State of North Dakota

Department of Transportation

Office of Traffic Safety

Highway Safety Plan
Federal Fiscal Year 2006

"Our mission is to reduce motor vehicle crashes on public roadways and the fatalities, injuries, and property damage associated with these crashes."

David A. Sprynczynatyk, P.E.

NDDOT Director

Keith C. Magnusson

Driver & Vehicle Services

Marsha M. Lembke

Drivers License & Traffic Safety Division

Dawn M. Olson

Traffic Safety Programs

www.nd.gov/dot

In cooperation with the

U.S. Department of Transportation

National Highway Traffic Safety Administration

Federal Highway Administration

EXECUTIVE SUMMARY

North Dakota's Highway Safety Plan process begins with a thorough study of crash records and other related data. An effort is made to identify the varied and complex causes of traffic crashes. The general problem areas (e.g., alcohol, safety belts, and police traffic services) are researched and then dissected into specific components that can help in better understanding the underlying causes and cures.

The causes of traffic crashes and the problems on North Dakota highways are reviewed based on crash record data, driver license data, motor vehicle statistics, available exposure data, Emergency Medical Services data, Highway Patrol statistics, Division of Toxicology data, and other special studies. Efforts are being made to analyze the multiple-crash variables through the use of various software packages. Variables in certain priority areas were selected for in-depth analysis: total, fatal, and injury crashes by county, age, and sex; restraint use; average blood alcohol content by age; etc.

In 2004, there were 100 fatalities on North Dakota's streets and highways. 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). These individuals make every effort to make safety a priority issue through public information, education, and awareness.

North Dakota has consistently ranked as one of the safest states in the nation and strives to maintain that 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 the 100 experienced in 2004. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.34 deaths per 100 million VMT in 2004. The statewide fatality rate has been consistently lower than the national fatality rate since 1979, with the exception of 1999.

"CLICK IT OR TICKET"

"YOU DRINK. YOU DRIVE. YOU LOSE."

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Process Overview

Each year, the North Dakota Department of Transportation (NDDOT), Office of Traffic Safety (OTS) compiles a summary of motor vehicle crash reports to identify traffic safety problems. The planning process for the FY 2006 HSP began in February. Each program manager developed a list of potential applicants and traffic safety partners who might be interested in traffic safety issues. Correspondence was mailed to traffic safety partners, inviting them to submit project proposals by June 30, 2005.

The OTS manager developed the agenda and facilitated the July 11-12, 2005, planning session. Besides the OTS manager and program managers, principal traffic safety partners participated, including NDDOT Planning Division, ND Health Department, Safe Communities coordinators, advocacy organizations, private contractors, law enforcement officers, and federal agency representatives (FHWA and NHTSA). Program goals and solutions were discussed. The following schedule reviews North Dakota's HSP.

HIGHWAY SAFETY PLAN SCHEDULE

Date	Activity
January	Distribute information announcing the availability of funding opportunities, requests for proposals, and application
March 1	Review and discuss regional action plan with Denver NHTSA regional office
Early to mid-May	Complete problem identification and distribute document to NHTSA and FHWA
June 30	Deadline for submittal of project application (forms and basic guidelines are in Chapter 10, as Appendices 3-5); OTS staff identify state-level projects
July 1	A "letter of clearance" is requested from North Dakota's Office of Management and Budget
Mid-July	Program managers review activities, needs, and related proposals, and recommend problem solutions and appropriate budgets. Projects that provide a direct benefit to local areas, rather than the state, are identified as local benefit. Coordinate a TS Partners Strategic Planning Meeting, where proposals are reviewed, priorities are determined, and the level of funding is established
July 15	Estimate funding levels based on anticipated carryover plus next year's allocation Completion of the HSP draft sections for office review.
August 1	Submit the final HSP draft to NDDOT management for review
September 1	Submit the final HSP to the Denver regional office of NHTSA and the Bismarck division office of FHWA for approval Submit Federal Aid Agreement to obligate available funds
October 1	HSP goes into effect
December 1	Identify funds available for projects not otherwise obligated and submit budget revision and Federal Aid agreements
December 31	Distribute final HSP to various project and state agencies (a distribution list can be made available) OTS staff submit program evaluations Complete the previous year's evaluation report, and submit to federal and state agencies (NDDOT director, NHTSA, FHWA, State Library, and OTS staff)

Data Analysis

Data collection is an important first step in the process of developing the Performance Plan. It requires extensive research and the use of statistical reports and information from many sources, including:

- Fatal Analysis Reporting System (FARS)
- North Dakota's Crash Facts
- Driver License file data
- ND Department of Health
- ND Highway Patrol
- Statewide seat belt surveys
- ND State Toxicology
- Safe Communities programs
- NHTSA-supplied statistical information

This information is then analyzed and used to establish an historical trend line covering at least the previous eight years' of available crash data. With this data, the performance planning process moves to the problem identification task.

Problem Identification

Using the information from the data analysis process, the trend in each of the NHTSA and GHSA-suggested performance measures is evaluated for the strength or weakness of probability factors. Also, the data is further scrutinized and analyzed to determine other influencing factors such as urban and rural, young and older drivers, and non-behavioral factors such as weather and road construction. A collaboration of key highway safety stakeholders in the state also helps to focus the resources of multiple agencies and organizations on the identified problems. Key stakeholders include:

The list included state and local governments, safe communities programs, Indian reservation jurisdictions, law enforcement agencies, emergency medical services, health agencies, traffic safety organizations, motorcycle safety education groups, agencies and organizations concerned with driving while impaired, private entities, nonprofit organizations, youth organizations, and entities submitting proposals in prior years.

- State and local governments
- Indian Reservation jurisdictions
- ND Department of Transportation
- Regional and local health and law enforcement agencies
- Various non-profit highway safety organizations and coalitions
- Motorcycle safety education groups
- Youth organizations
- Agencies and organizations concerned with impaired driving
- Entities submitting proposals in prior years

As a result of this process, the OTS staff finalizes the specific problems that it desires to address in the HSP.

Performance Goals

The performance goals and measures for identified problem or focus areas are established using the following steps:

- Review the problem areas identified during the analysis process
- Examine national performance goals and crash statistics
- Study and review North Dakota's programs, legislation, and other variables
- Consider the environment in surrounding states and any impact on North Dakota
- Examine other environmental issues such as population growth, economic conditions, etc.
- Collaborate with other key stakeholders to identify strategies in setting goals
- Establish realistic performance goals and measures

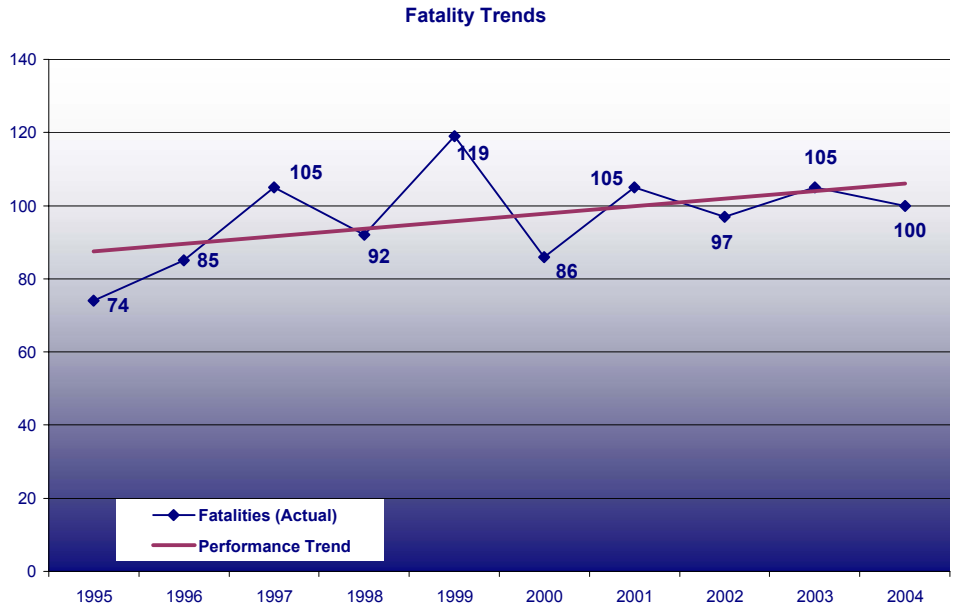
Crash Data / Trends

	Baseline Data 1995-1998				Progress Report Data 1999-2004					
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (Actual)	74	85	105	92	119	86	105	97	105	100
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatality Rate /100 million VMT	1.13	1.26	1.51	1.30	1.68	1.22	1.48	1.37	1.44	1.34
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injuries (Actual)	5,743	5,970	5,900	4,917	4,962	4,619	4,608	4,886	4,817	4,611
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injuries Rate /100 million VMT	87.73	88.21	84.98	69.32	69.88	65.42	65.05	68.88	66.08	61.98
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury Crashes (Actual)	3,907	4,120	3,984	3,394	3,312	3,153	3,129	3,252	3,244	2,701
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Total Crash Rate /100 million VMT	218.07	235.85	239.98	203.34	203.22	205.74	208.34	227.15	227.05	227.48
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Alcohol-related Fatalities (Actual)	37	42	47	43	58	42	52	48	53	38
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Percentage of Alcohol-related Fatalities	50.0%	49.4%	44.8%	46.7%	48.7%	48.8%	49.5%	49.5%	50.5%	38.0%
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Total Number of Motorcycle Crashes	168	138	122	118	112	91	123	143	163	175
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Percent of Population Using Safety Belts*					46.7%	47.7%	57.9%	63.4%	63.7%	67.4%

* Survey methodology before 1998 was not comparable to current methods.

