions.
- Resources for conducting the training were provided to the University. All 105 Residence Assistants and Peer Mentors attend a 90-minute Choices program. Participants are asked to step into the role of a sanctioned student while participating in the program.

**Results**

The Resident Assistants and Peer Mentors helped counteract underage drinking by providing information and resources to those directly dealing with underage drinking. The post-program evaluations reveal increased knowledge for both Resident Assistants and Peer Mentors on the physiological effects of alcohol. Evaluations also indicated participants are adequately equipped and ready to share the knowledge they acquired through training.

**Cost**

\$525

**Funding Source**

Safe Communities Coalition of the Red River Valley Victim Impact Panel funds.

**Contact Information**

<b>Name</b>	Robyn Litke
<b>Title</b>	Safe Communities Coalition of the Red River Valley
<b>Agency</b>	Fargo Cass Public Health
<b>Phone Number</b>	701-241-1341
<b>Email</b>	rclitke@ci.fargo.nd.us

## Looking to the Future

### ***Significant Challenges to be addressed***

1. North Dakota experienced a 23% increase in fatalities in 2005. The challenge will be to reduce the number of fatalities, which will bring us in line with the 1.0 fatalities per VMT for 2008.
2. Continue to strive for increased seat belt use by all occupants which will reduce fatalities and serious injuries.
3. Development of the Traffic Safety Resource Prosecutor position to train law enforcement and prosecutors on the effective prosecution of impaired-driving cases.
4. To deter alcohol-related crashes statewide through the Safe Communities network. The distribution of the “**Shattered Lives**” Alcohol Toolkit will help drivers understand the risks and consequences of driving while impaired by alcohol or drugs, and will help drivers develop techniques to avoid these risks.
5. North Dakota’s safety belt use rate was observed to be 79.0% in 2006. This was a 2.7% increase from 2005 and has been on a continuous increase, but still remains below the national average.
6. The development of occupant protection programs for “tweens”, ages 8-12, needs to be addressed.
7. Males aged 18-34 who drive pickup trucks remain the lowest seat belt users within the state.

### ***Training, technical assistance, expertise, and other resources necessary for success***

1. Training for law enforcement on DRE and media.
2. Training on the importance of the crash report documentation (both electronically and hard copy) and how it relates to the Strategic Highway Safety Plan.

