



NDDOT
North Dakota
Department of Transportation

2009 Highway Safety Plan



North Dakota Department of Transportation
Office of Traffic Safety

Highway Safety Plan
Federal Fiscal Year 2009

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EXECUTIVE SUMMARY

In 2007, the same number of people died (111) on North Dakota roads as in the previous year. The stability of crash fatalities in North Dakota may be attributed to:

- Statewide and local traffic safety programs that have increased awareness of traffic safety issues.
- High-visibility enforcement campaigns (high volume multi-media in conjunction with increased, targeted law enforcement) specific to driver behavior (impaired driving and seat belt use).
- Improved engineering of roadway infrastructure.
- Advanced engineering to provide safer motor vehicles and improved crash survivability.

Programs to address impaired driving and lack of seat belt use must continue to be a top priority in North Dakota. In 2007:

- 57 percent of motor vehicle crash fatalities involved alcohol.
- 59 percent of individuals killed in motor vehicle crashes were not wearing seat belts.

Seat belt use in North Dakota climbed to an all-time high of 82.2 percent in 2007. However, the 2008 survey showed a slight decrease to 81.6 percent. This 0.6 percent decrease falls within the survey methodology's standard deviation so the failure to increase beyond the 82.2 percent use rate likely indicates a plateau in seat belt use in the state rather than a decrease. This plateau necessitates an increase in the level of occupant protection programming to further advance the public's awareness and level of education related to the benefits of seat belt use.

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 111 in 2007. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.44 deaths per 100 million VMT in 2007. With the exception of 2005, the statewide fatality rate has been consistently lower than the national fatality rate since 1979.

It is important to note that North Dakota's safety record is a result of cooperation between the motoring public and the traffic safety community, many of whose efforts receive funding support through the North Dakota Department of Transportation's (NDDOT) Office of Traffic Safety (OTS) through the annual Highway Safety Plan (HSP).

PERFORMANCE PLAN

Trends, Problem Identification, and Goals

Process Overview

The planning process for the fiscal year (FY) 2009 Highway Safety Plan (HSP) began with a thorough review of motor vehicle crash reports which are summarized in the North Dakota Department of Transportation (NDDOT) Office of Traffic Safety's (OTS) annual crash summary. This review resulted in the identification of North Dakota's traffic safety problems which are addressed through the HSP.

In April, the OTS solicited traffic safety partners for project proposals to address the identified traffic safety problems. Proposals were due to the OTS by June 30, 2008. OTS staff worked with proposal review teams to evaluate and score each proposal and to select projects for inclusion in the 2009 HSP.

The OTS reviewed and considered the performance measures and priorities identified in the National Highway Traffic Safety Administration (NHTSA) Regional Action Plan for Region 8 while developing the 2009 HSP to assure synchronicity.

The draft 2009 HSP was presented by the OTS to NDDOT Executive Management, NDDOT engineering division leads and Strategic Highway Safety Plan (SHSP) subcommittee chairs on July 29, 2008.

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

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

Data Analysis

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

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

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

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

Problem Identification

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

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

In addition to the data analysis described above, North Dakota benefited from additional data analysis of 2007 crash data by Preusser Research Group, Inc. The Preusser analysis resulted in a 259-page report detailing the traffic safety problems

of North Dakota's top 30 counties (counties with more than 100 crashes).

Problem Identification 2007

The map included as Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota from 2003-2007. The map shows that motor vehicle fatalities in North Dakota are largely rural and sporadic making a geographical approach to traffic safety difficult and necessitating a concerted statewide effort to assure every county is served through traffic safety programs. The map also shows clusters of fatalities on each of North Dakota's four Native American reservations (represented on the map by gray shading) indicating a significant need for traffic safety programming on each of the reservations.

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

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

Performance Measures

The OTS has adopted the core outcomes measures and core behavior measure established by the Governor's Highway Safety Administration (GHSA) and NHTSA. The outcomes/behavior measures and associated data for a five-year period (2003-2007) along with North Dakota's 2011 goals related to the measure are provided below.

The 2011 goals were calculated by the Upper Great Plains Transportation Institute, Rural Transportation Safety and Security Center using the average for the previous five years less one standard deviation. The seat belt measure was calculated by setting the goal at a 20 percent reduction in the non-use of seat belts ($82.2\% + 25\% \times (100\% - 82.2\%) = 86\%$).

CORE OUTCOMES MEASURES

Measure	2003	2004	2005	2006	2007	5-Year Average	Goal (2011)
1. Number of traffic fatalities	105	100	123	111	111	110	101
2. Number of serious injuries in traffic crashes	625	561	517	562	528	559	517
3. Fatalities/Vehicle Miles Traveled (VMT) – Total	1.44	1.34	1.65	1.45	1.44	1.46	1.35
Fatalities/VMT – Rural	1.61	1.52	2.04	1.98	1.77	1.78	1.56
Fatalities/VMT – Urban	0.96	0.85	1.30	0.18	0.06	0.67	*
4. Number of unbelted passenger vehicle occupant fatalities, all seat positions	88	58	64	60	62	66	54
Front left	70	48	54	42	43	54	*
Front middle	1			1		1	*
Front right	13	8	7	10	16	11	*
Second left		1	1	2	2	2	*
Second middle	3		2	1		2	*
Second right	1	1		4	1	2	*
Third left							*
Third middle							*
Third right							*

5. Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of 0.8 and above	27	25	34	29	29	29	26
6. Number of speeding-related fatalities	32	29	48	48	55	42	31
7. Number of motorcyclist fatalities	4	9	6	4	8	6	4
8. Number of unhelmeted motorcyclist fatalities	4	6	5	4	7	5	4
9. Number of fatal crashes involving a driver age 20 or younger	32	17	22	25	24	24	19
10. Number of pedestrian fatalities	7	9	9	4	5	7	5

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

CORE BEHAVIOR MEASURE

Measure	2003	2004	2005	2006	2007	5-Year Average	Goal (2011)
11. Percent of observed occupants using a seat belt	63.7%	67.4%	76.3%	79.0%	82.2%*	72.9%	86%

*2008 use rate is 81.6 percent.

Project Selection

The OTS undertakes two distinct processes to identify contractors.

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

Grants. Grant applications are solicited through a more informal process. The OTS 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 OTS 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 OTS by June 30.

Grant applications are reviewed and scored by established teams that include OTS 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 criterion include:

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

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

Monitoring and Technical Assistance

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

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

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

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

Annual Report

OTS 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 financial officer prepares an interim report of program expenditures compared to the approved plan and program obligations to include in the annual report.

Biennially, when a legislative session occurred, the annual report includes a summary of legislative changes pertinent to traffic safety.

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

HIGHWAY SAFETY PLAN

**Problem Identification, Performance Measures,
Strategies & Project Descriptions**

PLANNING & ADMINISTRATION

Problem Identification: Not applicable.

Core Performance Measure(s): Not applicable.

Other Performance Measures(s): Not applicable.

Strategies:

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

Planning & Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA4020901-01	Program Management	\$40,000/\$40,000	402/State Match (50%)
K8PA4100901-01	Program Management	\$40,000/\$40,000	410/State Match (50%)
402 Total		\$40,000	
410 Total		\$40,000	
Total All funds		\$80,000/\$80,000	

Planning and Administration (PA*) Projects

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

PA4020901-01	Program Management (All Staff)	FUNDING SOURCE : 402/State Match
K8PA4100901-01	Program Management	410/State Match

Funds are used to plan, develop, implement, market, monitor and evaluate the annual HSP.

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

- General public information and education (PI&E) materials.
- Training and travel for staff members for program or project management, highway safety data analysis, etc.

- Memberships and other professional fees for the Governor's Highway Safety Association (GHSA), the American Association of Motor Vehicle Administrators (AAMVA), etc.
- Preparation and printing of reports like the HSP, the annual HSP evaluation, and other overarching information.
- Contractual and legal services.

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

POLICE TRAFFIC SERVICES

Problem Identification:

- Data from the North Dakota Highway Patrol's Law Enforcement Training Academy (LETA) shows the following number of officers received traffic safety-specific training, including Standardized Field Sobriety Testing (SFST), through LETA.

Training Topic	2003	2004	2005	2006	2007
Use of Radar	60	55	37	40	63
Occupant Protection	60	55	37	40	63
SFST	28	22	14	27	16
Administrative Hearing	10	11	13	14	16

LETA benefits from external support to assure quality traffic safety training to an optimum number of recruits.

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

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

Other Performance Measure(s): In addition to the core outcomes/behavior measures, the OTS has established the following performance measure to track the OTS' success to decrease the percent of administrative license revocation hearings that are dismissed. The OTS will work to achieve this through law enforcement training and support.

Measure	2003	2004	2005	2006	2007	4-Year Average	Goal (2011)
Percent of administrative license revocation hearing dismissals	No data available	23%	25%	24%	27%	25%	15%

Strategies:

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

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT4020902-01	Program Management	\$5,000	402
PT4020902-02 K84100904-05	Law Enforcement Training and Support	\$10,000/\$500 \$20,000	402/ <i>Local Match</i> 410
PT4020902-03	Rural Law Enforcement Summit	\$30,000	402
PT4020902-04	ASSISTS Award Program	\$7,500	402
402 Total		\$52,500	
410 Total		\$20,000	
Total All funds		\$72,500/\$500	

Police Traffic Services (PT*) Projects

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

PT4020902-01 Program Management (Karin and Sandy)

FUNDING SOURCE: 402

Funds are used to cover the costs associated with the direct management and travel to administer police traffic services projects. Technical assistance and resources will be provided to grantees. OTS staff will continue to convene the North Dakota Peace Officers Association (NDPOA) Traffic Safety Committee to make recommendations on enforcement equipment, enforcement activities, and enforcement campaign activities to be conducted by the OTS. NDPOA Traffic Safety Committee members will also provide technical assistance to the OTS related to resource and legislative needs of law enforcement to facilitate their impact on traffic safety. Funds will also be used to produce materials specific to law enforcement training including SFST and other expenses such as public information and education (PI&E) materials for distribution by law enforcement to the public.

PT4020902-02 Law Enforcement Training/Support (Sandy)
K84100904-05

FUNDING SOURCE: 402/Local Match
FUNDING SOURCE: 410

This project will provide specialized traffic safety training to law enforcement officers and other highway safety professionals. Section 402 funds will be used to reimburse travel expenses to attend training and conferences that provide innovative approaches to traffic safety to advance creativity and effectiveness of local traffic safety efforts.

Section 410 funds will be used to provide training to law enforcement officers related to the following:

Standardized Field Sobriety Testing. The OTS will coordinate with LETA to support them to incorporate SFST into the standard law enforcement curriculum for all new recruits. The OTS will serve as the resource center for LETA to provide SFST training materials, recruit volunteers for field sobriety testing, provide technical assistance, etc.