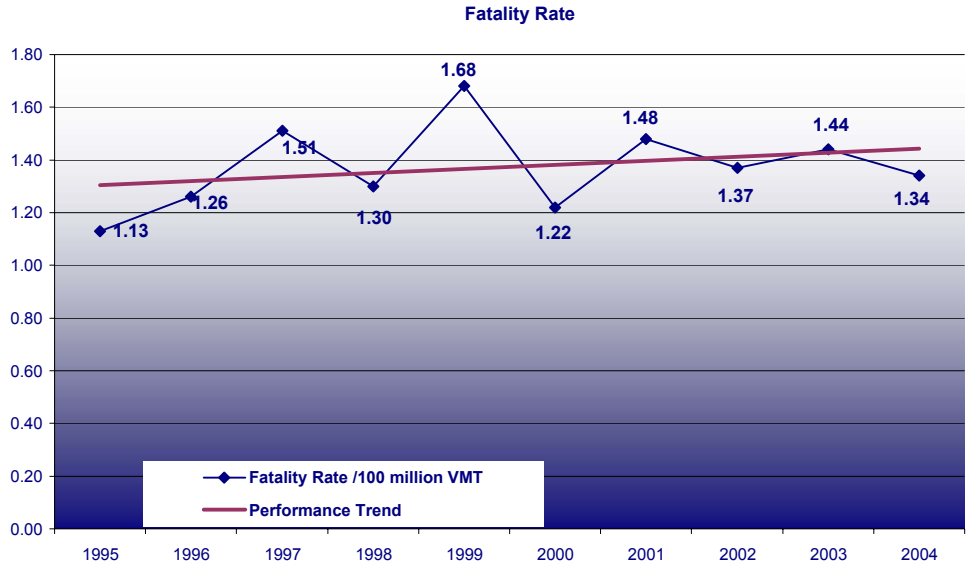
Goal: Fatalities
Baseline

Reduce Fatalities
Baseline Data



Goal: Fatality Rate/VMT
Baseline

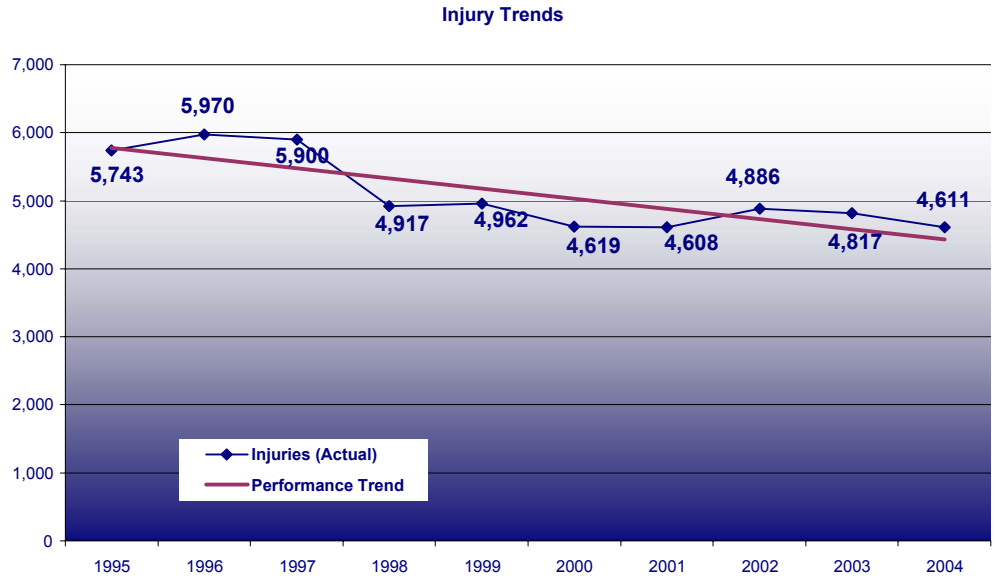
Reduce Fatality Rate
Baseline Data



Goal: Injuries
Baseline

Reduce Injuries

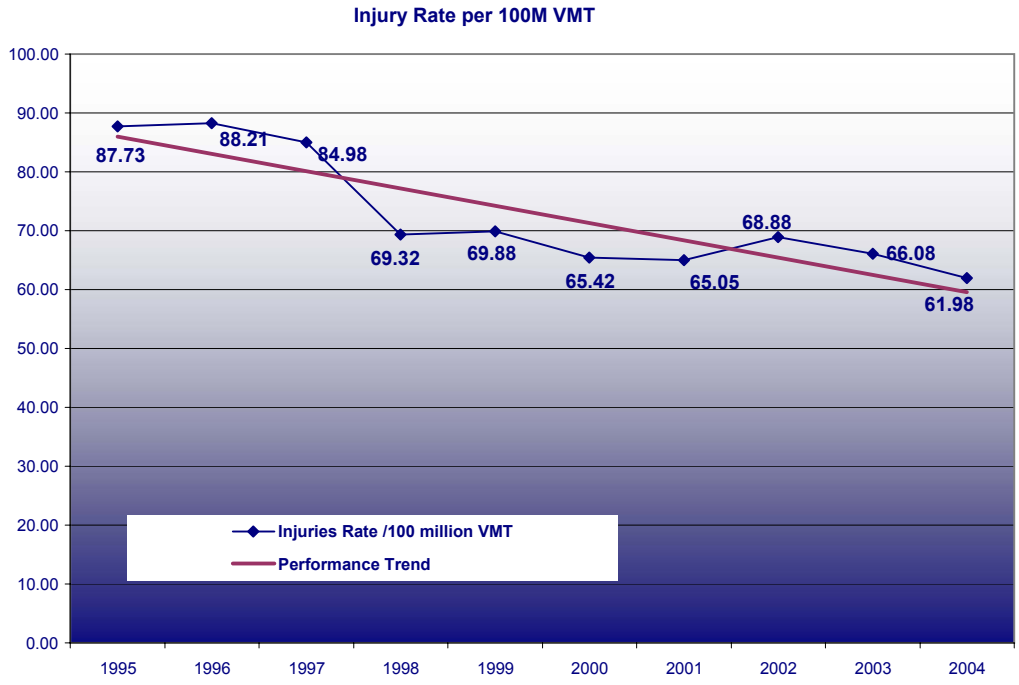
Baseline Data



Goal: Injury Rate/VMT
Baseline

Maintain Downward Trend in Injury Rate

Baseline Data

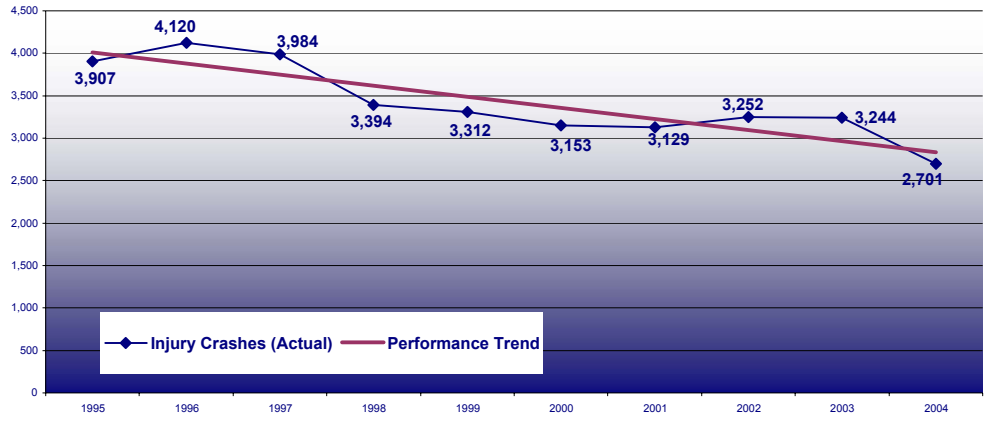


Goal: Injury Crashes Baseline

Maintain Downward Trend on Injury Crashes

Baseline Data

Injury Crashes

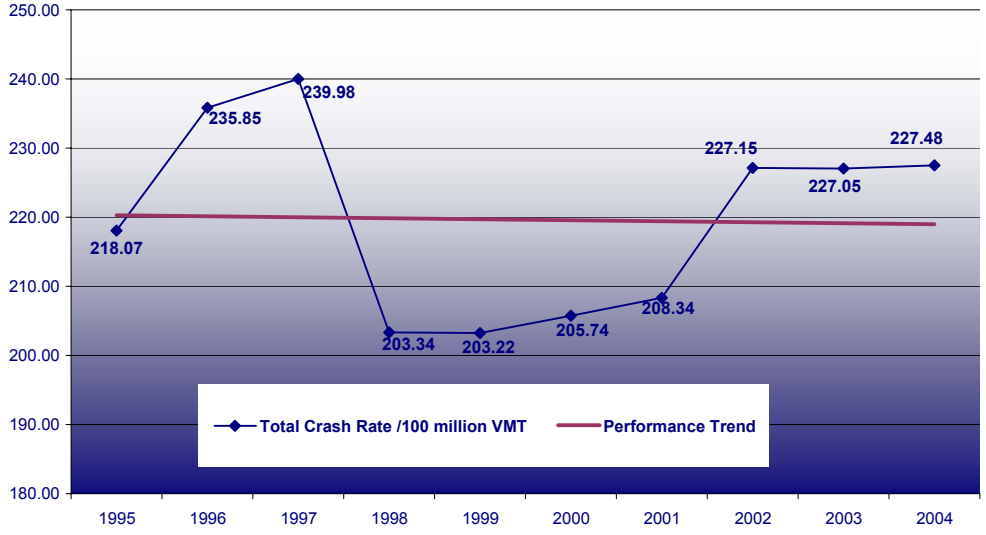


Goal: Total Crash Rate/100 VMT Baseline

Reduce Total Crash Rate

Baseline Data