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
01/PA	01		Program Management	\$40,000.00	\$38,470.74	\$1,529.26			\$0.00	\$35,000.00	
		01	DLTS SALARY		\$31,995.85	\$1,079.09		\$33,074.94			\$31,995.86
		02	DLTS (MISC. & TRAVEL)		\$6,474.89	\$450.17		\$6,925.06			\$6,474.89
			TOTALS	\$40,000.00	\$38,470.74	\$1,529.26	\$0.00	\$40,000.00	\$0.00	\$35,000.00	\$38,470.75
02/PT	01		Program Management	\$16,000.00	\$15,914.31	\$85.69		\$16,000.00	\$0.00		
		01	DLTS SALARIES		\$14,857.81	\$85.69		\$14,943.50		\$0.00	
		02	DLTS (MISC. & TRAVEL)		\$1,056.50	\$0.00		\$1,056.50			
157INN	01		Program Management	\$2,000.00	\$2,000.00	\$0.00		\$2,000.00	0.00		
		01	DLTS SALARIES		\$2,000.00	\$0.00		\$2,000.00			
		02	DLTS (MISC. & TRAVEL)		\$0.00	\$0.00		\$0.00			
PT	02		Local Law Enforcement Radar	\$16,000.00	\$14,610.00	\$1,390.00	\$16,500.00		(\$500.00)	\$5,000.00	\$6,628.00
		01	BURLEIGH CO		\$1,308.75	\$191.25	\$1,500.00			\$500.00	\$436.25
		02	STARK CO		\$1,500.00	\$0.00	\$1,500.00			\$500.00	\$1,091.00
		03	VALLEY CITY		\$1,500.00	\$0.00	\$1,500.00			\$500.00	\$1,091.00
		04	BISMARCK		\$1,308.00	\$192.00	\$1,500.00			\$500.00	\$436.00
		05	PIERCE CO		\$1,308.00	\$192.00	\$1,500.00			\$500.00	\$436.00
		06	WILLISTON PD		\$1,086.75	\$413.25	\$1,500.00			\$500.00	\$362.25
		07	RICHLAND CO		\$1,177.50	\$322.50	\$1,500.00			\$500.00	\$392.50
		08	GRAFTON PD		\$1,086.75	\$413.25	\$1,500.00			\$500.00	\$362.25
		09	STUTSMAN CO		\$1,500.00	\$0.00	\$1,500.00			\$500.00	\$1,076.00
		10	MERCER CO		\$1,500.00	\$0.00	\$1,500.00			\$500.00	\$500.00
		11	GRAND FORKS CO		\$1,334.25	\$165.75	\$1,500.00			\$500.00	\$444.75
PT	03		State Law Enforcement Radar	\$50,000.00					\$0.00		
		01	ND HIGHWAY PATROL		\$50,000.00	\$0.00	\$50,000.00				\$6,760.00
PT	04		Law Enforcement Training	\$3,000.00	\$0.00	\$3,000.00			\$3,000.00		
					\$0.00	\$0.00					
PT	05		Selective Traffic Enforcement	\$3,000.00					\$0.00		
		01	GRAND FORKS		\$2,493.72	\$506.28	\$3,000.00				
163PT	06		Construction Zone Enforcement	\$59,968.00	\$59,968.00	\$0.00			\$0.00		
		01	ND HIGHWAY PATROL		\$9,485.00	\$0.00		\$9,485.00			
		02	ND HIGHWAY PATROL		\$50,483.00	\$0.00	\$50,483.00				
PT	07		Police Traffic Services Incentive	\$12,600.00	\$3,000.00	\$9,600.00	\$3,000.00		\$9,600.00		
		01	BURLINGTON PD		\$3,000.00	\$0.00	\$3,000.00				\$24.99



PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
PT	08		Traffic Safety Calendar	\$8,500.00					\$0.00		
157PT		01	DL&TS	\$2,506.57	\$4,900.00	\$6,106.57		\$11,006.57		\$12,300.00	\$9,740.50
PT	09		Law Enforcement Overtime for OP	\$150,000.00	\$93,544.48	\$56,455.52	\$106,070.00		\$43,930.00		
		01	BARNES CO		\$1,666.00	\$84.00	\$1,750.00				\$111.88
		02	DICKINSON PD		\$1,809.41	\$290.59	\$2,100.00				\$143.00
		03	GRAND FORKS PD		\$4,498.13	\$501.87	\$5,000.00				
		04	PEMBINA CO		\$2,083.60	\$196.40	\$2,280.00				
		05	STUTSMAN CO		\$1,786.00	\$214.00	\$2,000.00				\$339.63
		06	WELLS CO		\$1,500.00	\$0.00	\$1,500.00				
		07	FARGO		\$2,962.15	\$37.85	\$3,000.00				
		08	WEST FARGO		\$1,775.87	\$524.13	\$2,300.00				
		09	VALLEY CITY		\$3,000.95	\$299.05	\$3,300.00				\$45.00
		10	GRAND FORKS CO		\$3,537.37	\$1,262.63	\$4,800.00				\$80.13
		11	STARK CO		\$2,869.39	\$330.61	\$3,200.00				\$376.13
		12	CASS CO		\$4,875.00	\$1,225.00	\$6,100.00				\$38.50
		13	MINOT		\$2,701.06	\$298.94	\$3,000.00				
		14	BISMARCK		\$1,639.03	\$360.97	\$2,000.00				
		15	MORTON CO		\$1,875.39	\$624.61	\$2,500.00				
		16	NDHP		\$46,076.00	\$3,924.00	\$50,000.00				
		17	MANDAN		\$2,370.78	\$1,129.22	\$3,500.00				
		18	BURLEIGH CO		\$3,514.79	\$85.21	\$3,600.00				
		19	WARD CO		\$1,928.08	\$571.92	\$2,500.00				\$352.50
		20	HARVEY		\$1,075.48	\$564.52	\$1,640.00				\$3.00
PT	10		Public Information & Paid Media	\$150,000.00		\$58,569.35			\$41,090.82		
157INN		01	LOANN'S MARKETING, INC.	\$61,090.82	\$152,521.47		\$170,000.00		\$0.00		
			TOTALS	\$534,665.39	\$398,951.98	\$135,713.41	\$399,053.00	\$38,491.57	\$97,120.82	\$22,800.00	\$31,271.26
03/EM	01		Program Management	\$2,000.00					\$0.00		
		01	DLTS SALARIES		\$477.92	\$1,522.08		\$2,000.00			
EM	02		EMS Training	\$105,000.00					\$0.00		
		01	ND DEPT OF HEALTH		\$105,000.00	\$0.00	\$105,000.00			\$245,000.00	\$245,000.00
			TOTALS	\$107,000.00	\$105,477.92	\$1,522.08	\$105,000.00	\$2,000.00	\$0.00	\$245,000.00	\$245,000.00