Administrative License Revocation Hearings. Administrative hearings for DUI offenses are dismissed about 20 percent of the time. Many dismissals are due to lack of attendance from law enforcement at hearings or incomplete paperwork. Funds will be used to provide training to law enforcement related to the reasons behind administrative hearing dismissals and the role law enforcement can play to improve the dismissal rate. This information may be provided during the Rural Law Enforcement Summit (see PT4020902-03) to be conducted in the first quarter of calendar year 2009.

Drug Recognition Experts (DRE). Law enforcement officers assuming a DRE designation within their agency will have an opportunity to attend a Drug Evaluation and Classification Program in North Dakota. The program curriculum course objectives include: (1) be able to describe the involvement of drugs in impaired driving incidents, (2) name the seven drug categories and recognize their effects, (3) describe and properly administer the psychophysical and physiological evaluations used in the drug evaluation and classification procedures, (4) prepare a narrative drug influence evaluation report, and (5) discuss appropriate procedures for testifying in typical drug evaluation and classification cases. The program also requires completion of a field certification phase which will be completed out-of-state at the employing agency's expense.

PT4020902-03 Rural Law Enforcement Summit (Sandy and Carol)

FUNDING SOURCE: 402

Funds will be used to conduct the second annual Rural Law Enforcement Summit in North Dakota. The summit provides law enforcement agencies that are under contract with the OTS with orientation, training, technical assistance, and resources related to enforcement programs, earned media and the grant/contract management process. The summit agenda will include Traffic Occupant Protection Strategies (TOPS) training provided by North Dakota's Law Enforcement Liaison (LEL), who is certified to teach TOPS. TOPS provides law enforcement with information related to crash dynamics, restraint types and appropriate use, and enforcement of occupant protection laws. The Traffic Safety Resource Prosecutor (TRSP) will provide information related to effective processing of a DUI to facilitate the prosecution and adjudication of cases. Other agenda items will be incorporated as the agenda allows. Peace Officer Standards and Training (POST) credits will be provided to assure the summit is well attended. The summit will occur in the first quarter of calendar year 2009.

PT4020902-04 Incentive Program/ASSISTS Awards (Sandy)

FUNDING SOURCE: 402

A police traffic services incentive program called ASSISTS (Alcohol, Seat Belts and Speed Intervention to Support Traffic Safety) has been developed to recognize law enforcement agencies that have demonstrated a commitment to reduce traffic-related deaths and injuries in their communities without financial assistance through the OTS. ASSISTS awards and a contract for the purchase of equipment and/or materials to further support their efforts will be provided to two to three winning agencies. Agencies are selected based on an application process whereby applying agencies are required to document their community-level traffic safety activity including public information, media relations, and enforcement activities conducted throughout the fiscal year.

EMERGENCY MEDICAL SERVICES

Problem Identification:

- Motor vehicle crashes continue to be the most common cause of trauma to which ambulances respond in North Dakota.
- Volunteers comprise more than 90 percent of North Dakota’s EMS ambulance staffing, resulting in a heavy turnover rate and a significant impact on training resources to assure new volunteers are trained to deliver quality EMS care.
- North Dakota is a rural state with substantial distances between medical facilities. In 2007, 97 of 111 motor vehicle fatalities occurred on rural roads. For this reason, it is essential that an effective network of EMS exist to assure the delivery of life-saving care within the “golden hour” when a motor vehicle crash victim's chances of survival are greatest if they receive definitive care within the first hour of multi-system trauma.

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

Other Performance Measures(s): See project EM4020903-02 for estimated numbers of EMS personnel to receive training.

Strategies:

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

Emergency Medical Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM4020903-01	Program Management	\$1,000	402
EM4020903-02	EMS Training	\$140,000/\$326,666	402/ <i>State Match</i>
402 Total		\$141,000	
Total All funds		\$141,000/\$326,666	

Emergency Medical Services (EM) Projects

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

PT4020903-01 Program Management (Karin and Lory)

FUNDING SOURCE: 402

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

The North Dakota EMS system relies heavily on the services of volunteers. Dwindling and aging populations in rural areas, combined with social trends resulting in fewer people volunteering, make maintaining EMS systems difficult. To maintain and improve the EMS system, adequate initial and refresher EMS training must be provided for personnel. In addition, emergency vehicle operations courses must be offered to assure public safety and reduce personnel attrition levels. Training, testing, certification, and continuing education, must be provided to keep North Dakota's EMS volunteers current in proper procedures. Distance-learning opportunities will continue to assure statewide access to training by EMS personnel.

Funds will be used to assist the NDDH DEMS to provide six courses consistent with NHTSA's curriculum. They are:

- **North Dakota Automobile Extrication Course.** Approximately 1,000 EMS personnel will be trained or retrained and certified in auto extrication.
- **North Dakota First Responder Course.** Approximately 290 EMS personnel will be trained and certified as First Responders and approximately 800 personnel will be recertified.
- **EMT-Basic Course.** Approximately 400 EMS personnel will be trained and tested for certification, and approximately 900 personnel will be recertified.
- **EMT-Intermediate/85 Course.** Approximately 50 EMT-Intermediate 85s will be trained and tested for certification, and approximately 125 personnel will be recertified.
- **EMT-Paramedic Course.** Approximately 40 EMT-Paramedics will be trained and tested for certification, and approximately 170 personnel will be recertified.
- **EMS Instructor Course.** Approximately 20 EMS instructors will be trained, and approximately 100 EMS instructors will be recertified.

Other training will include:

- **Emergency Vehicle Operations.** Approximately 200 EMS personnel will be trained.
- **Advanced Trauma Life Support (ATLS).** Approximately 40 rural physicians and mid-level practitioners will be trained and recertified in ATLS.

Of the 45 acute care hospitals in North Dakota, 43 (95%) are trauma center designated. North Dakota also designates one border hospital in Minnesota and one border hospital in South Dakota as trauma centers. Eight EMS Training Institutions are licensed. The state EMS Advisory Committee continues to assist to develop EMS policy and long-term goals.

The NDDH DEMS provides local match consisting of state general funds and funds contained in the EMS Training Grant Program for distribution to local ambulance services, quick-response units, and rescue services. Grants are provided to defray costs associated with training for each newly-trained and eligible EMT-Basic, EMT-Intermediate, and EMT-Paramedic. Grants are also provided to eligible entities to defray local recertification training expenses.

TRAFFIC RECORDS

Information for effective traffic safety decisions is based on accurate, timely, complete, uniform, accessible and integrated traffic records and ancillary data (for example, EMS and court system data). The OTS has responsibility for collecting and analyzing the crash data records submitted by all law enforcement agencies through a uniform reporting form.

Problem Identification:

- Access to traffic records and ancillary data currently occurs through cooperation between multiple state and local jurisdictions. The goal of the traffic records program is to make data available through computer system interface and access through a single web-based portal.

Core Performance Measure(s): Not applicable.

Other Performance Measures(s): The performance measures for this program area are defined in North Dakota's Traffic Records Strategic Plan. Performance measures are specific to improving the accuracy, timeliness, completeness, uniformity, accessibility, and integration of crash records and ancillary data.

Strategies:

- Analyze and make effective use of state, regional, and local crash data 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. The annual crash summary is made available to traffic safety partners to assure its' use with countermeasure selection and evaluation. The OTS completes a news release announcing the *North Dakota Crash Summary's* availability on the OTS' webpage for widespread public access.
- Convert at least five law enforcement agencies per year 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.
- Train law enforcement to complete timely, accurate and complete crash reports through completion of the crash report curriculum and a CD-based training option. Partner with LETA to coordinate crash report training.
- Continue to operate the Traffic Records Coordination Committee (TRCC) to guide the NHTSA Section 408 grant program and data system integration. The TRCC will update North Dakota's Traffic Records Strategic Plan (TRSP) annually and continue to make recommendations related to the prioritization of enhancements to traffic records data projects. TRSP priority projects will include further implementation of TraCS to increase electronic reporting of crash reports and completion of a project to convert current crash location data to Global Positioning System (GPS) locations for more accurate crash locations. The TRCC will also continue its' review of the crash reporting process to advance the use of Model Minimum Uniform Crash Criteria (MMUCC) data elements.
- Provide data and support to the NDDOT's Strategic Highway Safety Plan (SHSP) committee and subcommittees representing the four Es (education, engineering, enforcement and EMS) to establish traffic safety priorities and applicable performance measures.
- Maintain TraCS software including the Incident Location Tool (ILT) and the electronic citation form. Continue to deploy the electronic citation form to law enforcement agencies using TraCS. Continue TraCS enhancements for increased electronic reporting capabilities.
- Pursue completion of an online query function for the NDDOT's Crash Reporting System to allow multiple users access to the crash data records and the capability to query multiple factors simultaneously for effective crash trend analyses.

K94020904-03 Traffic Records Strategic Plan (Lynn)**FUNDING SOURCE: 408/Local Match**

In March 2006, NHTSA conducted a Traffic Records Assessment for the NDDOT OTS. The assessment provided recommendations for future improvements to North Dakota data systems. With the recommendations from the assessment, an updated TRSP was developed through a cooperative process with law enforcement, engineering, health, safety, judicial, and information technology representatives statewide. The TRSP is revised annually and establishes the goals and initiatives for 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. The identified projects are prioritized based on cost and benefit and subcommittees exist to work on each initiative.

The work under TR40209040-03 will occur through a vendor agency procured to facilitate completion of the priority projects identified in the TRSP, primarily further implementation and maintenance of TraCS and associated TraCS modules (ILT, electronic citations, etc). This includes: (1) the purchase of necessary equipment for law enforcement agencies including mobile data computers/mobile data terminals, barcode scanners, and thermal printers, and (2) technical assistance, training and resources to law enforcement agencies for TraCS use. See Attachment 2 for a complete list of 408-funded projects within the TRSP.

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

K94020904-04 EMS Data Analyst (Lynn)**FUNDING SOURCE: 408**

The NHTSA Traffic Record Assessment also recommended improvements to the state's injury surveillance system. As a result, the TRCC's TRSP includes a project that funds an EMS Data Analyst position for the NDDH's DEMS. This position analyzes data from the North Dakota Trauma Registry and the Statewide Online Ambulance Reporting (SOAR) system and provides training to end-users to assure data integrity and accuracy. Although DEMS has been collecting data for some time, there had not been any statistical analysis completed. SOAR data is now National Emergency Medical Services Information System (NEMSIS)-compliant.

Funds will be provided to DEMS to pay the salary, benefits, travel and administrative costs associated with the EMS Data Analyst position. The OTS will benefit from EMS data to establish improved performance measures related to EMS delivery and to better evaluate program impact.