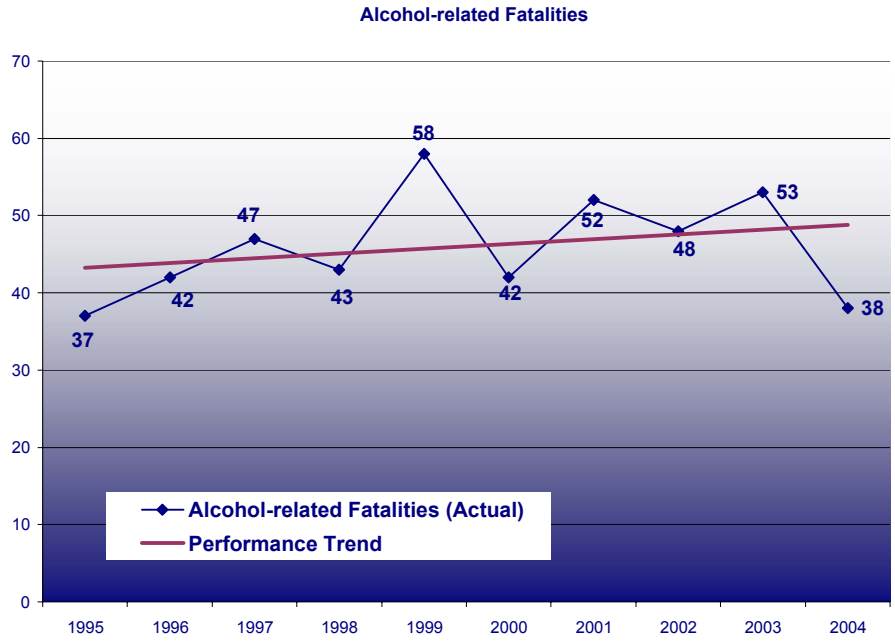
Total Crash Rate/100 million VMT



Goal: Alcohol Fatalities Baseline

Reduce Alcohol-related fatalities

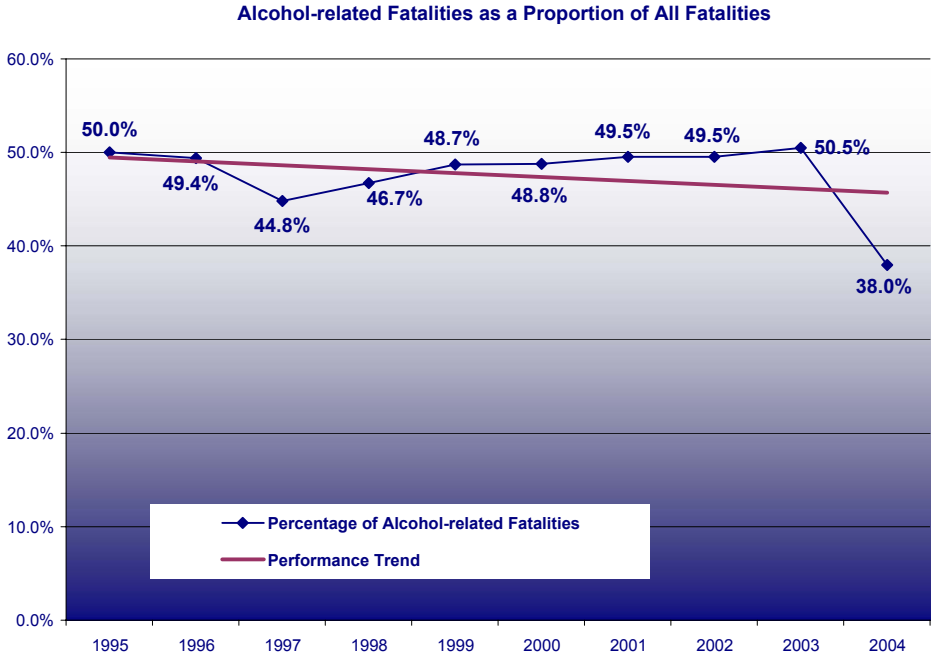
Baseline Data



Goal: Alcohol Fatality Proportion Baseline

Maintain Downward Trend on % of Alcohol-related Fatalities

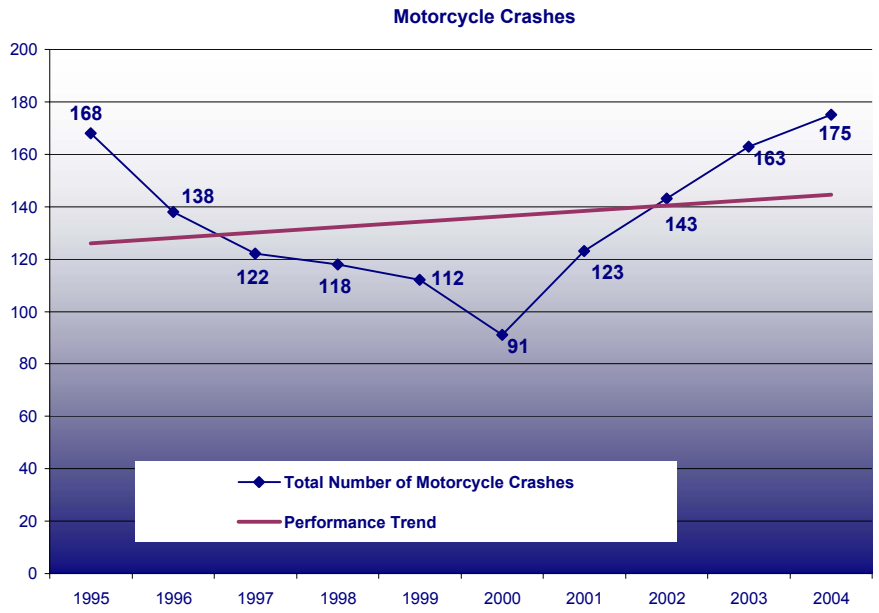
Baseline Data



Goal: Motorcycle Crashes Baseline

Reduce Number of Motorcycle Crashes

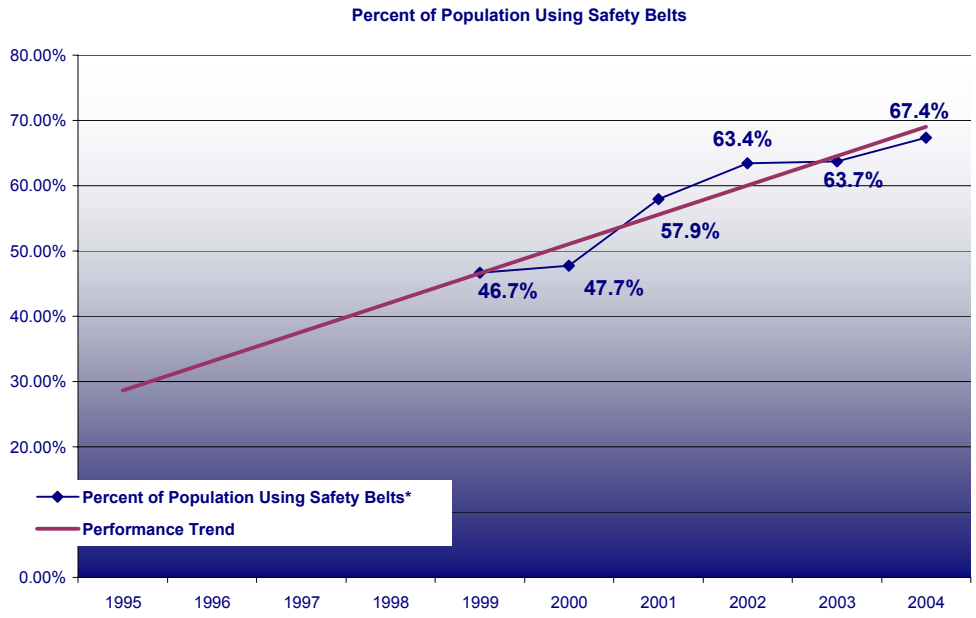
Baseline Data



Goal: Safety Belt Use Baseline

Maintain Steady Increase in Safety Belt Use

Baseline Data



With the performance goals and measures established, the project proposal and selection process begins.