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
04/TR	01		Program Management	\$69,000.00	\$50,586.90	\$18,413.10	\$0.00	\$69,000.00	\$0.00	\$1,000.00	
		01	DLTS SALARIES		\$29,204.28	\$5,195.72		\$34,400.00			
		02	CRASH RECORDS		\$18,572.01	\$13,217.38		\$31,789.39			
		03	DLTS (MISC. & TRAVEL)		\$2,810.61	\$0.00		\$2,810.61			
TR	02		Crash System Enhancement	\$10,000.00	\$5,334.85		\$0.00		\$0.00		
		01	NDDOT - IT DIVISION		\$5,334.85	\$4,665.15		\$10,000.00			
408TR	03		Traffic Records Strategic Plan	\$275,000.00	\$153,768.44	\$121,231.56			\$275,000.00	\$75,000.00	
163TR		01	Affinity Global Solutions, Inc	\$236,070.31	\$144,036.76	\$72,863.24	\$216,900.00		\$0.00		
		02	NDDOT - IT		\$9,731.68	\$9,438.63		\$19,170.31			
TR	04		Traffic Records Assessment	\$25,000.00	\$20,800.24	\$4,199.76	\$23,250.00				
408TR		01	DL&TS	\$25,000.00	\$702.32	\$1,047.68	\$0.00	\$1,750.00	\$25,000.00		
		02	BSC		\$20,097.92	\$3,152.08	\$23,250.00				
TOTALS				\$640,070.31	230,490.43	\$409,579.88	\$240,150.00	\$99,920.31	\$300,000.00	\$76,000.00	\$0.00
05/OP	01		Program Management	\$13,000.00	\$11,375.54	\$1,624.46			\$0.00		
		01	DLTS SALARIES		\$10,052.81	\$947.19		\$11,000.00			
		02	DL&TS (MISC. & TRAVEL)		\$1,322.73	\$677.27		\$2,000.00			
OP	02		Public Information & Education Prog.	\$73,000.00	\$36,332.43	\$36,667.57			\$28,000.00		
		01	NDDH		\$36,332.43	\$3,667.57	\$40,000.00	\$5,000.00			
OP	03		School Safety Belt Projects	\$15,000.00	\$4,019.42	\$10,980.58	\$5,425.00	\$0.00	\$9,575.00	\$15,702.35	
		01	FARGO		\$4,019.42	\$530.58	\$4,550.00				\$15,702.35
		02	WILLISTON		\$0.00	\$875.00	\$875.00				
OP	04		Worksite Safety Belt Projects	\$17,000.00	\$3,768.98	\$13,231.02	\$4,600.00		\$12,400.00	\$35,000.00	
		01	FARGO		\$3,768.98	\$831.02	\$4,600.00				\$47,189.38
OP	05		Car Safety Seats and Training	\$132,000.00	\$118,336.49	\$13,663.51	\$0.00		\$0.00	\$30,000.00	
		01	NDDH		\$118,336.49	\$13,663.51	\$132,000.00				\$42,605.00
OP	06		Injury Prevention Training	\$5,000.00					\$0.00		
		01	NDDH		\$3,639.62	\$1,360.38		\$5,000.00			\$0.00
OP	07		Statewide Safety Belt Survey	\$59,082.00					\$0.00		
		01	DLN CONSULTING		\$53,205.32	\$5,876.68	\$59,082.00				
TOTALS				\$314,082.00	230,677.80	\$83,404.20	\$246,107.00	\$18,000.00	\$49,975.00	\$80,702.35	\$105,496.73