K94020904-05 Crash Location Conversion Project (Lynn)**FUNDING SOURCE: 408**

The current CRS uses a node assignment to indicate a crash location within a township or major city. This node system is incompatible with current mapping technology which requires locations be distinguished by latitude/longitude. This project will convert historical crash data in the CRS to a GPS location and will complete modifications needed to the CRS's reports and export functionality and other modifications to various analytical software packages used to analyze crash data. The project will allow for the interface of crash data with Geographical Interface System (GIS) which will assist in the analysis of crash locations at the district and city level.

OCCUPANT PROTECTION

Problem Identification:

- The failure to wear a seat belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior.
- In 2007, 59 percent of those killed in a motor vehicle crash were not restrained. Fifty-four percent (7 of 13) of child fatalities under the age of 18 were not restrained.
- Seat belt use has increased in North Dakota by nearly 30 percent over the past five years (from 63.7% in 2003 to 82.2% in 2007), but, in 2008, the seat belt use rate decreased slightly to 81.6 percent, indicating a plateau in seat belt use and the need to advance occupant protection programs beyond current levels of activity.
- The annual seat belt survey conducted in June 2008 showed that seat belt use was highest on interstate roadways (85.8%), followed by state-designated roadways (74.2%) and federal roadways (71.8%). It is typical for North Dakota to identify significantly higher seat belt use on interstate roadways.
- The annual seat belt survey conducted in June 2008 showed that males used seat belts less frequently than females (a difference of 11.2 percent).
- Child safety seat misuse continues to exceed 85 percent. (According to data obtained during child safety seat inspection clinics conducted on a statewide basis through the North Dakota Department of Health Child Passenger Safety Program).
- According to the 2007 Youth Risk Behavior Survey, 9-12 grade students reported:
 - Rarely or never wearing a seat belt while driving (13.6%). Rural students had a higher rate of non-use (16.4%).
 - Rarely or never wearing a seat belt when riding in a car driven by someone else (15%). Again, rural students had a higher rate of reporting non-use (19.2%).
- Eleven of 16 of the annual survey counties experienced a decrease in seat belt use from 2007 to 2008.

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

Other Performance Measures(s): No further performance measures identified.

Strategies:

- Increase statewide awareness, enforcement, and correct use of seat belts and child safety devices through the effective delivery of occupant protection projects.
- Continue to strengthen the branding identity of the *Click It or Ticket* slogan for seat belt enforcement campaigns. Develop and implement social-norming slogans including *Click It Quick* to appeal to youth.
- Participate in the national *Click It or Ticket* high visibility enforcement campaign and move toward sustained enforcement during defined high fatality periods as funding allows. Law enforcement will provide highly visible enforcement during defined enforcement periods through multi-jurisdictional cooperation of state, county and city agencies (see project number OP4020905-06 for participating law enforcement agencies). Law enforcement will conduct local earned media activities through newspaper editorials, appearances on local news talk shows, live radio remotes, etc. PI&E activities conducted through the local Safe Communities programs will complement paid and earned media efforts.
- National research indicates that the fear of getting a citation is the best way to reach unbuckled occupants. However, in North Dakota, research shows that the influence of a loved one may better reach those who continue to ride unbuckled. Seat belt messages used during enforcement and social-norming periods will be responsive to this, for example, *Buckle Up for Someone You Love*.

- The partnership with the North Dakota Department of Health (NDDH), initiated in 1978, will continue to address motor vehicle fatalities and injuries in the context of public health. The NDDH will continue to administer the Child Passenger Safety (CPS) program on behalf of the NDDOT. The CPS program target population is children from birth through teenage years. The program provides: (1) education and child safety seat distribution at public health agencies and hospitals, (2) inspection of seats at child safety seat checks, (3) educational programs at day care facilities and elementary schools, and (4) distribution of educational materials to teenagers. The NDDH will continue provide two-day child safety seat introductory classes, refresher workshops, and the 32-hour standardized CPS training course for national certification as technicians or instructors.
- Conduct an annual statewide seat belt observation survey to evaluate the success of occupant protection programs.
- Leverage state and community resources through partnerships within the NDDOT and external to the NDDOT including NDDH, North Dakota Highway Patrol, Safe Communities programs, and employers, to provide PI&E to increase the use of seat belts statewide.
- Provide funding to state and community programs to promote seat belt honor roll awards to highlight the positive outcomes of wearing seat belts and the importance of seat belt laws.

Occupant Protection Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP4020905-01	Program Management	\$12,000	402
OP4020905-02	State Public Information & Education	\$43,000	402
OP4020905-03	Car Safety Seats and Training	\$141,400/\$2,000	402/ <i>State Match</i>
OP4020905-04	Statewide Seat Belt Survey	\$60,000	402
OP4020905-05	LE Overtime for OP	\$150,000/\$3,000	402/ <i>Local Match</i>
OP4020905-06	Paid/Earned Media	\$150,000	402
402 Total		\$556,400	
Total All funds		\$556,400/\$5,000	

Occupant Protection (OP) Projects

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

OP4020905-01 Program Management (Karin and Carol)

FUNDING SOURCE: 402

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

PI&E will promote the use of seat belt and child restraint use through emphasis on the financial burdens and potential loss of livelihood and quality of life caused by motor vehicle crash injuries. The OTS will partner with the Upper Great Plains Transportation Institute to complete a medical services study on the health care costs related to unbelted motor vehicle crashes resulting in debilitating injury. The study will review data from hospitals, clinics, private insurance and Medicaid, which accounts for one-third of North Dakota's entire state budget. The results of this study will be released publicly, and specifically targeted to legislators, to make them aware of the economic impact of unbelted crashes and to challenge the notion that seat belt use is a personal choice with no public impact.

Coordination of seat belt PI&E activity will continue between the NDDOT, NDDH, Safe Communities programs, and local and state law enforcement agencies. PI&E activity will be targeted to non-users, primarily males ages 18 and above who accounted for 76 percent of unbelted motor vehicle fatalities in 2007.

Programs at the state and community levels will promote seat belt honor roll awards as a mechanism to increase PI&E. PI&E activities through state and community efforts will focus on making the public aware of North Dakota's seat belt and child passenger safety laws, demonstrating appropriate restraint use and providing information related to air bag deployment to encourage child passengers to ride in the back seat. Statewide activities will parallel and complement national campaigns during enforcement periods.

The NDDH will coordinate and conduct all CPS PI&E activity. Activity will include the distribution of CPS pamphlets and materials through partnerships with social services and public health venues, day care providers, health care facilities, automobile dealerships, etc. Emphasis will be placed on the correct use of seat belts by "tweens" (children aged 8-12). CPS activities will include parental involvement, for example, car seat check-ups provide hands-on instruction related to accurate car seat installation and maintenance. The NDDH will loan CPS displays to local agencies for health fairs, conferences, and other events.

The NDDH will continue the statewide CPS campaign. The campaign will include the purchase and/or development of educational materials, posters, displays, promotional items, and more. The NDDH will distribute promotional materials to agencies sponsoring car seat check-ups.

OP4020905-03 Car Safety Seats and Training (Carol)**FUNDING SOURCE: 402/ *State Match***

The NDDH will purchase child safety seats and provide them to local programs for distribution. A combination of infant, convertible, and booster seats will be purchased. 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. In addition, the NDDH will assess the current car seat program on each of the state's Native American reservations and service areas, and car seats will be purchased and distributed. Reservation staff will be trained on proper distribution, use, and installation of the car seats.

There are too few child safety seat technicians to provide statewide services. As a result, the NDDH works with law enforcement, local public health agencies, high schools, and existing certified child safety seat technicians to increase the use of seat belts, child safety seats, and to reduce the misuse of child safety seats. The NDDH will continue to provide child safety seat technician courses including: (1) two to four of NHTSA's 32-hour Standardized CPS Training for technician courses, (2) two to three classes of regional CPS workshops, and (3) six to eight workshops targeted at specific audiences (law enforcement, child care providers, Head Start staff, car seat distribution programs, etc.). Child safety seat check-ups will be held throughout the state. Materials will be developed and distributed for *Child Passenger Safety Week* in September.

MOTORCYCLE SAFETY PROGRAM

Problem Identification:

- North Dakota is experiencing the same increase in motorcycle fatalities as other states across the nation. Motorcycle fatalities in North Dakota increased two-fold from 2006 (4 fatalities) to 2007 (8 fatalities).
- Over the past ten years, there has been an 80 percent increase in the number of registered motorcycles in the state, indicating an increase in motorcycle riders and resulting in an increase in motorcycle crashes.
- Motorcycle crashes in North Dakota have steadily increased since 2000 when 91 crashes were reported. In 2007, 245 crashes occurred compared to 217 in 2006.
- Those aged 25-29 and 45-49 accounted for 60 percent of motorcycle fatalities in 2007.
- In 2007, just 30 percent of motorcyclists involved in a crash were wearing a helmet. Ten percent of the crashes involved alcohol.
- Four of eight motorcycle fatalities in 2007 were alcohol-related.

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

Other Performance Measures(s): No further performance measures identified.

Strategies:

- Provide motorcycle safety education to motorcyclists to decrease motorcycle crashes occurring in the state.
- Contract with ABATE of North Dakota, Inc. for administration of the North Dakota Motorcycle Safety Program (NDMSP). The NDMSP trained approximately 2,193 students in 2007. In 2008, it is expected that at least 2,500 students will participate in the Basic Rider Course and 150 in the Experienced Rider Course.
- Increase participation in courses offered by the NDMSP through increasing program capacity by recruiting and training additional rider coaches and acquiring additional training courses throughout the state.
- Emphasize motorcycle education to new riders of all ages (14 and above).
- Provide experienced rider safety courses to those with prior riding experience with a need for a refresher course.
- Provide for civilian training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the standard training locations.
- The NDMSP conducts PI&E related to motorcycle safety during peak riding times throughout the year. Public information efforts will focus on making the public more aware of motorcycles on the road through continued implementation of a *Share the Road* campaign.

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC4020906-01	Program Management	\$20,000	402
MC4020906-02	Motorcycle Safety Education Program	\$450,000	State Match
MC20100906-01	Statewide Awareness/Education Campaign	\$205,000	2010
402 Total		\$20,000	
2010 Total		\$205,000	
Total All funds		\$225,000/\$450,000	

Motorcycle Safety (MC*) Projects

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

MC4020906-01 **Program Management (Karin and Carol)** **FUNDING SOURCE: 402**

Funds are used for expenses related to the direct management and travel associated with motorcycle safety program administration. The program manager will provide technical assistance and resources to the NDMSF administrator. The program manager will actively participate in State Motorcycle Safety Administrators (SMSA) activity and will coordinate with the Motorcycle Safety Foundation regarding rider-coach preparation courses and rider-coach updates.