Project Selection

The project selection process begins with a request to various agencies and organizations to submit proposals for projects that will address the established OTS performance goals and measures. Each program manager develops a list of potential applicants and traffic safety partners who might be interested in traffic safety issues. Correspondence is mailed to traffic safety partners, inviting them to submit project proposals by June 30, 2005. RFPs are posted on the DOT web site and are available for public review and submission for consideration.

After the OTS receives the proposals, each program manager develops a list of proposals summarizing the activity and dollar amounts requested by program category. This list is referred to during the strategic planning process. The OTS staff meets to discuss the merits of each proposal and how it supports the Performance Plan. The criterion used to select projects includes the following elements:

- Does the proposal respond to the identified problem?
- Is it likely to have an impact?
- Is there a level of confidence in the 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 proposals are reviewed, they are ranked from most to least desirable, accepted as funding levels permit, and detailed in the appropriate focus area within the HSP.

Monitoring and Technical Assistance

The program manager monitors the progress of the contract to ensure work is performed in a timely fashion and is of adequate quality to meet contract requirements. This is determined by observing the work in progress, examining products, and reviewing the contractor's monthly activity reports. The program manager completes the monitor report form, titled "Surveillance Report." If local match is a part of the project or program, the contractor should include it with their monthly voucher. A local match report form is provided and may be used.

An attempt should be made to visit major projects on a quarterly basis. Most projects should be visited semi-annually when primary activities are to take place. Telephone contact with the contractor should be made on a monthly basis.

Documentation of project monitoring will be kept in the electronic file by telephone log or on-site review reports.

The Annual Report

Each program manager completes a program evaluation for the year. The annual evaluation report records actual accomplishments and costs compared to those stated in the Highway Safety Plan. The program reports summarize impact, identify strengths and weaknesses, and make recommendations relative to future programs. This information is based on the final project evaluation submitted by program managers or contractors.

The financial officer prepares a status report of program expenditures compared to the approved plan and program obligations.

In years when a legislative session has occurred, the annual program evaluation report includes a summary of legislative accomplishments.

The OTS manager prepares a statewide overview summarizing activities for the year. She also reports efforts designed to correct deficiencies identified through program and financial management reviews, as well as a report on performance measures.

The annual program evaluation report and the performance measure data are provided to the DOT director and forwarded to the regional office of NHTSA and the division office of FHWA by December 31.

An executive summary report, in a brochure format, is also developed.

PLANNING & ADMINISTRATION

Performance Goal:

To provide efficient and effective management and programming of highway safety resources through planning, coordination, collaboration, communication, implementation, and evaluation.

Performance Measures:

Afford each staff member the opportunity to attend a professional development function.

The successful alignment of goals and measures of success of the NDDOT Strategic Plan and the annual Highway Safety Plan.

Action Plan:

- Encourage professional development of staff members by assuring each staff member is afforded at least one opportunity to attend training or other function with enhancing professional development as the goal.
- Foster program manager participation to meld the goals and measures of success in the NDDOT Strategic Plan so they also meet the NHTSA requirements for the annual ND HSP.

Justification:

- To provide direction for the highway safety program in ND, this project provides problem identification, analysis of state and local resources, and provides project development, support, resources, technical assistance, reporting, and monitoring in support of the HSP.

Planning & Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA4020601-01	Program Management	$31,750	402/State Match (50%)
PA4020601-01	Executive Summary	$3,250	402/State Match (50%)
402 Total		$35,000	
Total All funds		$35,000/$35,000	

Planning and Administration Projects (PA)

PA4020601-01 Program Management (All Staff) FUNDING : 402/State Match

The OTS develops the annual HSP. Problem areas are identified by reviewing the Statewide Problem Identification, reviewing the effectiveness of prior safety activities, and reviewing solicited and unsolicited proposals. A planning meeting will be scheduled for ideas from traffic safety partners. Projects selected and implemented will be monitored and evaluated.

An annual HSP evaluation will be submitted to NHTSA. In addition, the OTS will develop a marketing piece. This highlight of traffic safety programs will be used to inform traffic safety partners, legislators, etc.

Costs and activities covered by this project relate only to overall program management; the salaries and operating costs of managing specific projects are charged to the appropriate program management area. Other NDDOT resources are used to supplement the OTS; specifically, these include the Financial Management, Information Technology, and Planning and Programming Divisions.

Items budgeted under PA Salaries and Travel/Miscellaneous includes:

1) Video tapes and other public information and education (PI&E) materials not specifically linked to another program area.
2) Training and required program travel for staff members for traffic safety activities not specifically related to another program area. This includes general training needs; i.e., program or project management, highway safety data analysis. The NDDOT will provide computer training for the OTS staff.
3) Memberships and other professional fees for the Governor's Highway Safety Association (GHSA), the American Association of Motor Vehicle Administrators (AAMVA), National Committee on Uniform Traffic Laws and Ordinances (NCUTLO), etc.
4) Preparation of the various reports required, such as the HSP, the annual evaluation, and other general brochures and reports.
5) Contractual services not specifically related to another program area.

Growth for the program comes through setting goals for future endeavors. OTS staff will conduct a strategic planning session in FY 2006 with program managers and key traffic safety advocates to update long- and short-range goals, identify new project ideas, and develop a performance evaluation system.

PA4020601-02 Executive Summary (Dawn) FUNDING SOURCE: 402/State Match

An annual executive summary highlighting the accomplishments in OTS will be developed. This summary is a valuable tool for promoting traffic safety programs and accomplishments. This publication is distributed to all traffic safety partners, legislators, state agencies, and safe communities' coalitions.

POLICE TRAFFIC SERVICES

Performance Goal:

To support ND law enforcement agencies in reducing traffic violations and crashes and promoting traffic safety.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the motor vehicle crash fatalities rate per 100 million vehicle miles traveled from 1.44 in 2003 to 1.00 in 2008.

Action Plan:

- Fund up to 11 radar/lidar units for distribution to state and local law enforcement agencies in both rural and urban areas.
- Specialized traffic safety training for law enforcement officers.
- Reduce red-light running and the correspondingly high number of crashes at seven intersections in the city of Grand Forks.
- Fund overtime enforcement to state and local law enforcement for construction zone safety and safety belt mobilization activities.
- Provide incentives and awards to honor top law enforcement agencies and community members within the state.
- Fund public information and paid media endeavors to support safety belt enforcement activities.

Justification:

- Although the total fatality and injury rate per VMT decreased from 2003 to 2004, fatal crashes increased in 2005, prompting the OTS to set more aggressive goals in reducing the number of fatal crashes on North Dakota's roadways.
- The need for increased enforcement continues to be a budget constraint, especially in regard to special DUI saturation patrols and safety belt mobilization campaigns.
- While the majority of crashes occur in urban areas of the state (16%), the majority of fatal crashes occurred in rural areas (84). Equipment requests will be considered to address this disparity and attempt to assist law with enforcement of statewide speed, DUI, and other traffic safety laws.
- Due to limited resources and staff, many law enforcement agencies, both in rural and urban areas, suffer from budget limits on technical assistance and training, equipment, and personnel , and have come to value our expertise and assistance in providing training, equipment, and overtime funding for selective traffic enforcement.
- A combination of highly-visible enforcement, PI&E, and training is needed to achieve a significant impact in reducing crash-related injuries and fatalities in ND.
- Although North Dakota's 2005 safety belt survey reported that 76.3% of occupants were restrained (an increase of 8.9% over 2004), law enforcement agencies must continue to make occupant protection enforcement a top priority as North Dakota remains lower than most states in safety belt restraint use.
- The use of saturation patrols on the local level has been a popular and successful program in North Dakota. Saturation patrol activity, conducted in the major communities, is designed to encourage area law enforcement agencies to share labor and resources. Enforcement efforts, designed to curb the frequency of impaired driving, continue with the funding support from 410 alcohol incentive funds.