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
06/MC											
	01		Program Management	\$12,400.00	\$12,290.20	\$109.80			0.00		
MC		01	DLTS SALARIES		\$10,106.90	\$109.80		\$10,216.70			
		02	DLTS MISC & TRAVEL		\$2,183.30	\$0.00		\$2,183.30			
MC	02		Education Program Match (State funded)							\$220,000.00	\$292,620.97
2010MC			ABATE of ND, INC	\$100,000.00	\$212,000.00	\$0.00	\$212,000.00				
			TOTALS	\$112,400.00	\$12,290.20	\$100,109.80	\$0.00	\$12,400.00	\$0.00	\$220,000.00	\$292,620.97
07/HE											
164HE	01		Recovery Areas at T-Intersections	\$1,479,396.81					\$0.00		
		01	NDDOT		\$1,479,396.81	\$0.00		\$1,479,396.81			
164HE	02		Guardrail	\$771,816.03					\$0.00		
		01	NDDOT		\$771,816.03	\$0.00		\$771,816.03			
164HE	03		Bridge Anti-icing System	\$506,073.39					\$0.00		
		01	NDDOT		\$506,073.39	\$0.00		\$506,073.39			
			TOTALS	\$2,757,286.23	\$2,757,286.23	\$0.00	\$0.00	\$2,757,286.23	\$0.00	\$0.00	\$0.00
08/AL											
AL	01		Program Management	\$31,690.00	\$29,361.56	\$2,328.44			\$0.00		
		01	DL&TS (SALARIES)		\$24,568.98	\$0.00		\$24,568.98			
		02	DL&TS (MISC. & TRAVEL)		\$4,792.58	\$2,328.44		\$7,121.02			
AL	02		Youth Court	\$30,000.00					\$0.00		
		01	CASS CO (LUTHERAN SOC SERV)		\$30,000.00	\$0.00	\$30,000.00			\$3,000.00	\$0.00
AL	03		College Substance Abuse Prevention	\$21,500.00	\$3,620.26	\$17,879.74			\$17,850.00	\$4,000.00	
		01	COMM ACTION PTNSHP (DIX)		\$3,620.26	\$29.74	\$3,650.00				
AL	04		Underage Drinking Project	\$6,810.00	\$4,168.00	\$2,642.00	\$6,810.00		\$0.00		
		01	RALPH ENGLESTAD ARENA		\$2,668.00	\$132.00	\$2,800.00				
		02	COMM ACTION PROG (WILL)		\$0.00	\$2,510.00	\$2,510.00				
		03	WINKELMAN CONSULTING		\$1,500.00	0.00	\$1,500.00				
164AL	05		Media Campaign for Impaired Driving	\$179,144.23	\$125,202.69	\$57,696.48			\$52,899.17		
164PM	01		LOANN'S MARKETING, INC.	\$3,754.94	\$125,202.69	\$4,797.31	\$130,000.00				\$88,030.79
AL	06		Students Agains Destructive Decisions	\$28,500.00	\$28,500.00				\$0.00		
		01	NORTHERN LIGHTS YOUTH SERVICES		\$28,500.00	\$0.00	\$28,500.00				
AL	07		Video Camera Surveillance Systems	\$110,600.00					\$110,600.00		