MC4020906-02 **Motorcycle Safety Education Program (Carol)** **FUNDING SOURCE: State Match**

Funds for this project are generated by a ten dollar motorcycle safety education fee paid with each motorcycle registration. This program, which began in 1980, provides an annual working budget of about \$450,000.

Motorcycle safety education is administered by the OTS through a contract with ABATE of North Dakota. Rider Coach Preparation, updates, and course operation and management will continue to be funded with state funds. NDDOT driver's license examiners complete the motorcycle training course.

MC20100906-01 **Statewide Awareness/Education Campaign (Carol)** **FUNDING SOURCE: 2010**

An awareness campaign entitled, *Share the Road*, will be developed and implemented. The *Share the Road* message will be consistent through materials developed for this campaign including public service announcements, billboards, brochures, posters, and other safety publications. Improvements in program delivery of motorcycle training in both urban and rural areas will be funded through Section 2010 funds.

SPEED MANAGEMENT

Problem Identification:

- Speed is a contributing factor in about one-third of motor vehicle crashes in the state.
- According to 2007 crash data:
 - The highest number of speed-related fatalities occurred in the months of May and October.
 - Fatal speed-related crashes were higher on Thursdays and Fridays and peaked on Saturdays.
 - More than half of speed-related fatalities occurred between 7 PM and 3 AM, indicating a need for nighttime speed enforcement.
 - Speed was a factor in 43 percent of fatal crashes.
 - Speed and alcohol were dual factors for nearly 20 percent of motor vehicle fatalities.
- Smaller law enforcement agencies in North Dakota have resource limitations. It is difficult for these agencies to conduct enforcement activity without additional resources.

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

Other Performance Measures(s): No further performance measures identified.

Strategies:

- Due to limited resources and staff, many law enforcement agencies, both in rural and urban areas, suffer from budget limits on technical assistance, equipment, and personnel, and have come to value OTS expertise and assistance to provide resources, equipment, and overtime funding for selective traffic enforcement.
- A combination of high-visibility enforcement, PI&E, and radar equipment is needed to reduce speed-related crash injuries and fatalities in North Dakota.
- Participate in the national “*Speeding. Obey the sign or pay the fine.*” high-visibility enforcement campaign and move toward sustained enforcement during defined high fatality periods as funding allows. Law enforcement will provide high visibility enforcement during defined enforcement periods through multi-jurisdictional cooperation of state, county and city agencies. Law enforcement will conduct local earned media activities through newspaper editorials, appearances on local news talk shows, live radio remotes, etc. PI&E activities conducted through the local Safe Communities programs will complement paid and earned media efforts.
- Implement nighttime speed enforcement campaigns. Speed is a trigger violation that often results in the apprehension of DUI offenders.
- Purchase radar/LIDAR units for use by state and local law enforcement agencies to facilitate speed enforcement.

Speed Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
SC4020907-01	Program Management	\$5,000	402
SC4020907-02	Law Enforcement Overtime for Speed	\$125,000/\$2,000	402/Local Match
SC4020907-03	Public Information and Paid Media for Speed	\$125,000	402
SC4020907-04	State Law Enforcement Radar	\$50,000	402
SC4020907-05	Local Law Enforcement Radar	\$115,000/\$28,800	402/Local Match
402 Total		\$420,000	
Total All funds		\$420,000/\$30,800	

Speed Management (SC*) Projects

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

SC4020907-01 Program Management (Karin and Sandy) FUNDING SOURCE: 402

Funds are for the direct management and travel costs related to the administration of speed management projects.

SC4020907-02 LE Overtime for Speed (Sandy) FUNDING SOURCE: 402/Local Match

Funds will be provided for overtime wages for law enforcement agencies (local and state) participating in the statewide high-visibility enforcement of speed during a *Speeding. Obey the sign or pay the fine.* campaign to be conducted in May and October 2009 – the months when the most speed-related fatalities occur. The OTS will work with law enforcement to conduct nighttime speed enforcement campaigns. Speed is a trigger violation that often results in the apprehension of DUI offenders. A proportionate share of Section 402 and Section 410 funds will be used to support the nighttime enforcement periods.

SC4020907-03 Public Information & Paid Media/Speed (Sandy) FUNDING SOURCE: 402

Funds will be provided to a media firm to develop, print, and purchase public awareness materials and media needed to support speed enforcement activities. Funds will be used to purchase radio, television, and billboard ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used. North Dakota will use the *Speeding. Obey the sign or pay the fine.* message for enforcement periods and an alternate social-norming message for non-enforcement periods.

SC4020907-04 State LE Enforcement Radar Equipment (Sandy) FUNDING SOURCE: 402

The NDHP will receive funds to purchase new-technology traffic radar and/or LIDAR units to reduce noncompliance with state speed limits. The NDHP has evaluated the latest technology in traffic radar, giving troopers the capability of apprehending motorists traveling in the same lane as the patrol vehicle. Vehicles speeding away from or toward the patrol vehicle can be targeted. This updated technology can also be used to detect the fastest vehicle in the group instead of the largest. All equipment will conform to the International Association of Chiefs of Police (IACP) Consumer Products List.

SC4020907-05 Local LE Radar Equipment (Sandy) FUNDING SOURCE: 402/Local Match

Funding will be provided for radar units to be used by local law enforcement agencies to reduce noncompliance with posted speed limits. All radar purchases will require 25 percent local match and must prove a need for equipment. All equipment will conform to the IACP Consumer Products List. Equipment resource allocation will be data-driven to assure equipment is placed with agencies with an identified need. Only agencies currently under contract with the OTS and conducting quality overtime enforcement for seat belts, impaired driving, and/or speed will be considered for funding.

All enforcement agencies participating in traffic safety contracts are required to have and enforce a seat belt policy for officers before reimbursement of any expenses.

ALCOHOL PROGRAM

Problem Identification:

- In 2007, alcohol contributed to 57 percent of the fatalities that occurred on North Dakota roads (63 of 111 fatalities).
- DUI arrests in North Dakota have increased more than three-fold over the past ten years. But, alcohol-related motor vehicle crashes have increased more than five-fold in the same time frame.
- In 2006 (the last full year in which data was available), 6,480 DUI arrests were made by North Dakota law enforcement agencies. One-half of those arrested were under the age of 30.
- Males continue to account for nearly 80 percent of all DUI arrests each year. However, female DUI arrests in North Dakota have increased by 31 percent over the past ten years.
- Male drivers aged 20-24 represent the highest percentage of drivers involved in alcohol- and drug-related crashes; therefore, projects are targeted to college/university and high school aged populations in an effort to influence positive behaviors and safe driving habits to be practiced for a lifetime.
- One-third to one-half of DUI offenders in North Dakota are repeat offenders.
- According to the 2007 Youth Risk Behavior Survey, 9-12 grade students in North Dakota reported:
 - Riding one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol (31.5%).
 - Driving a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol (18.7%).
- North Dakota youth have a higher rate of underage drinking than youth nationally. But, North Dakota has experienced a steady decrease in drinking risk behaviors among youth since 2001 and underage drinking rates are becoming comparable to national rates. The 2007 Youth Risk Behavior Survey shows that among 9-12 grade students:
 - Forty-six percent of students had at least one drink of alcohol on one or more of the past 30 days compared to 45 percent nationally.
 - Thirty-two percent reported having five or more drinks of alcohol within a few hours time at least once within the past 30 days compared to 26 percent nationally.

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

Other Performance Measures(s): In addition to the core measures, the OTS has established the following performance measure to track the OTS' success to lower the average blood and breath alcohol content of offenders at the time of arrest. Some alcohol program strategies and projects listed below are designed to educate the public about responsible alcohol use.

Measure	2003	2004	2005	2006	2007	5-Year Average	Goal (2011)
12. Average blood alcohol content (BAC) at the time of arrest	0.169	0.169	0.169	0.167	0.165	0.168	0.166
Average breath alcohol content (BrAC) at the time of arrest	0.160	0.160	0.148	0.145	.152	0.153	0.146

Strategies:

- Reduce alcohol-related fatalities in North Dakota through prevention, education, and enforcement.
- Provide overtime funds to law enforcement to conduct DUI enforcement including saturation patrols and sobriety checkpoints. Increase law enforcement patrol to reduce the number of drivers under the influence of alcohol or other drugs.

- Conduct community-level alcohol prevention programs through Safe Communities. These programs include server training, compliance checks, use of preliminary breath test devices for public information, a project designed to target college/university students, use of a SIDNE (Simulated Impaired DrivINg Experience) and other alcohol prevention activity.
- Continue to develop and expand the *Parents LEAD* (Listen, Educate and Discuss) program to provide education and awareness of parental involvement and intervention to reduce underage alcohol consumption.
- Continue to collaborate with safety and prevention partners to educate youth and adults regarding the dangers of impaired driving and underage drinking.
- Continue to strengthen the branding identity of the *Drunk Driving, Over the Limit, Under Arrest*, and *Buzzed Driving is Drunk Driving*, slogans for alcohol enforcement and social-norming campaigns.
- Provide funds to state and local law enforcement agencies for the purchase of in-car video or digital surveillance systems.
- Collaborate with North Dakota Department of Human Services to conduct an annual Alcohol Summit for prevention professionals, including law enforcement.
- Continue the contract for part-time Traffic Safety Resource Prosecutor (TSRP) services to provide training, technical assistance and resources to prosecutors, judges and law enforcement to facilitate the prosecution and adjudication of DUIs.
- Purchase additional analytical equipment for use at the State Toxicology Lab and alcohol-testing equipment for use by law enforcement in the field.
- Use Safe Communities as a means to disseminate impaired driving prevention messages and intervention (see the Safe Communities program area for community-level alcohol prevention projects to be conducted in FY 2009).

410 K8 Alcohol Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL402091101-01	Program Management	\$40,000	402
K84100902-01	Alcohol PI&E	\$247,500	410 PM
K84100902-02	Media Campaign for Impaired Driving	\$249,183/\$102,000/\$8,400	410 PM/410 FR/ <i>Local Match</i>
K84100903-01	Statewide Enforcement Activities	\$275,000/\$90,000/\$45,000	410/410 HV/ <i>State and Local Match</i>
K84100903-02	Video Camera Surveillance Systems	\$200,000	410
K84100903-03	Alcohol-Testing Equipment	\$262,500/\$832,600	410/ <i>State Match</i>
K84100903-04	Traffic Safety Resource Prosecutor	\$100,000/\$20,000	410/ <i>Local Match</i>
K84100903-05	Ignition Interlock Program Development	\$25,000	410
K84100904-01	Parents LEAD Program	\$50,000	410
K84100904-02	Project North Dakota Freshman Initiative – Parent Focus Groups	\$24,000	410
K84100904-04	Server Training	\$75,000	410
402 Total		\$40,000	
410 Total		\$1,700,183	
Total All funds		\$1,740,183/\$906,000	

Alcohol (K8) Projects

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

AL402091101-01 Program Management (Sandy)

FUNDING SOURCE: 410

Funds are for the costs of direct management and travel expenses related to alcohol project administration. Technical assistance and resources will be provided to contractors and other entities to advance alcohol prevention activities at the community-level.