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT4020601-01 PT1570601-01	Program Management	$15,000 $2,000	402 157 Inn
PT4020602-02	Local Law Enforcement Radar	$17,000/$5,000	402/Local Match
PT4020602-03	State Law Enforcement Radar	$50,000	402
PT4020602-04	Law Enforcement Training	$3,000	402
PT4020602-05	Selective Traffic Enforcement Project	$3,000	402
PT4020602-06	Construction Zone Enforcement	$59,968	163
PT4020602-07	PTS Incentive Program	$20,000	402
PT4020602-08	2006 Traffic Safety Calendar	$8,500/2,507	402/157 Inc
PT4020602-09	Law Enforcement Overtime for OP	$150,000	402
PT4020602-10	Public Information and Paid Media	$150,000/$61,100	402/157 Inn
402 Total		$416,500	
Total All funds		$542,075/$5,000	

Police Traffic Services Projects (PT)

PT4020601-01 Program Management (All Staff) FUNDING SOURCE: 402/157 Innovative

PT1570601-01

Direct management costs and travel expenses for the projects in this PSP will be funded. Technical assistance will be provided. Support will continue for the North Dakota Peace Officers Association (NDPOA) Traffic Safety Committee. This committee will make recommendations on enforcement equipment, enforcement activities, and the enforcement campaign activities. Members will continue to address long-term traffic safety issues and legislative needs.

PI&E efforts related to law enforcement issues will be funded. Funds will be provided for booth display fees and appropriate handout materials to promote traffic safety efforts.

Funds will also provide for management and travel expenses associated with administration and monitoring of the "carry forward" 157 Occupant Protection Innovative Grant and any new occupant protection funding for its projects. Public information efforts and enforcement activities to increase safety belt use will be conducted with this funding.

PT4020602-02 Local LE Radar Equipment (Sandy) FUNDING SOURCE: 402/Local Match

Funding will be provided for up to eleven radar units to be used by local law enforcement agencies in reducing noncompliance with posted speed limits. All radar purchases will require 25% local match and must prove a need for equipment. All equipment will conform to the International Association of Chiefs of Police (IACP) Consumer Products List.

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

PT4020602-03 State LE Enforcement Radar Equipment (Sandy) FUNDING SOURCE: 402

The NDHP will receive funding 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 list approved by IACP.

PT4020602-04 Law Enforcement Training (Sandy) FUNDING SOURCE: 402

Funding will be provided for specialized traffic safety training for law enforcement officers. Each year, the NDPOA officers conduct training at their annual law enforcement conference. Funds will be provided for speaker expenses. Funds will also be set aside to provide travel expense reimbursement for highway safety professionals to attend training and conferences that will provide opportunities to learn new and innovative projects.

PT4020602-05 Selective Traffic Enforcement Project (Sandy) FUNDING SOURCE: 402

The city of Grand Forks has identified seven intersections within the city as having the highest volume of crashes. Two of these locations are the busiest intersections in North Dakota, having a large volume of traffic that passes through them on a daily basis. This project will allow the Grand Forks Police Department to continue to conduct enforcement and provide public information and data analysis to reduce red-light running and the number of crashes that occur at these intersections.

PT4020602-06 Construction Zone Enforcement (Sandy) FUNDING SOURCE: 163

Funds will be set aside for the Highway Patrol to conduct overtime enforcement patrols in construction work zones. This project will focus on providing visibility to the public and keeping motorists alert when entering a construction zone to help deter traffic violations, reduce work zone crashes and fatalities, and provide a safe working environment for construction workers.

PT4020602-07 Police Traffic Services Incentive Program (Sandy) FUNDING SOURCE: 402

A Police Traffic Services Incentive Program has been developed to assist and recognize those enforcement agencies that have demonstrated a commitment to reducing traffic-related deaths and injuries and that have not received an overtime grant from OTS to participate in traffic patrols. Awards will be given to the top nine agencies that develop comprehensive programs in their communities that include public information, media relations, and enforcement activities conducted throughout the fiscal year.

PT4020602-08 2006 Traffic Safety Calendar (Sandy/Carol) FUNDING SOURCE: 402/157 Incentive

A 2006 Traffic Safety calendar will be developed and distributed statewide by December 2005. This calendar will recognize and honor community members and law enforcement officials for their support to traffic safety. Each city with a Safe Communities program will be highlighted, and photos will be taken that will showcase a successful community-based program. Photos will include a community member and a law enforcement officer from each community.

PT4020602-09 LE Overtime Activity for Occupant Protection (Dawn) FUNDING SOURCE: 402

Funds will be provided for overtime wages for law enforcement agencies (local and state) participating in the statewide safety belt mobilization activities. May mobilizations will be conducted during FY 2006, running May 22, 2006, through June 4, 2006. Along with the NDHP, priority agencies selected to participate will be within the 16 survey counties.

PT4020602-10 Public Information and Paid Media (Dawn) FUNDING SOURCE: 402/157 Innovative

Funds will be provided for the development, printing, and purchasing of public awareness materials and media needed to support the safety belt enforcement activities. Funds will be used to purchase radio, television, and billboard ads with an enforcement message such as the "***Click it or Ticket"*** message.

EMERGENCY MEDICAL SERVICES

Performance Goal:

To provide support and training for the Emergency Response System.

Performance Measure:

Reduce the fatality rate per VMT from 1.44 in 2003 to 1.00 in 2008.

Action Plan:

- Provide NHTSA training courses to ensure current and applicable information to EMS personnel.

Justification:

- North Dakota is a rural state with substantial distances between medical facilities; crashes often occur many miles from hospitals.
- Of the 95 fatal crashes in 2004, 80 were on rural roads. For this reason, it is essential that an effective network of emergency medical services be in place.
- The ND Emergency Medical Services (EMS) system relies heavily on volunteers who must receive adequate training to provide care to crash victims. It is estimated that 90% of the state's EMS personnel are volunteers. Replacement of volunteers continues to be the most significant problem facing the ND EMS system.

Emergency Medical Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM4020603-01	Program Management	$2,000	402
EM4020603-02	EMS Training	$105,000/$245,000	402/State Match
402 Total		$107,000	
Total All funds		$107,000/$245,000	

Emergency Medical Services Projects (EM)

PT4020603-01 Program Management (All Staff) **FUNDING SOURCE: 402**

Direct management costs and travel expenses for the projects in this PSP will be funded. Technical assistance will be provided.

PT4020603-02 EMS Training (Lory) **FUNDING SOURCE: 402/State Match**

The EMS system relies heavily on the services of volunteers. Shrinking and aging populations in rural areas, combined with social trends providing fewer volunteers, make maintaining EMS systems difficult. To maintain and improve the system, adequate initial and refresher medical training must be provided for personnel. In addition, emergency vehicle operations courses must be offered to assist in assuring public safety and to reduce personnel attrition levels. Training, testing, and certification, as well as continuing education, must be provided to keep EMS volunteers current in proper procedures.

Six courses will be conducted according to NHTSA's curriculum. They are:

1. ***North Dakota Automobile Extrication Course*** - Approximately 300 EMS personnel will be initially trained and certified in auto extrication techniques in this 12-hour course, and approximately 700 personnel will be recertified.
2. ***North Dakota First Responder Course*** - Approximately 290 EMS personnel will be initially trained and certified as First Responders in this 40-hour course, and approximately 490 personnel will be recertified.
3. ***EMT-Basic Course*** - Approximately 400 EMS personnel will be initially trained and tested for certification in this 110-hour course, and approximately 900 personnel will be recertified.
4. ***EMT-Intermediate/85 Course*** - Approximately 50 EMT-Intermediates/85 will be trained and tested for certification in this 100-hour course, and approximately 125 personnel will be recertified.
5. ***EMT-Paramedic Course*** - Approximately 40 EMT-Paramedics will be trained and tested for certification in this 900-hour course, and approximately 125 personnel will be recertified.
6. ***EMS Instructor Course*** - Approximately 20 EMS instructors will be trained using a 32-hour EMS Instructor Course, and approximately 60 EMS instructors will be recertified.

Other training will include:

- ***Emergency Vehicle Operations*** - Approximately 100 EMS personnel will be initially trained, and approximately 50 personnel will be recertified.
- ***Continuing Education*** – The ND EMS library will be substantially updated, including the transition from VHS-based resources to DVD-based resources and the purchase of a new video series for primary, refresher, and continuing training. Distance learning opportunities will be provided and all video resources are available for EMS personnel.

Licensed training institutions will be developed, and the state EMS Advisory Committee will assist in the development of EMS policy and long-term goals.

NDDH match will consist of state general fund money and funds contained in the EMS Training Grant Program for distribution to local ambulance services, quick-response units, and rescue services. Grants will be provided to defray costs associated with training for each newly-trained and eligible EMT-Basic, EMT-Intermediate, and EMT-Paramedic. Additionally, grants will be provided to eligible entities to defray local recertification training expenses.

TRAFFIC RECORDS

Performance Goals:

To analyze and make effective use of state, regional and local crash data which will determine appropriate countermeasure activities.

To conduct a Traffic Records Assessment by the end of FY 2006 to assess the needs of accurate and reliable crash data.

Performance Measures:

Distribute the 2005 Crash Summary and Trends within eight months of the end of the calendar year.

Continue to develop the role of the TRCC and their contribution to data systems.

Deploy TraCS to agencies with 50% of reportable crashes.

Work with Traffic Operations to develop the NDDOT Strategic Highway Safety Plan.