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
157AL				\$49,404.39	\$0.00	\$0.00			\$49,404.39	\$4,000.00	
AL	08		Alcohol Forum	\$10,000.00	\$0.00	\$10,000.00	\$0.00		\$10,000.00	\$4,000.00	
TOTALS				\$471,403.56	\$220,852.51	\$250,551.05	\$198,960.00	\$31,690.00	\$240,753.56	\$15,000.00	\$88,030.79
09/SA	01		Program Management	\$46,000.00	\$45,120.01	\$879.99			\$0.00		
		01	DL&TS SALARIES		\$42,043.01	\$879.99		\$42,923.00			
		02	DL&TS (MISC. & TRAVEL)		\$3,077.00	\$0.00		\$3,077.00			
SA	02		Safe Communities Programs	\$667,100.00	\$394,587.30	\$272,512.70	\$396,304.00		\$270,796.00	\$547,600.00	\$971,263.95
		01	DACOTAH FOUNDATION (BIS/MDN)		\$36,200.00	\$0.00	\$36,200.00			\$0.00	\$57,169.41
		02	ROLETTE		\$37,000.00	\$0.00	\$37,000.00			\$0.00	\$37,855.31
		03	DICKINSON (COMM. ACTION & DEV PRG)		\$36,200.00	\$0.00	\$36,200.00			\$36,200.00	\$96,588.00
		04	FARGO		\$67,700.00	\$0.00	\$67,700.00			\$67,700.00	\$266,538.16
		05	GRAND FORKS (ALTRU HEALTH SYS)		\$36,200.00	\$0.00	\$36,200.00			\$0.00	\$153,455.44
		06	JAMESTOWN		\$16,000.00	\$1,300.00	\$17,300.00			\$8,000.00	\$53,639.50
		07	MINOT		\$35,000.00	\$0.00	\$35,000.00			\$35,000.00	\$105,359.86
		08	WILLISTON (COMM. ACTION & DEV PRG)		\$35,000.00	\$0.00	\$35,000.00			\$35,000.00	\$74,881.52
		09	RICHLAND CO		\$24,000.00	\$0.00	\$24,000.00			\$0.00	\$12,746.00
		10	TRAILL DISTRICT HEALTH		\$22,200.00	\$0.00	\$22,200.00			\$0.00	\$42,804.51
		11	THREE AFFILIATED TRIBES		\$24,583.30	\$416.70	\$25,000.00			\$0.00	\$33,805.44
		12	CITY-COUNTY HEALTH DEPT (BARNES)		\$24,504.00	\$0.00	\$24,504.00			\$0.00	\$36,420.80
SA	03		Safe Communities Web Site	\$32,500.00	\$30,168.00	\$2,332.00			\$2,332.00		
		01	HURTDIDIT DESIGN SOLUTIONS		\$30,168.00	\$0.00	\$30,168.00			\$0.00	\$0.00
SA	04		Safe Communities Outreach	\$74,300.00	\$70,500.00	\$3,800.00			\$3,800.00		
		01	DLN CONSULTING		\$70,500.00	\$0.00	\$70,500.00				\$10,142.54
SA	05		Events Coordinator	\$25,500.00					\$3,140.00		
		01	DLN CONSULTING		\$21,865.34	\$494.66	\$22,360.00				
TOTALS				\$845,400.00	\$562,240.65	\$283,159.35	\$519,332.00	\$46,000.00	\$280,068.00	\$181,900.00	\$981,406.49