K8PM4100902-01 Alcohol PI&E (Sandy)

FUNDING SOURCE: 410

This project will provide for the development, printing, and purchase of PI&E materials to support alcohol countermeasure activities. Funds will be used to sustain existing emphasis campaigns including *Drunk Driving. Over the Limit. Under Arrest.* enforcement campaigns and Drunk and Drugged Driving (3D) Month. Materials will be purchased and/or developed to include information on underage drinking, overconsumption, and public information about law enforcement activities (saturation patrols, sobriety checkpoints, etc.). Public information efforts will also be coordinated with employers, colleges/universities, and the hospitality industry.

K8PM4100902-02 Media – Impaired Driving (Sandy)

FUNDING SOURCE: 410/410FR/Local Match

This project will provide for the purchase of paid media to complement alcohol countermeasures. Paid media is an effective method to create public awareness regarding enforcement efforts and consequences. Funds will be used to purchase radio, television, and billboard ads. Alternative social marketing mediums will also be used. The enforcement message, *Drunk Driving. Over the Limit. Under Arrest.*, and the social-norming message, *Buzzed Driving is Drunk Driving*, will be used.

Media campaigns will target high-risk time frames at the local level when impaired driving is likely. Campaigns will include coordinated statewide enforcement activities, underage drinking prevention, and parent education awareness programs.

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, etc. will also be tracked and reported.

K84100903-01 Statewide Enforcement Activities (Sandy) FUNDING SOURCE: 410/410 HV/State/Local Match

Funds will provide overtime wages to support law enforcement agency participation in statewide enforcement activities including saturation patrols, sobriety checkpoints, server training, and compliance checks. Guidelines and procedures developed and endorsed by the North Dakota Peace Officers Association's (NDPOA) Traffic Safety Committee will continue to serve as the overall operational plan. This committee consists of law enforcement officers representing city, county, and state agencies.

Saturation patrols are conducted by participating law enforcement agencies recruited for participation by the OTS. Saturation patrols are coordinated and conducted by state and local law enforcement agencies at high-risk times and locations. Coordinated activity benefits all participants by leveraging resources, enhancing public opinion, and gaining extensive media coverage.

Participating state and local agencies follow the operational plans established by the NDPOA Traffic Safety Committee and described in NHTSA's *Saturation Patrols Targeting Impaired Driving: Guideline for Community-Based Alcohol Enforcement Programs* manual. Each community is responsible to coordinate and implement their own patrol activities.

All contracted agencies participate in the *Drunk Driving. Over the Limit. Under Arrest.* high visibility enforcement campaign. Local earned media events conducted by law enforcement during enforcement campaigns will be supported through the OTS' Public Information Coordinator, the OTS' media agency contractor and Safe Communities coordinators.

Checkpoints will be used in instances where a saturation patrol would have almost no impact on deterring impaired driving. Compliance checks and server training will be conducted regularly in select communities as a means to educate alcohol retailers and reduce underage access to alcohol.

The following police departments (PD) and sheriff's offices (SO) and the NDHP are under contract with the OTS to participate in high visibility enforcement and quarterly enforcement activity targeted to high-risk community events.

Northwest Region	Northeast Region	Southwest Region	Southeast Region
Bottineau County SO	Grand Forks County SO Grand Forks PD Larimore PD Emerado PD	Burleigh County SO Bismarck PD	Barnes County SO Valley City PD
Three Affiliated Tribes PD	Pembina County SO	Mercer County SO Beulah PD	Cass County SO Fargo PD West Fargo PD
Ward County SO Minot PD Surrey PD	Turtle Mountain Agency PD	Morton County SO Mandan PD	Richland County SO Wahpeton PD ND State College of Science PD
Williams County PD	Wells County SO Harvey PD	Stark County SO Dickinson PD	Stutsman County SO Jamestown PD
	Eddy County SO	Grant County SO Elgin PD	Ransom County SO Lisbon PD
	Carrington PD	Billings County SO	McIntosh County SO
			Kidder County SO
			LaMoure County SO

These agencies serve about 70 percent of the state's population.

K84100903-02 Video Camera Surveillance Systems (Sandy)

FUNDING SOURCE: 410

Funds will be used by state and local law enforcement agencies to purchase in-car video or digital video surveillance systems. The digital video surveillance systems will provide enhanced nighttime recording along with a more efficient storage and retrieval system. The average cost of each digital video surveillance system will be approximately \$6,000. Agencies participating in high-visibility enforcement periods may be eligible to receive in-car surveillance systems.

K84100903-03 Alcohol-Testing Equipment (Lory)**FUNDING SOURCE: 410/ State Match**

Funds will be used to purchase additional equipment in the State Toxicology Lab and at local sites for alcohol-related testing. There is a demand for accurate measurement of low levels of alcohol, and equipment used by the State Toxicologist is being upgraded. Funds will be used to purchase:

- Preliminary breath testing (PBT) devices used to screen for the presence of alcohol in breath samples in the field and at the laboratory for training.
- *Intoxilyzer 8000* breath testing devices used to obtain evidentiary samples in the field and at the laboratory for training. These units will update the *Intoxilyzer 5000* units currently at the local sites and the laboratory. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results. The upgrade to *Intoxilyzer 8000s* began in FY 2008, with half the units replaced. The other units will be replaced in FY 2009. This upgrade was made possible through the receipt of NHTSA Section 410 High Fatality Rate funds in FY 2008.
- Simulator units used in conjunction with obtaining evidentiary breath-alcohol tests at the local sites in the field and at the laboratory for training. These instruments are also used in the calibration of preliminary breath-test screening devices.

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

K84100903-04 Traffic Safety Resource Prosecutor (Sandy)**FUNDING SOURCE: 410/ Local Match**

The OTS will continue to contract for the services of a part-time Traffic Safety Resource Prosecutor (TSRP). The TSRP 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 TSRP will: (1) provide training to prosecutors and judges, (2) serve as second chair to assistant state's attorneys to prosecute impaired-driving cases (upon request), (3) support law enforcement with preparation for administrative hearings, (4) provide information and resources through a web-based listserv for prosecutors.

K84100903-05 Ignition Interlock Program Development (Sandy)**FUNDING SOURCE: 410**

Repeat DUI offenders in North Dakota frequently drive on suspended driver's licenses. In order to more appropriately monitor DUI offenders to prevent impaired driving, North Dakota will design, implement and administer an administrative ignition interlock monitoring program by September 30, 2009. The ignition interlock program will be designed with consideration of the Mothers Against Drunk Driving (MADD) model program and other model programs. An advisory group consisting of OTS staff, NDDOT's Legal Division, the TSRP, the OTS' LEL, and other state and local law enforcement representation, has been established to assist with program design, implementation and monitoring. This group began to meet in August 2008.

K84100904-01 Parents LEAD Program (Sandy)**FUNDING SOURCE: 410**

The *Parents LEAD* (Listen, Educate and Discuss) program will continue. Distribution of *Parents LEAD* information will be significantly increased to provide education and awareness of the importance of parental involvement and intervention to reduce underage alcohol consumption. Funds will be used for promotional events, speaking engagements, website enhancements, public information, and paid media.

K84100904-02 Parent Focus Group Project (Sandy)

FUNDING SOURCE: 410

The Higher Education Consortium for Substance Abuse Prevention will continue Year 3 of a project targeting college/university freshmen, transfer students and their parents at the eleven colleges/universities throughout North Dakota. The program was developed to advance parental skills to encourage more active communication about the dangers of drinking, impaired driving, and overconsumption of alcohol. The project was designed and implemented in Year 1 with the development of a student handbook that was used during freshman orientation at each college/university. In Year 2, the project was evaluated but proved to be having minimal impact. In Year 3, the Consortium will conduct a series of parental focus groups to obtain information related to the technical assistance and resource needs of parents to develop skills to guide their children to positive choices around alcohol use. This will be the last year of project funding, but focus groups results will be used to revise the project for continued implementation with improved impact. Focus group results can also be used by the OTS to build capacity within the *Parents LEAD* program for improved impact.

K84100904-04 Server Training (Sandy)

FUNDING SOURCE: 410

Server training sessions are provided through the collaborative efforts between local law enforcement and Safe Communities Programs; however, the training is not provided on a statewide basis. To advance the quality and frequency of the server training and to provide training on a statewide basis, funds will be used to continue with the development of a packaged server training program that includes a standardized curriculum. The packaged program can be used by Safe Communities programs and law enforcement to deliver server training within their jurisdictions.

SAFE COMMUNITIES PROGRAM

North Dakota has one of the most highly developed networks of Safe Communities programs in the nation. Safe Communities exist to address motor vehicle injuries at the local level. Safe Communities programs target motor vehicle injuries in the context of all injuries to allow traffic safety professionals to leverage resources and share strategies with other prevention specialists and to advance the visibility and effectiveness of traffic safety campaigns conducted on a statewide basis, including *Click It or Ticket*, *Drunk Driving, Over the Limit. Under Arrest.*, Drunk and Drugged Driving (3D) Month, and Child Passenger Safety Awareness Month. Safe Communities programs operate via community coalitions with broad membership from law enforcement, social services, public health and other health care services, businesses, non-profit agencies, faith-based agencies, media, and other representation.

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

Problem Identification:

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

- In 2007, 97 percent of crashes and 84 percent of fatal crashes occurred in rural locations, substantiating a need to target traffic safety countermeasures to rural communities.
- Attachment 1 shows the location of fatal crashes that have occurred in North Dakota over the past five years (2003-2007). While clusters of vehicle fatalities are located around population centers, the vast majority of crashes occurred in rural areas.
- There are approximately 50 percent male and 50 percent female licensed drivers in North Dakota. However, male drivers accounted for 72 percent of fatal crashes, while females accounted for 28 percent, indicating a need to target males to a larger degree than females with seat belt and alcohol countermeasures.

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

Other Performance Measures(s): No further performance measures identified.

Strategies:

- The OTS will continue to fund Safe Communities programs across the state to serve each of North Dakota's 53 counties. The OTS will expand the service networks of ten existing Safe Communities programs to assure statewide coverage in FY 2009. The Safe Communities programs are a means to disseminate seat belt and impaired driving prevention messages and countermeasures to the local level. A FY 2006 NHTSA Section 403 rural seat belt demonstration grant proved Safe Communities to be an effective mechanism to communicate the seat belt use message to the local level resulting in increased seat belt use rates in the areas in which the demonstration operated.
- Continue to contract for Safe Communities outreach services to provide continued coordination, training and technical assistance to Safe Communities programs to build further capacity for maximum impact.
- Leverage state and community resources through Safe Communities coalitions and partnerships to widely distribute PI&E materials.

provides program contributions equivalent to, or more than, 50 percent of the contract amount and continues to work toward self-sufficiency.