Action Plan:

- Rewrite the officer's crash manual with current information
- Install TraCS System in remaining larger agencies such as Fargo, Dickinson, and Burleigh County
- Deploy the location tool for use by all TraCS agencies

Justification:

- The necessary information for effective traffic safety decisions is based on accurate, timely, and complete traffic records. The OTS has responsibility for the crash data records which consist of reports completed by all law enforcement agencies using a uniform reporting process.
- Access to the crash data records and the capability to query multiple factors simultaneously is necessary to conduct effective crash-trend analyses. The online query functionality enables department crash report data users to perform more extensive queries.
- The Traffic Records Coordinating Committee continues to provide statewide input and recommends prioritization of proposed enhancements to all traffic records-related data projects. Progress on the traffic records strategic plan includes implementation of an electronic crash reporting process using TraCS, an electronic citation module, and planning for incorporation of GPS data and GIS analysis. The Traffic Records Coordinating Committee will also be reviewing the crash reporting process in regard to MMUCC guidelines.

Traffic Records Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR4020604-01	Program Management	$69,000/$1,000	402/State Match
TR4020604-02	Crash Data System Enhancement	$10,000	402
TR4020604-03	Traffic Records Strategic Plan	$236,070/$200,000/$225,000	163/408/State & Local Match
TR4080604-04	Traffic Records Assessment	$25,000	408
402 Total		$79,000	
Total All funds		$540,070/$226,000	

Traffic Records Program Projects (TR)

TR4020604-01 Program Management (All Staff) FUNDING SOURCE: 402/State Match

Direct management costs and travel expenses for the projects in this PSP will be funded. The costs incurred by the OTS staff in developing specific tables and graphs, developing responses to data inquiries, and analyzing traffic safety data for the Statewide Problem Identification are included in this PSP.

The Traffic Records manager continually works on enhancements to the motor vehicle crash reporting system including oversight of the Traffic Records Coordinating Committee. The manager works with law enforcement personnel and department staff to identify and correct frequent errors and to encourage complete, timely, and accurate reporting of crash report data elements. The Traffic Records manager also responds to requests for crash data from within NDDOT, as well as from other state, local, and federal agencies and the general public.

The North Dakota Traffic Trends pamphlet will be published for placement on the NDDOT web site and printed for mail distribution. North Dakota Vehicle Crash Facts, which contains more detailed traffic safety information, will be published for placement on the NDDOT web site and printed for mail distribution. Printing is paid with matching state dollars.

Project funds will be used for the processing of paper and electronic motor vehicle crash reports by OTS staff. Analyzing crash data is key to identifying traffic safety problems. The crash data from this process is invaluable in identifying problems to be addressed by the HSP.

With the implementation of TraCS, the accurate collection of the Motor Vehicle Crash Report (MVCR) information will be developed. In conjunction with TraCS technology, training will reduce errors made by officers.

The improved collection of MVCR information will be incorporated into the revised Crash Report Officer's Manual. Printing and distribution costs will be charged to this project.

TR4020604-02 Crash Data System Enhancement (Lynn) FUNDING SOURCE: 402

In conjunction with the Traffic Records Strategic Plan, the implementation of TraCS will provide the tools for remote data entry of crash reports. Integration of TraCS with the existing motor vehicle crash reporting system will enhance timely reporting and crash data reliability. Local agencies will also have easy, in-house access to their crash data.

The crash data system will continue to improve with the identification and correction of program errors. Various software packages will continue to be used to allow the Traffic Records manager to access data from the mainframe computer for identification and correction of data errors. This allows for flexibility and provides for enhanced problem identification of motor vehicle crash data.

The report generation segment of the crash data system has an online query function and multiple reporting functions. Reports generated on a desktop PC are "print-ready," substantially reducing the amount of time spent setting up and editing desktop publishing documents. Further reports will be developed as needed.

The motor vehicle crash report form, animal crash report form, and the officer's instruction manual will be reviewed, updated, and reprinted as needed, considering the implementation of TraCS. Revisions to the motor vehicle and animal crash reports will include guidance from the Traffic Records Coordinating Committee and other users, along with MMUCC guidance. The process will work toward an MMUCC-compliant form in both paper and electronic formats.

TR4020604-03 Traffic Records Strategic Plan FUNDING SOURCE: 163/408/State & Local Match

In October 1999, NHTSA conducted a Traffic Records Assessment for the DL&TS of the NDDOT. The assessment provided recommendations for future improvements to ND data systems. Two of the primary recommendations were: 1) create a State Traffic Records Coordinating Committee, and 2) develop and implement a Traffic Records Strategic Plan. The committee was established in December 1999. A contractor was selected to conduct meetings of the Traffic Records Coordinating Committee and develop a Traffic Records Strategic Plan, with direction provided by the Committee.

The Traffic Records Strategic Plan identifies these activities by priority:

Priority	Initiative
High	1. Implement and expand the Integrated Automated State Motor Vehicle Crash Reporting System
High	2. Minimize data reentry through electronic data sharing and system integration
High	3. Enhance training and communications
High	4. Improve access to online information
High	5. Create an Integrated Statewide Citation Tracking System
Medium	6. Develop a Statewide Emergency Data Reporting System
Low	7. Increase Roadway Inventory Management System (RIMS) scope and depth

Subcommittees have been formed to address each issue. These subcommittees and the state's Traffic Records Coordinating Committee will continue the implementation of the Traffic Records Strategic Plan.

TraCS will continue to be implemented for the electronic collection and submission of motor vehicle crash reports. TraCS will provide the foundation to meet most of the Traffic Records Strategic Plan initiatives.

Funds will also provide needed equipment to law enforcement agencies for implementation of electronic crash reporting using TraCS technology. Successful piloting of TraCS in ND was completed in FY 2004. Various agencies wish to be included in the project, but lack the funding for the necessary equipment, including mobile data computers/mobile data terminals, barcode scanners, and thermal printers.

This project will enhance the infrastructure required for electronic crash reporting, thereby providing more complete, timely, and accurate crash information for effective problem identification and safety planning.

Funds will be provided to a contractor to continue supporting and training law enforcement agencies on TraCS software and the location tool. The need for current and accurate crash location data is critical to traffic safety programs and engineering designs. This contractor will provide technical support to NDDOT on enhancements and revisions to electronic MVCRs.

State match will be provided by the NDHP, using officers' time dedicated to crash reporting.

TR4080604-04 Traffic Records Assessment (Lynn) FUNDING SOURCE: 408

In 2006, a Traffic Records Assessment will be done to review the progress of the Traffic Records Strategic Plan.

OCCUPANT PROTECTION

Performance Goal:

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

Performance Measures:

Continue the favorable trend by demonstrating a reduction in the percentage of unbelted crash occupants from 64% in 2003 to 50% in 2008.

Continue the favorable trend by demonstrating an increase in the percentage of buckled drivers within the state of ND from 76.3% in 2005 to 80% in 2008.

Action Plan:

- Special Traffic Enforcement Programs (STEP), involving state and local agencies, are funded through Section 157 and programmed for special emphasis periods, including Memorial Day.
- Public information and education efforts are spearheaded through the ***"Do Buckle, Don't Booze"*** campaign, the state's multi-agency, multi-year occupant protection and impaired-driving projects.
- Law enforcement education will continue with occupant protection issues as a basic component of the training curriculums at the Law Enforcement Training Academy.
- The partnership with the NDDH, initiated in 1978, will continue addressing motor vehicle fatalities and injuries as a public health issue.
- The NDDH will continue to provide program coordination for children from birth through teen years: first through education and child safety seat distribution at public health agencies and hospitals; then inspection of seats at child safety seat checks, followed by educational programs at day care facilities and elementary schools; and finally, throughout the teen years with educational materials.
- The upgrade of the child restraint law has opened opportunities for funding innovative projects for booster seat and teen safety belt use.
- Besides providing technical support for local and state safety belt and child restraint campaigns, the NDDH coordinates two-day child safety seat introductory classes, and the 32-hour standardized child passenger safety training courses for national certification as technicians or instructors.
- Complementing the ***"Do Buckle, Don't Booze"*** PI&E effort is a visible enforcement presence: the NDDOT, NDHP, and local law enforcement officials will continue to provide a strong occupant protection partnership.
- Conduct a statewide Safety Belt Observational Survey in FY 2006.
- Support car seat checkpoint clinics across the state.
- Continue collaborative efforts with the NDDH, the NDHP, NDDOT, Safe Communities programs, employers.
- Support local school and worksite safety belt incentive programs.
- Programs at the state and community levels will be funded to promote safety belt honor roll awards and the requirements of the law.

Justification:

- Fatality data from the North Dakota Vehicle Crash Facts for 2004 shows that 62% of those killed were unrestrained occupants of motor vehicles. Fifty-six percent of child fatalities under the age of 18 were not restrained.
- Although safety belt use has increased during the past several years (2003 rate 63.7%; 2005 rate 76.3%), the failure to buckle up still contributes to more fatalities (62% of those killed in 2004 were unrestrained) than any other traffic safety-related behavior.
- Child safety misuse continues to exceed 85%, according to data obtained during safety seat inspection clinics conducted throughout the state.
- Safety belt use continues to be higher on Interstates or on unfamiliar roads (83.9%). Research proves that the fear of getting a ticket is the best way to reach the nearly 23.7% of North Dakotans who are still riding unbuckled. The ***"Click It or Ticket"*** Campaign will use this method to help increase seat belt use. Through this campaign, we have targeted single-vehicle rollovers which account for a significant number of fatal crashes.
- According to 2005 survey results, only 46.6% of all occupants are buckled on the Three Affiliated Tribes Reservation.