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FEDERAL FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
PA	01		PLANNING/ADMINISTRATION	\$40,000.00	\$38,470.74	\$1,529.26	\$0.00	\$40,000.00	\$0.00	\$35,000.00	\$38,470.75
PT	02		POLICE TRAFFIC SERVICES	\$409,100.00	\$273,386.59	\$135,713.41	\$287,479.18	\$24,500.00	\$97,120.82	\$10,500.00	\$21,530.76
163PT	02		POLICE TRAFFIC SERVICES	\$59,968.00	\$59,968.00	\$0.00	\$50,483.00	\$9,485.00	\$0.00	\$0.00	\$0.00
157PT	02		POLICE TRAFFIC SERVICES	\$2,506.57	\$2,506.57	\$0.00	\$0.00	\$2,506.57	\$0.00	\$12,300.00	\$9,740.50
157INN	02		POLICE TRAFFIC SERVICES	\$63,090.82	\$63,090.82	\$0.00	\$61,090.82	\$2,000.00	\$0.00	\$0.00	\$0.00
EM	03		EMERGENCY MEDICAL SERVICES	\$107,000.00	\$105,477.92	\$1,522.08	\$105,000.00	\$2,000.00	\$0.00	\$245,000.00	\$245,000.00
TR	04		TRAFFIC RECORDS	\$104,000.00	\$76,721.99	\$27,278.01	\$23,250.00	\$80,750.00	\$0.00	\$1,000.00	\$0.00
408TR	04		TRAFFIC RECORDS	\$300,000.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00
163TR	04		TRAFFIC RECORDS	\$236,070.31	\$153,768.44	\$82,301.87	\$216,900.00	\$19,170.31	\$0.00	\$0.00	\$0.00
OP	05		OCCUPANT PROTECTION	\$314,082.00	\$230,677.80	\$83,404.20	\$246,107.00	\$18,000.00	\$49,975.00	\$80,702.35	\$105,496.73
MC	06		MOTORCYCLE SAFETY	\$12,400.00	\$12,290.20	\$109.80	\$0.00	\$12,400.00	\$0.00	\$220,000.00	\$292,620.97
2010MC	06		MOTORCYCLE SAFETY	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$100,000.00	\$50,000.00	\$0.00
164HE	07		ROADWAY SAFETY	\$2,757,286.23	\$2,757,286.00	\$0.23	\$0.00	\$2,757,286.23	\$0.00	\$0.00	\$0.00
AL	08		ALCOHOL COUNTERMEASURES	\$239,100.00	\$95,649.82	\$143,450.18	\$68,960.00	\$31,690.00	\$138,450.00	\$11,000.00	\$0.00
164AL	08		ALCOHOL COUNTERMEASURES	\$179,144.23	\$121,447.75	\$57,696.48	\$130,000.00	\$0.00	\$52,899.17	\$0.00	\$88,030.79
164PM	08		ALCOHOL COUNTERMEASURES	\$3,754.94	\$3,754.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$88,030.79
157AL	08		ALCOHOL COUNTERMEASURES	\$49,404.39	\$0.00	\$49,404.39	\$0.00	\$0.00	\$49,404.39	\$4,000.00	\$0.00
SA	09		COMMUNITY OUTREACH PROG	\$845,400.00	\$562,240.65	\$283,159.35	\$519,332.00	\$46,000.00	\$280,068.00	\$547,600.00	\$981,406.49
TOTALS				\$5,822,307.49	\$4,556,738.23	\$1,265,569.26	\$1,708,602.00	\$3,045,788.11	\$1,067,917.38	\$1,217,102.35	\$1,870,327.78