Emphasis at the community level will be to increase seat belt use rate among minors and adults and to reduce alcohol-related crashes. The Safe Communities will support four statewide campaign initiatives: *Click It or Ticket*, *Drunk Driving, Over the Limit*, *Under Arrest*, Drunk and Drugged Driving (3D) Month, and Child Passenger Safety Awareness Month, and other education efforts, including school and worksite programs, alcohol countermeasures, and law enforcement activities.

Safe Communities programs will concentrate on coalition building and training, identifying local sources of injury data and integrating data into problem identification, program planning, and program evaluation. Self-sufficiency efforts will be a primary focus in FY 2009.

The following table provides the Safe Communities region number, program name and coordinator location. Also see Attachment 3 for the map related to Safe Communities service areas.

Region Number	Safe Communities Program Name	Coordinator Located In
Region 1	Safe Communities Coalition	Williston
Region 2	Safe Communities of North Central Dakota	Minot
Region 3	Region 3 Safe Communities	Rolette
Region 4	Northern Valley Safe Communities	Grand Forks
Region 5a	Traill County Community	Mayville
Region 5a	Safe Communities Coalition of the Red River Valley	Fargo
Region 5b	Head of the Red Safe Communities	Wahpeton
Region 6	Sheyenne Valley Safe Communities	Valley City
Region 7	Safe and Drug Free Communities Coalition	Bismarck
Region 8	Southwest Coalition of Safe Communities	Dickinson

SA4020909-03 Safe Communities Website (Carol) FUNDING SOURCE: 402

The Safe Communities website – www.safecommunities.org – will be maintained to provide faster and more current access to Safe Communities program information. Each community will have its own calendar link and the ability to communicate with other programs. The website will also increase awareness of traffic safety issues.

SA4020909-04 Safe Communities Outreach (Carol) FUNDING SOURCE: 402/Local Match

A Safe Communities’ technical contractor will assist the OTS with technical assistance for new and existing Safe Communities programs, provide for continued training and technical support for local Safe Communities programs, and provide assistance to start new programs. The contractor will continue to assist the programs and coalitions to meet the seven elements of a Safe Communities program with an emphasis on self sustainability. The contractor will build capacity within existing programs through tailored training and technical assistance to meet the needs of the local coordinators and their programs.

SA4020909-05 Events Coordinator (Carol and Sandy) FUNDING SOURCE: 402

This project will provide funding for a fiscal agent for seat belt and/or impaired driving focused forums and conferences conducted by the OTS. The fiscal agent will be responsible to reimburse for expenses incurred by the OTS to conduct forums and conferences including speaker and facilities fees, and other expenses. The fiscal agent will collect any registration fees associated with these events and use fees to pay for lunch and break items. The events coordinator is funded under this program area due to the extensive coordination and participation by Safe Communities programs to conduct traffic safety forums and conferences.

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

The following community-level alcohol prevention projects will be conducted through identified Safe Communities programs throughout the state. The Safe Communities region(s) in which the projects will operate are provided in the project summary. Refer to the map of Safe Communities service areas (Attachment 3) to identify the counties within the region.

K84100904-06 Club NDSU

FUNDING SOURCE: 410/Local Match

This project occurs at North Dakota State University (NDSU) and aims to educate students about the negative consequences associated with underage drinking and impaired driving by providing late-night, alcohol-free events with an educational component. Participating students receive a magnetic swipe card that retains personal identification information including their height, weight and gender. The swipe cards are used by the student to obtain non-alcohol drinks during the course of the Club NDSU event. The next morning, the student receives an email notifying them of their blood alcohol content would they have been drinking alcohol. Evaluation of Club NDSU occurs through the collection of process data including the number of participating students. Outcomes will be evaluated through monitoring of the North Dakota State University data collected through the annual Core Alcohol and Drug survey which assesses the nature, scope, and consequences of alcohol and other drug use on college/university campuses. Continuation of this project will occur through a contract with the Safe Communities Region 5a in Fargo, where NDSU is located.

K84100904-08 Other Alcohol Prevention Activity

FUNDING SOURCE: 410

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

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

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

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

Communities to develop VIP programs or to support VIP programs in terms of costs for travel reimbursement for speakers, stipends, print materials, and training. The Safe Communities in Regions 1, 5a, 5b, 6, 7 and 8 conduct VIPs.

DE4020908-02

***Alive at 25* Program (Karin and Carol)**

FUNDING SOURCE: 402

Funds will be provided to Safe Communities Programs to support youth/young adult participation in the North Dakota Safety Council's (NDSC) *Alive at 25* Program. The funds will be used by Safe Communities to provide scholarships to schools and/or individuals to participate in the *Alive at 25* program to assure that the program's cost is not prohibitive to widespread participation. *Alive at 25* is a highly interactive young driver intervention program in which the instructor plays the role of facilitator. The facilitator uses workbook exercises, interactive video segments, small group discussions, role-playing, and short lectures to help young drivers develop convictions and strategies that will keep them safer on the road. *Alive at 25* is an evidence-based program. A recent study showed that *Alive at 25* course participants were 91 percent less likely to be involved in a fatal crash. The NDSC has trained course facilitators that include law enforcement and NDSC trainers. *Alive at 25* programs are available on a statewide basis.

DE4020908-03

Driver's Education Curriculum (Karin)

FUNDING SOURCE: 402

Funds will be provided to the North Dakota Driver and Traffic Safety Education Association (NDDTSEA) to tailor the driver's education curriculum used in the State of Oregon to be used by driver's education programs through the state of North Dakota. In Oregon, the curriculum is credited with reducing motor vehicle fatalities among new drivers. NDDTSEA will adapt the curriculum and promote, distribute and provide technical assistance to instructors related to the new curriculum.

MULTI-CULTURAL PROGRAMS

Problem Identification:

- Native Americans in North Dakota are disproportionately impacted by motor vehicle fatalities. In the past five years (2003-2007), Native Americans accounted for nearly 20 percent (100 of 550) of North Dakota’s motor vehicle fatalities while accounting for just 5 percent of the state’s population.
 - Of those killed, 82 percent were not wearing a seat belt at the time of the crash. Sixty-two percent of the fatal crashes were known to be alcohol-related.
 - Sixty-five percent of the fatalities were among Native Americans living on the reservations.
- A 2005 seat belt observation survey conducted by NHTSA through Preusser Research Group, Inc. showed that the Northern Plains states (North Dakota, South Dakota, Wyoming and Montana) had the lowest seat belt use rates of all surveyed reservations included in the survey; the five Northern Plains reservations included in the survey averaged just 27.6 percent seat belt use.

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

Other Performance Measures(s):

Measure	2003	2004	2005	2006	2007	5-Year Average	Goal (2011)
Number of traffic fatalities among Native Americans in North Dakota	22	11	19	23	25	20	15
Number of fatalities involving a Native American driver with a blood alcohol content (BAC) of 0.8 and above	12	7	8	14	18	12	10

Strategies:

- Procure a multi-cultural liaison agency to plan, coordinate, implement and advance traffic safety programs on each reservation.
- Develop a Highway Safety Plan (HSP) specific to North Dakota’s Native American population to include: (1) identification of the priority traffic safety problems for Native Americans living both on and off the reservation, (2) goals, objectives, and activities to address each problem, (3) an evaluation plan, and (4) a budget.
- Recruit at least one tribal or Bureau of Indian Affairs [BIA] law enforcement agency to begin using the electronic crash reporting system, *TruCS* (Traffic and Criminal Software), to improve crash reporting by each reservation. Improved crash reporting will improve the ability to identify pertinent traffic safety problems and to evaluate progress toward the goals, objectives and activities of the HSP.
- Provide public information and media campaigns specific to impaired driving prevention.

Multi-Cultural Project Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP4020910-01	Program Management	\$2,500	402
CP4020910-02	Multi-Cultural Liaison	\$210,000	402
K84100902-03	Public Information and Media for Impaired Driving Prevention	\$100,000	410
402 Total		\$212,500	

410 Total		\$100,000	
Total All funds		\$312,500	

Multi-Cultural (CP*) Projects

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

CP4020910-01 Program Management (Karin and Carol) FUNDING SOURCE: 402

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

CP4020910-02 Multi-Cultural Liaison FUNDING SOURCE: 402

Funds will be provided to a vendor agency to act as the OTS' multi-cultural liaison to Native American communities to plan, coordinate, implement and advance traffic safety programs on each reservation in North Dakota.

The liaison agency will be responsible to:

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

K84100902-03 Public Information and Media for Impaired Driving FUNDING SOURCE: 410

National and local media campaigns, designed for the general public, are ineffective among Native Americans. Funds will be provided to a media consultant, with Native American expertise, to continue to distribute an impaired driving prevention media campaign developed in FY 2009 to North Dakota's Native American population. Costs include development, production, distribution, and evaluation activities associated with further use of the media campaign. The campaign includes electronic and print materials. Local match will be provided by the consultant in the form of in-kind ads aired on GoodHealthTV™, a health information network that plays wellness information on large-screen monitors in the waiting areas of Indian Health Services facilities.

North Dakota Department of Transportation, Office of Traffic Safety 2008-09 Paid Media Calendar

October 2008	November 2008	December 2008	January 2009	February 2009	March 2009
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23/30 24 25 26 27 28 29	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
April 2009	May 2009	June 2009	July 2009	August 2009	September 2009
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24/31 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23/30 24/31 25 26 27 28 29	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Halloween Promotion

October 24-31, 2008
IMPAIRED DRIVING
Primary Message: Buzzed Driving is Drunk Driving

Super Bowl Promotion

January 25 - February 1, 2009
IMPAIRED DRIVING
Primary Message: Buzzed Driving is Drunk Driving

Independence Day Promotion

June 28 - July 5, 2009
IMPAIRED DRIVING
Primary Message: Buzzed Driving is Drunk Driving

Labor Day Crackdown

August 21 - September 7, 2009
IMPAIRED DRIVING
Primary Message: Drunk Driving. Over the Limit. Under Arrest.

Thanksgiving Promotion

November 19-30, 2008
OCCUPANT PROTECTION
Primary Message: Buckle Up. Every Trip. Every Time.