Occupant Protection Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP4020605-01	Program Management	$13,000	402
OP4020605-02	Public Information & Education	$73,000	402
OP4020605-03	School Safety Belt Projects	$15,000/$15,000	402/Local Match
OP4020605-04	Worksite Safety Belt Projects	$20,000/$35,000	402/Local Match
OP4020605-05	Car Safety Seats and Training	$132,000/$82,000/$15,000	402/2011/Local Match
OP4020605-06	Injury Prevention Training	$5,000	402
OP4020605-07	Statewide Safety Belt Survey	$45,000	402
402 Total		$303,000	
Total All funds		$385,000/$65,000	

Occupant Protection Program Projects (OP)

OP4020605-01 Program Management (All Staff) FUNDING SOURCE: 402

Direct management costs and travel expenses for the projects in this PSP will be funded. The program manager will continue to provide guidance for development of safety belt policies for entities receiving traffic safety funding and technical assistance on occupant protection issues.

Evaluation of the occupant protection campaign in this PSP will be included.

OP4020605-02 Public Information and Education (Carol) FUNDING SOURCE: 402

PI&E efforts related to occupant protection issues will be funded through this PSP. Key emphasis will be on promoting the importance of safety belt use and the upgraded child restraint laws. The financial burdens and potential loss of livelihood and quality of life caused by motor vehicle crash injuries will be stressed through PI&E efforts. Programs at the state and community levels will promote safety belt honor roll awards and the requirements of the law. Information on restraints and air bags will continue to be a focus. Statewide activities will parallel and complement national campaigns during special emphasis times. North Dakota's "***Do Buckle, Don't Booze*" C**ampaign will serve as the primary PI&E vehicle for safety belt efforts.

Coordinated efforts will continue between the NDDOT, NDDH, Safe Communities programs, and local and state law enforcement agencies. Child passenger safety pamphlets and materials for properly restraining children will be printed and distributed statewide.

The NDDH will coordinate a statewide booster seat promotion campaign. The campaign will include purchasing/developing educational materials, posters, a display, promotional items, and more. The department will review existing educational materials and will produce materials as appropriate. The NDDH will provide booster seat promotional materials to agencies sponsoring the checkups for those parents attending. The department will also develop and/or purchase educational materials and promotional items targeting parents of children receiving their preschool booster immunizations. Materials will be provided for private and public clinics to distribute.

OP4020605-03 School Safety Belt Projects (Carol) FUNDING SOURCE: 402/Local Match

School safety belt incentive projects will be initiated to promote the use of safety belts for youth and young adults. Safe Communities programs will be eligible for funding of local school-based efforts. Projects will include pre- and post-surveys to evaluate effectiveness.

Local match is provided by donated hours, volunteer time, printing, etc.

OP4020605-04 Worksite Safety Belt Projects (Carol) FUNDING SOURCE: 402/Local Match

Worksite safety belt incentive projects will be initiated to increase adult use. Participants in the worksite campaigns will conduct activities within their organizations promoting safety belt use all the time.

Local match is provided by donated hours, volunteer time, printing, etc.

OP4020605-05 Car Safety Seats and Training (Carol) FUNDING SOURCE: 402/2011/Local Match

The NDDH will purchase child safety seats and provide them to local distribution programs. A combination of infant, convertible, and booster seats will be purchased. Certified child passenger safety instructors will assist in conducting car safety seat checkups throughout the state in an effort to encourage parents to keep children in car seats longer and discourage use of safety belts by children who are too young and physically too small.

The NDDH will coordinate efforts with local health departments to encourage use of booster seats with their immunization programs. ***"Give Your Child a Boost"*** aims its efforts at 40-80-pound children who are receiving booster shots, encouraging parents to use booster seats as they grow out of child car seats. Donations will be accepted for seats, with the proceeds used to buy additional seats.

In addition, the NDDH will assess the current car seat program on each of the state's Indian reservations, and car seats will be purchased and distributed. Reservation staff will be trained on proper distribution, use, and installation of the car seats. Finally, the NDDH will work with the reservations to identify other sources of funding to maintain a supply of car seats to meet the demand. One possible source will be Temporary Aid to Needy Families from the Department of Human Services.

There are not enough child safety seat technicians to adequately cover the state of ND. The NDDH will work with law enforcement, local health agencies, high schools, and child safety seat technicians to increase the use of safety belts, child safety seats, and to reduce the misuse of child safety seats. Child safety seat technician courses will continue to be held in ND. There will be 2-4 refresher courses and 2-3 of NHTSA's 32-hour Standardized Child Passenger Safety Training for technician courses taught. The NDDH will hold 2-4 classes of regional child passenger safety workshops targeted at specific audiences; i.e., law enforcement, child care providers, Head Start, car seat distribution programs, etc. Workshops will range from 2-8 hours in length. Child safety seat checkups will be held throughout the state. Observational surveys will be conducted in 2006 to measure changes in restraint use by children. Materials will be developed and distributed for "***Child Passenger Safety Week***."

Standardized *CPS Participant Manuals*, *Child Restraint Manufacturers Instruction* CD-ROMS, and *Tethering Child Restraints Including LATCH* (Tether Manuals) will be supplied for NHTSA's 32-hour Standardized Child Passenger Safety Training for technician courses.

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

OP4020605-06 Injury Prevention Training (Carol) FUNDING SOURCE: 402

The NDDH will provide training to local health agencies, safe communities programs, injury prevention coalition members, Safe Kids coalitions, and others on basic injury prevention and traffic safety strategies.

OP4020605-07 Community and Statewide Safety Belt Survey (Carol) FUNDING SOURCE: 402

Observation surveys of safety belt use will be conducted statewide in communities and on Indian reservations having Safe Communities contracts, to provide use-rate data for individual programs and regions. The observation surveys will include a pre- and post-survey to be conducted in April and June 2006. Besides the Safe Communities programs, the results will be used with the 157 grant participants. This project will be determined through a competitive bid process.

MOTORCYCLE SAFETY PROGRAM

Performance Goal:

To provide training and educational programs to reduce the upward trend in motorcycle crashes.

Performance Measure:

Reduce the upward trend in motorcycle crashes from 175 in 2004 to 90 in 2008.

Action Plan:

- The motorcycle safety program is continuing a statewide coordination effort with ND ABATE, Inc.
- Motorcyclists who participate in the ABATE-sponsored safety courses develop skills and attitudes that will help them reduce their risk while riding their motorcycles. Increasing the participation in the program will not only make safer riders, but make more people aware of motorcycles on the road, whether they are in an automobile or on a motorcycle.
- The motorcycle training program's emphasis will provide motorcycle education to new riders, aged 14 and older, to become as safe as possible while they are new to the riding equipment.
- Experienced rider courses will be offered to those who want to polish their skills and reinforce safe-riding habits.
- There are civilian training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the normal training locations.
- The program is in a growth phase where additional sites and rider coaches are being used to fill gaps in the statewide coverage.

Justification:

- North Dakota has experienced a large increase in motorcycle riders during the past five years, which has contributed to the increase in motorcycle crashes.
- Motorcycle crashes in ND have steadily increased since 2000 when 91 crashes were recorded. In 2004, the number of crashes recorded was 175.

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC4020606-01	Program Management	$10,000	402
MC4020606-02	Motorcycle Safety Education Program	$220,000	State Match
402 Total		$10,000	
Total All funds		$10,000/$220,000	

Motorcycle Safety Program Projects (MC)

MC4020606-01 Program Management (All Staff) FUNDING SOURCE: 402

Direct management costs and travel expenses for the projects in this PSP will be funded. The program coordinator will contact the Motorcycle Safety Foundation regarding rider-coach preparation courses and rider-coach updates.

MC4020606-02 Motorcycle Safety Education Program (Carol) FUNDING SOURCE: State Match

Until Fiscal Year 2004, the motorcycle safety program in ND had been entirely state-supported. Funds are generated by a $5 motorcycle safety education fee paid on each motorcycle registration. The self-funded program, which began in 1980, had provided an annual working budget of about $130,000. The ND Motorcycle Safety Program trained more than 1,350 students during 2005. In 2006, we expect at least 1,400 students to participate in the Motorcycle Rider Course and 75 in the Experienced Rider Course. With the increased participation in the education program, our state dollars ran short in FY 2004. During the 2005 North Dakota Legislative Session, law was passed to increase motorcycle registrations by $5 (now $10 per registration), which will increase the motorcycle safety education fund by approximately $90,000. This should be adequate to accommodate the continual increase in motorcycle riders, and hence fund the education courses for those riders.