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
01/J8/K8	01		<b>Program Management</b>	\$29,183.10	\$29,183.10	\$0.00			\$56.10	\$10,183.10	\$10,183.10
04/'05/'06		01	DL&TS SALARY		\$28,774.38	\$46.99		\$28,821.37			
		02	DL&TS MISC.		\$408.72	(\$103.09)		\$305.63			
			<b>TOTALS</b>	<b>\$29,183.10</b>	<b>\$29,183.10</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$29,127.00</b>	<b>\$56.10</b>	<b>\$10,183.10</b>	<b>\$10,183.10</b>
02/J8	01		<b>Public Information &amp; Education</b>	\$120,000.00					\$0.00		
04/'05		01	LOANN'S MARKETING		\$116,286.49	\$3,713.51	\$120,000.00				
			<b>TOTALS</b>	<b>\$120,000.00</b>	<b>\$116,286.49</b>	<b>\$3,713.51</b>	<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
03/J8/K8	01		<b>Statewide Saturation Patrols</b>	\$680,899.77	\$149,810.29	\$531,089.48	\$170,225.00		\$510,674.77		
05/'06		01	MANDAN		\$387.46	\$2,112.54	\$2,500.00				
		02	BURLEIGH CO		\$4,904.21	\$3,595.79	\$8,500.00				
		03	BISMARCK		\$8,357.60	\$2,342.40	\$10,700.00				
		04	JAMESTOWN		\$3,073.50	\$326.50	\$3,400.00				
		05	NDHP		\$59,998.00	\$2.00	\$60,000.00				
		06	FARGO		\$9,780.81	\$3,219.19	\$13,000.00				\$228.38
		07	CASS CO		\$6,332.76	\$1,917.24	\$8,250.00				
		08	MORTON CO		\$3,885.11	\$114.89	\$4,000.00				
		09	MANDAN		\$2,430.80	\$1,569.20	\$4,000.00				
		10	GRAND FORKS		\$5,456.66	\$43.34	\$5,500.00				
		11	WARD CO		\$5,062.73	\$337.27	\$5,400.00				\$746.26
		12	MINOT		\$4,676.77	\$323.23	\$5,000.00				
		13	WHPETON		\$5,500.00	\$0.00	\$5,500.00				\$360.81
		14	WEST FARGO		\$4,047.45	\$1,127.55	\$5,175.00				
		15	VALLEY CITY		\$5,124.85	\$125.15	\$5,250.00				
		16	DICKINSON		\$3,000.65	\$699.35	\$3,700.00				\$72.51
		17	STARK CO		\$4,888.79	\$111.21	\$5,000.00				\$934.01
		18	GRAND FORKS CO		\$6,015.90	\$234.10	\$6,250.00				\$1,253.38
		19	PEMBINA CO		\$2,471.08	\$28.92	\$2,500.00				
		20	NEW TOWN PD		\$1,315.16	\$2,184.84	\$3,500.00				
		21	BOTTINEAU CO		\$3,100.00	\$0.00	\$3,100.00				\$553.38
J8/K8	02		<b>Alcohol Testing Equipment</b>	\$75,000.00					\$0.00	\$1,865,000.00	\$1,636,038.32
05/'06		01	ND ATTORNEY GEN (TOX)		\$72,704.62	\$2,295.38	\$75,000.00				
K8	03		<b>Traffic Safety Resource Prosecutor</b>	\$27,128.00					\$0.00		
'06		01	ND Association of Counties		\$5,062.55	\$22,065.45	\$27,128.00				
K8	04		<b>Admin License Revocation Liaison</b>	\$17,745.00					\$0.00		
'06		01	ND Association of Counties		\$10,806.58	\$6,938.42	\$17,745.00				
			<b>TOTALS</b>	<b>\$800,772.77</b>	<b>\$238,384.04</b>	<b>\$562,388.73</b>	<b>\$290,098.00</b>	<b>\$0.00</b>	<b>\$510,674.77</b>	<b>\$1,865,000.00</b>	<b>\$1,640,187.05</b>

PROJ/ PROG CODE	SUB PROJ	PH	TASK DESCRIPTION	FUNDS PER PLAN	EXPENDED FUNDS	BALANCE	CONTRACTED	EST EXPENSE	UNCOM FUNDS	STATE/ LOCAL MATCH	STATE/LOCAL MATCH EXPENDED
04/J8 '05	01	01	ND CORE Survey UND (NDHE)	\$17,300.00	\$13,041.93	\$4,258.07	\$17,300.00		\$0.00		
04/K8 '06	02	01	"Last Call" Video and Toolkit LOANN'S MARKETING	\$10,000.00	\$9,970.00	\$30.00	\$10,000.00		\$0.00		
<b>TOTALS</b>				<b>\$27,300.00</b>	<b>\$23,011.93</b>	<b>\$4,288.07</b>	<b>\$27,300.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
/J8	01		Program Management	\$29,183.10	\$29,183.10	\$0.00	\$0.00	\$29,127.00	\$56.10	\$10,183.10	\$10,183.10
/J8	02		Public Information & Education	\$120,000.00	\$116,286.49	\$3,713.51	\$120,000.00	\$0.00	\$0.00	\$0.00	\$0.00
/J8	03		Law Enforcement	\$800,772.77	\$238,384.04	\$562,388.73	\$290,098.00	\$0.00	\$510,674.77	\$1,865,000.00	\$1,640,187.05
/J8	04		Training	\$27,300.00	\$23,011.93	\$4,288.07	\$27,300.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTALS</b>				<b>\$977,255.87</b>	<b>\$406,865.56</b>	<b>\$570,390.31</b>	<b>\$437,398.00</b>	<b>\$29,127.00</b>	<b>\$510,730.87</b>	<b>\$1,875,183.10</b>	<b>\$1,650,370.15</b>