St. Patrick's Day Promotion

March 10-17, 2009
IMPAIRED DRIVING
Primary Message: Buzzed Driving is Drunk Driving

Summer Speeding Promotion

July 10 - August 30, 2009 (Weekends)
SPEEDING
Primary Message: Stop Speeding Before It Stops You

Speeding Crackdown

September 7-26, 2009
SPEEDING
Primary Message: Obey the Sign or Pay the Fine

3D Month Promotion

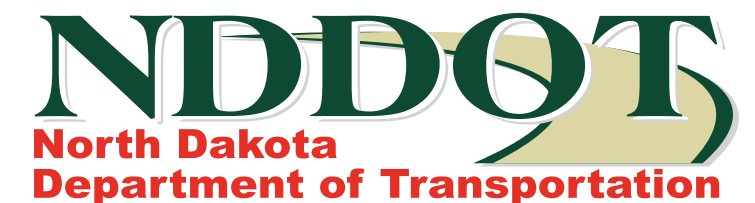
December 13-31, 2008
IMPAIRED DRIVING
Primary Message: Drunk Driving. Over the Limit. Under Arrest.

May Mobilization

May 18-31, 2009
OCCUPANT PROTECTION
Primary Message: Click It Or Ticket

North Dakota State Fair Promotion

July 19-31, 2009
IMPAIRED DRIVING
Primary Message: Buzzed Driving is Drunk Driving



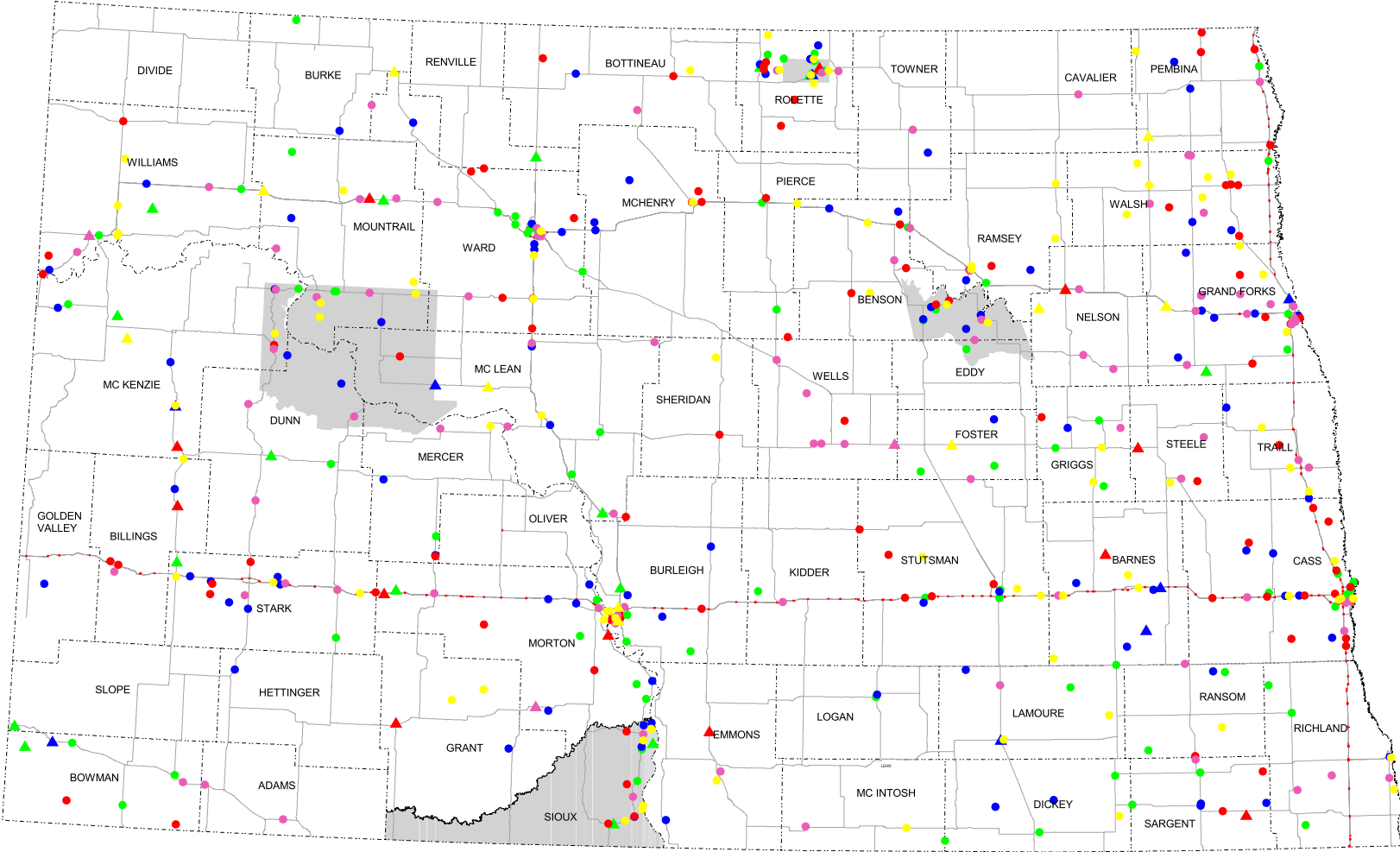
Note: Dates and promotional periods may change.
Last Updated: July 1, 2008

Budget Summary

Project Number	Project Name	Section 402	Section 408	Section 410	Section 2010	State Match
Program Planning and Administration						
PA4020901-01	Program Management	\$40,000				\$40,000
K8PA4100901-01	Program Management			\$40,000		\$40,000
Sub-Total – \$80,000		\$40,000		\$40,000		\$80,000
Police Traffic Services						
PT4020902-01	Program Management	\$5,000				
PT4020902-02	Law Enforcement					
K84100904-05	Training/Support	\$10,000		\$20,000		\$500
PT4020902-03	Rural Law Enforcement Summit	\$30,000				
PT4020902-04	ASSISTS Award Program	\$ 7,500				
Sub-Total – \$72,500		\$52,500		\$20,000		\$500
Emergency Medical Services						
EM4020903-01	Program Management	\$1,000				
EM4020903-02	EMS Training	\$140,000				\$326,666
Sub-Total – \$141,000		\$141,000				\$326,666
Traffic Records (K9 408)						
K94020904-01	Program Management			\$70,000		
K94020904-02	Crash Data System Enhancement			\$10,000		
K94020904-03	Traffic Records Strategic Plan			\$1,010,000		\$239,000
K94020904-04	EMS Data Analyst			\$75,000		
K9R4020904-05	Crash Location Conversion Project			\$30,000		
Sub-Total –\$1,195,000				\$1,195,000		\$239,000
Occupant Protection						
OP4020905-01	Program Management	\$12,000				
OP4020905-02	Public Information & Education	\$43,000				
OP4020905-03	Car Safety Seats and Training	\$141,400				\$2,000
OP4020905-04	Statewide Seat Belt Survey	\$60,000				
OP4020905-05	LE Overtime for OP	\$150,000				\$3,000
OP4020905-06	Paid/Earned Media	\$150,000				
Sub-Total – \$556,400		\$556,400				\$5,000
Motorcycle						
MC4020906-01	Program Management	\$20,000				
MC4020906-02	Motorcycle Safety Education					\$450,000
MC2010906-01	Statewide Awareness/Education				\$205,000	
Sub-Total –\$225,000		\$20,000			\$205,000	\$450,000
Speed Management						
SC4020907-01	Program Management	\$5,000				
SC4020907-02	Law Enforcement Overtime for	\$125,000				\$2,000
SC4020907-03	Public Information and Paid	\$125,000				
SC4020907-04	State Law Enforcement Radar	\$50,000				
SC4020907-05	Local Law Enforcement Radar	\$115,000				\$28,800

Sub-Total –\$420,000		\$420,000				\$30,800
Alcohol (K8 410)						
AL402091101-01	Program Management	\$40,000				
K8PM4100902-01	Alcohol PI&E			\$247,500		
K8PM4100902-02	Media Campaign for Impaired Driving			\$351,183		\$8,400
K84100903-01	Statewide Enforcement Activities			\$365,000		\$45,000
K84100903-02	Video Camera Surveillance			\$200,000		
K84100903-03	Alcohol-Testing Equipment			\$262,500		\$832,600
K84100903-04	Traffic Safety Resource			\$100,000		\$20,000
K84100903-05	Ignition Interlock Program			\$25,000		
K84100904-01	Parents LEAD Program			\$50,000		
K84100904-02	Project North Dakota Freshman			\$24,000		
K84100904-04	Server Training			\$75,000		
Sub-Total - \$1,740,183		\$40,000		\$1,700,183		\$906,000
Safe Communities						
SA4020909-01	Program Management	\$35,000				
SA4020909-02	Safe Communities Programs	\$482,525				\$900,000
SA4020909-03	Safe Communities Web Site	\$38,350				
SA4020909-04	Safe Communities Outreach	\$90,000				\$20,000
SA4020909-05	Events Coordinator	\$10,000				
K84100904-06	Club NDSU			\$5,000		\$10,000
K84100904-08	Other Alcohol Prevention			\$150,000		
Sub-Total –\$810,875		\$655,875		\$155,000		\$930,000
Youth/Young Adult						
DE4020908-01	Program Management	\$2,500				
DE4020908-02	<i>Alive at 25</i> Program	\$25,000				
DE4020908-03	Driver's Education Curriculum	\$24,000				
Sub-Total –\$51,500		\$51,500				
Multi-Cultural Programs						
CP4020910-01	Program Management	\$2,500				
CP4020910-02	Multi-Cultural Liaison	\$210,000				
K84100902-03	Public Information and Media for Impaired Driving Prevention			\$100,000		
Sub-Total - \$312,500		\$212,500		\$100,000		
TOTALS		\$2,189,775	\$1,195,000	\$2,015,683	\$205,000	\$2,967,916

FATAL CRASHES 2003 - 2007



LEGEND

- STATE LINE
- COUNTY LINE
- STATE CAPITAL
- COUNTY SEAT
- INCORPORATED CITY
- INTERSTATE NUMBERED HIGHWAY
- U.S. NUMBERED HIGHWAY
- STATE HIGHWAY SYSTEM

2003 Fatalities

- Single
- Multiple

2004 Fatalities

- Single
- Multiple

2005 Fatalities

- Single
- Multiple

2006 Fatalities

- Single
- Multiple

2007 Fatalities

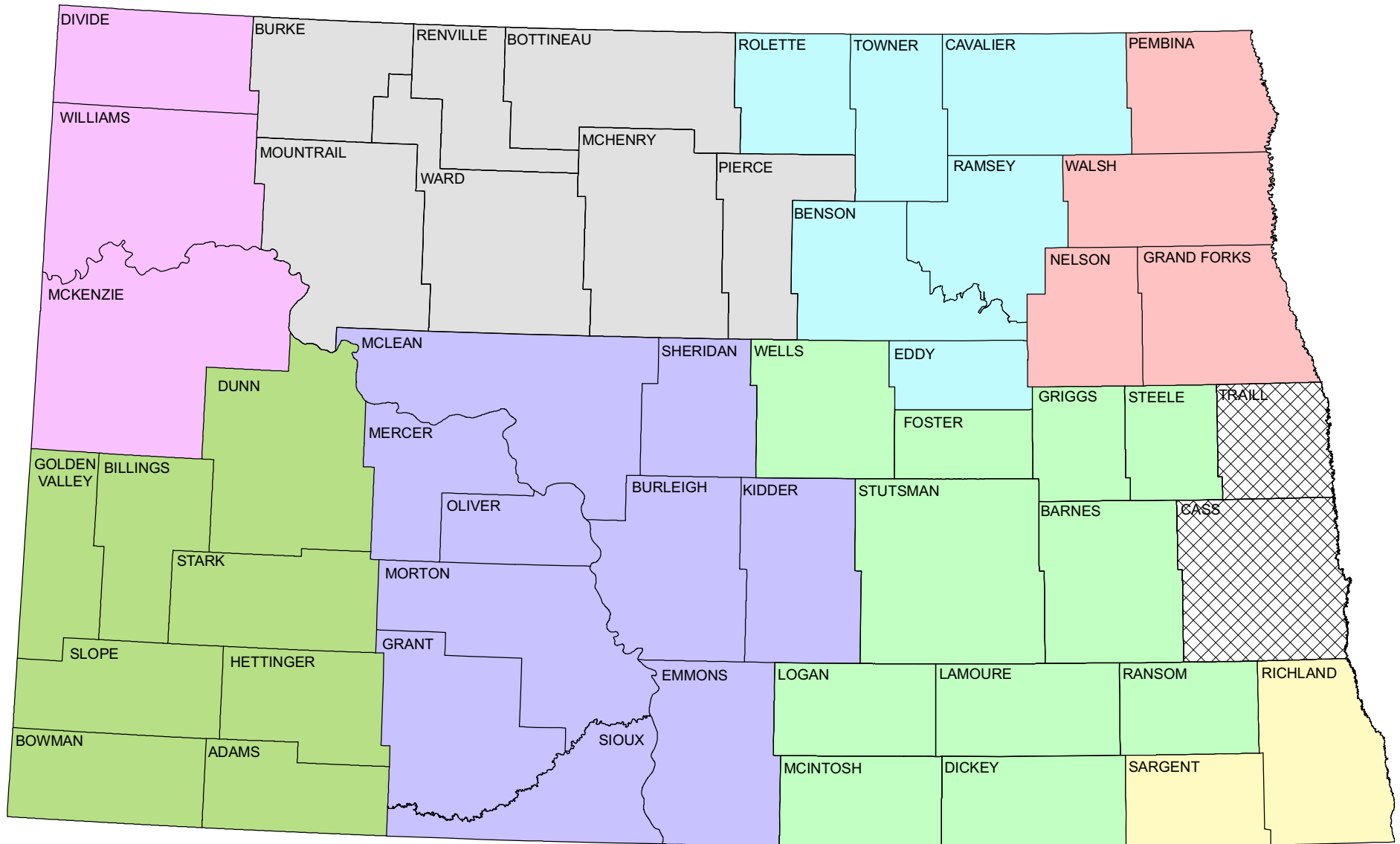
- Single
- Multiple

N
W E
S
STATE OF NORTH DAKOTA
PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING & PROGRAMMING DIVISION

2007



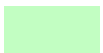
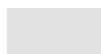


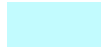


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Project	Project Description	Section 408 Funds Allocated
Traffic Records Coordinating Committee	Operate a Traffic Records Coordinating Committee to coordinate traffic records systems within the state of North Dakota.	\$0
EMS Data Analyst	Fund a Data Analyst for the state’s Emergency Medical Services system to manage trauma and ambulance system data.	\$75,000
Crash Report Training to Law Enforcement	Develop and deploy a crash reporting curriculum for classroom training and a CD or web-based crash report training program for law enforcement.	\$40,000
Electronic Citation Module for TraCS	Deploy and support the electronic citation form to agencies using TraCS.	\$200,000
MMUCC Compliance	Adopt MMUCC elements per TRCC recommendations and upgrade TraCS software as needed to accommodate new elements/attributes.	\$20,000
Location Module for TraCS	Develop a location tool within the TraCS software.	Complete
Deployment of Electronic Crash Reporting System	Continue to deploy the electronic crash reporting software to law enforcement agencies. Provide installation, training and support.	\$300,000
NDDOT GIS Web Portal	Develop a web-based GIS tool to allow a broad range of data users easy access through a single, dynamic GIS portal, visualizing roadway and asset information in various formats.	To be determined when project planning initiated.
Limited Access to Crash Reporting System	Write an enhancement to the Crash Reporting System that would allow those agencies on the state system to access specific, limited information as allowed under state law.	To be determined when project planning initiated.
Online Insurance Verification	Develop a web-based application to allow verification of insurance coverage of drivers involved in motor vehicle crashes by Traffic Records staff.	To be determined when project planning initiated.
Crash Reporting System Rewrite	Rewrite the existing Crash Reporting System database from PowerBuilder to .NET to assure software support in the future.	To be determined when project planning initiated.
Crash Node Location Conversion	Convert the current node-based crash location system with GIS locations.	\$30,000
Amount programmed		\$665,000
Amount to be programmed when additional projects are initiated		\$345,000
GRAND TOTAL		\$1,010,000



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SAFE COMMUNITY REGIONS

- | | | |
|--|--|--|
|  Region 1 |  Region 4 |  Region 6 |
|  Region 2 |  Region 5-A |  Region 7 |
|  Region 3 |  Region 5-B |  Region 8 |

Certificates and Assurances

State Certifications

Revised 8/2005

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (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; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR Part 29 Sub-part F):h

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.

- 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9,

subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).


Governor's Representative for Highway Safety

8-25-08

Date

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

State: North Dakota

Highway Safety Plan Cost Summary

2009-HSP-1

For Approval

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Report Date: 09/24/2008

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-2009-00-00-00		\$.00	\$40,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Planning and Administration Total		\$.00	\$40,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Alcohol								
	AL-2009-00-00-00		\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Emergency Medical Services								
	EM-2009-00-00-00		\$.00	\$326,666.00	\$.00	\$141,000.00	\$141,000.00	\$.00
	Emergency Medical Services Total		\$.00	\$326,666.00	\$.00	\$141,000.00	\$141,000.00	\$.00
Motorcycle Safety								
	MC-2009-00-00-00		\$.00	\$450,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	Motorcycle Safety Total		\$.00	\$450,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
Occupant Protection								
	OP-2009-00-00-00		\$.00	\$5,000.00	\$.00	\$556,400.00	\$556,400.00	\$150,000.00
	Occupant Protection Total		\$.00	\$5,000.00	\$.00	\$556,400.00	\$556,400.00	\$150,000.00
Police Traffic Services								
	PT-2009-00-00-00		\$.00	\$500.00	\$.00	\$52,500.00	\$52,500.00	\$37,500.00
	Police Traffic Services Total		\$.00	\$500.00	\$.00	\$52,500.00	\$52,500.00	\$37,500.00
Community Traffic Safety Project								
	CP-2009-00-00-00		\$.00	\$.00	\$.00	\$212,500.00	\$212,500.00	\$.00
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$212,500.00	\$212,500.00	\$.00
Driver Education								
	DE-2009-00-00-00		\$.00	\$.00	\$.00	\$51,500.00	\$51,500.00	\$49,000.00

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

State: North Dakota

Highway Safety Plan Cost Summary

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Report Date: 09/24/2008

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Driver Education Total		\$.00	\$.00	\$.00	\$51,500.00	\$51,500.00	\$49,000.00
	Safe Communities							
	SA-2009-00-00-00		\$.00	\$920,000.00	\$.00	\$655,875.00	\$655,875.00	\$572,500.00
	Safe Communities Total		\$.00	\$920,000.00	\$.00	\$655,875.00	\$655,875.00	\$572,500.00
	Speed Control							
	SC-2009-00-00-00		\$.00	\$30,800.00	\$.00	\$420,000.00	\$420,000.00	\$190,000.00
	Speed Control Total		\$.00	\$30,800.00	\$.00	\$420,000.00	\$420,000.00	\$190,000.00
	NHTSA 402 Total		\$.00	\$1,772,966.00	\$.00	\$2,189,775.00	\$2,189,775.00	\$999,000.00
	408 Data Program SAFETEA-LU							
	K9-2009-00-00-00		\$.00	\$239,000.00	\$.00	\$1,195,000.00	\$1,195,000.00	\$.00
	408 Data Program Incentive Total		\$.00	\$239,000.00	\$.00	\$1,195,000.00	\$1,195,000.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$239,000.00	\$.00	\$1,195,000.00	\$1,195,000.00	\$.00
	410 Alcohol SAFETEA-LU							
	K8-2009-00-00-00		\$.00	\$862,600.00	\$.00	\$1,186,500.00	\$1,186,500.00	\$465,000.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$862,600.00	\$.00	\$1,186,500.00	\$1,186,500.00	\$465,000.00
	410 Alcohol Planning and Administration							
	K8PA-2009-00-00-00		\$.00	\$40,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	410 Alcohol Planning and Administration Total		\$.00	\$40,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2009-00-00-00		\$.00	\$.00	\$.00	\$597,183.00	\$597,183.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$597,183.00	\$597,183.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$902,600.00	\$.00	\$1,823,683.00	\$1,823,683.00	\$465,000.00
	410 High Fatality Rate							
	K8FR-2009-00-00-00		\$.00	\$8,400.00	\$.00	\$102,000.00	\$102,000.00	\$.00

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

State: North Dakota

Highway Safety Plan Cost Summary

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2009-HSP-1

Report Date: 09/24/2008

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
410 High Fatality Rate Total			\$.00	\$8,400.00	\$.00	\$102,000.00	\$102,000.00	\$.00
410 High Visibility								
	K8HV-2009-00-00-00		\$.00	\$45,000.00	\$.00	\$90,000.00	\$90,000.00	\$.00
410 High Visibility Total			\$.00	\$45,000.00	\$.00	\$90,000.00	\$90,000.00	\$.00
2010 Motorcycle Safety								
	K6-2009-00-00-00		\$.00	\$.00	\$.00	\$205,000.00	\$205,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$205,000.00	\$205,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$205,000.00	\$205,000.00	\$.00
NHTSA Total			\$.00	\$2,967,966.00	\$.00	\$5,605,458.00	\$5,605,458.00	\$1,464,000.00
Total			\$.00	\$2,967,966.00	\$.00	\$5,605,458.00	\$5,605,458.00	\$1,464,000.00