Motorcycle safety education is coordinated by the OTS. Rider Coach Preparation (RCP) and updates, and course operation and management will continue to be funded with both state and federal funds. When the need arises, a new RCP course will be held. Driver license examiners take the Motorcycle Rider Course.

ROADWAY SAFETY PROGRAM

Performance Goal:

Provide effective management and programming of transfer funds for targeted hazardous elimination on North Dakota's roadways.

Performance Measures:

Reduce intersection-related fatal crashes from 25% in 2003 to 23% in 2008.

Reduce run-off-the-road crashes at targeted intersections which account for 60% of all traffic fatalities.

Reduce the incidence of crashes due to icy roadways or bridges by installing automatic anti-icing systems.

Reduce maintenance costs for crews being dispatched at hazardous areas by installing automatic anti-icing systems at key locations.

Action Plan:

- Review the geometric design of dangerous intersections and make improvements, including realignment of intersection approaches, to help provide drivers with improved sight distance.
- Install recovery approaches to reduce the severity of run-off-the-road crashes.
- Upgrade existing guardrail installations that do not meet current design standards.
- Install anti-icing systems on bridge decks or shady roadways/areas where icy conditions have caused or may cause hazardous driving conditions.

Justification:

- Roadway safety projects improve the highway safety infrastructure which will reduce the severity of crashes.

Roadway Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
HSP-5-094(041)904 HSO-0050(018)	T-Intersections	$1,162,268 $120,000	164HE
HSP-5-022(066)016	Guardrail	$561,018	164HE
HSP-1-094(089)156	Bridge Anti-icing System	$914,000	164HE
402 Total		$0	
Total All funds		$2,757,286	

Roadway Safety Program Projects (164HE)

HSP-5-094(041)904 T-Intersections (Planning Division – NDDOT) FUNDING SOURCE: 164HE

HSO-0050(018)

Driving near and through intersections is one of the most complex conditions drivers encounter. In 2000, 44% of all nationally-reported crashes were intersection-related. A basic countermeasure to make intersections safer is to review the geometric design of the intersection. The angle of the approach at the intersection is a factor in the driver's sight distance. There are locations within the state where geometric improvements, including realignment of the intersection approaches, can be made to help provide improved sight distance.

Each year, there are numerous crashes involving run-off-the-road vehicles at T-intersections. Fatigue or drowsiness, driver inattention, wet pavement, and poor visibility resulting from adverse weather conditions are significant factors in this type of crash. A proven, cost-effective countermeasure to reduce the severity of this type of crash is to install recovery approaches.

HSP-5-022(066)016 Guard Rail (Planning Division – NDDOT) FUNDING SOURCE: 164HE

Various locations throughout the state have existing guardrail installations that do not meet current design standards. About thirty percent, or almost one in every three fatalities, are the result of a single vehicle, run-off-the-road crash. This statistic indicates the importance of the roadside environment and ensuring that the roadside barrier design is current so it can provide the greatest safety to the traveling public.

HSP-1-094(089)156 Bridge Anti-icing System (Planning Division – NDDOT) FUNDING SOURCE: 164HE

Automatic anti-icing systems detect ice in likely locations such as bridge decks or shady areas, and treat the roadway before it becomes hazardous to drivers. Anti-icing systems offer the potential to prevent freezing road conditions that can make travel hazardous at key spots that freeze earlier than other spots, are in particularly vulnerable locations, or are difficult for maintenance vehicles to reach. The system can provide the potential benefit of reduced crashes related to icy roadways or bridges, reduced potential for secondary crashes, or help to reduce maintenance costs as crews do not have to be dispatched to those areas as frequently.

ALCOHOL PROGRAM

Performance Goal:

Through continued support of prevention, educational and enforcement programs, sustain the reduction trend in the proportionate alcohol-related fatalities within ND.

Performance Measures:

Continue the favorable trend by demonstrating a reduction in the percentage of alcohol-related fatal crashes from 38% in 2003 to 35% in 2008.

Reduce the upward trend of total alcohol-related crashes from 51% in 2003 to 40% in 2008.

Reduce the average BAC at time of arrest from .164 in 2003 to .16 in 2008.

Action Plan:

- Conduct DUI enforcement mobilizations including saturation patrols, sobriety checkpoints, compliance checks, and provide overtime funding.
- Provide funding to conduct shoulder tap and server training programs.
- Increase law enforcement patrol activity to reduce the number of drivers under the influence of alcohol or other drugs.
- Fund high school and college campus programs for alcohol/drug prevention.
- Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking.
- Continue to strengthen the branding identity of the "***You Drink and Drive. You Lose."*** and ***"Do Buckle, Don't Booze"*** slogans for alcohol enforcement campaigns.
- Funding will be provided to the NDHP and local law enforcement agencies for the purchase of in-car video camera surveillance systems and digital in-car video surveillance systems.
- Organize a statewide Alcohol Forum during FY 2006.
- The OTS will collaborate with the ND Supreme Court and the ND State Bar Association to determine the feasibility of a Traffic Safety Resource Prosecutor (TSRP) within ND.
- Funding will be provided to create, implement, and evaluate an administrative license revocation liaison program for first-time DUI offenders.
- Funds will be used to purchase additional analytical equipment in the laboratory and alcohol-testing equipment in the field.

Justification:

- In 2004, alcohol contributed to 38 highway fatalities, which was a distinct drop from 53 in 2003; however, 2005 to date shows 40 alcohol-related deaths. Our performance trend continues to show an upward spiral of alcohol-related deaths.
- ND passed and met the repeat offender mandate in 2005.
- Male drivers aged 20-24 represent the highest percentage of drivers involved in alcohol- and drug-related crashes; therefore, programs are targeted to college and high-school aged teens and young adults in an effort to influence positive behaviors and safe-driving habits that are learned and practiced.
- The OTS will continue to fund high school and college programs due to the over-representation of young drivers in ND traffic crashes and fatalities.
- North Dakota will continue to implement the agreed-upon recommendations of the FY 2005 special management review for impaired driving.

Alcohol Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL4020608-01 AL4100601-01	Program Management Program Management	$25,000 $16,000	402 410
AL4020608-02	Youth Court	$30,000/$3,000	402/Local Match
AL4020608-03	College Substance Abuse Prevention	$25,000/$4,000	402/Local Match
AL4020608-04	Underage Drinking Project	$10,000	402
AL4020608-05	Media Campaign for Impaired Driving	$179,144/$3,755	164AL/164PM
AL4020608-06	SADD Project	$28,500	402
AL4020608-07	Video Camera Surveillance Systems	$110,600/$49,404	402/157 Inc
AL4020608-08	Alcohol Forum	$10,000	402
AL4100602-01	Alcohol PI&E	$120,000	410
AL4100603-01	Statewide Saturation Patrols	$240,542	410
AL4100603-02	Alcohol-testing Equipment	$75,000/$1,865,000	410/State Match
AL4100603-03	Traffic Safety Resource Prosecutor	$10,000	410
AL4100603-04	Administrative License Revocation Liaison	$20,000	410
AL4100604-01	ND CORE Survey	$17,300	410
AL4100604-02	"Last Call" Video and Toolkit	$10,000	410
402 Total		$239,100	
Total All funds		$980,245/$1,872,000	

Alcohol Program Area Projects (AL)

AL4020608-01 Program Management (All Staff) FUNDING SOURCE: 402
AL4100601-01 FUNDING SOURCE: 410

Direct management costs and travel expenses for the projects in this PSP will be funded. PI&E efforts related to alcohol countermeasures and youth traffic safety issues will be funded through this PSP.

AL4020608-02 Youth Court (Sandy) FUNDING SOURCE: 402/Local Match

Funding will continue for the further expansion of the Youth Court program in Fargo by continuing to train students to participate in the program and provide services to juveniles referred for alcohol-related offenses. Youth court will also continue to provide educational information to youth about the hazards of underage drinking.

AL4020608-03 College Substance Abuse Prevention (Sandy) FUNDING SOURCE: 402/Local Match

During FY 2004, an Alcohol Forum was conducted that focused on underage drinking and college substance abuse. This Forum created a partnership between the Safe Communities coordinators and the ND University System (NDUS) Consortium for Substance Abuse, and efforts are being made to address the issues of underage drinking on ND college campuses. During FY 2006, expansion of existing programs will be made, as well as continued efforts to create new programs on the college campuses.

AL4020608-04 Underage Drinking Project (Sandy) FUNDING SOURCE: 402

Funding will continue to be provided to the Ralph Englestad Arena (REA) to provide training for their staff in the Techniques for Effective Alcohol Management (TEAM) program. This project will provide a comprehensive training program for all REA employees and will focus on identifying underage drinkers who use altered or fake identification to purchase alcohol. Other agencies seeking assistance in providing server training in their communities will be considered under this project.

AL4020608-05 Media Campaign for Impaired Driving (Sandy) FUNDING SOURCE: 164AL/164PM

Funds for this project will be used for purchasing media time to complement alcohol countermeasures. Paid media is an effective method of creating public awareness regarding enforcement efforts and consequences. Funds from this project will be used to purchase radio, television, and billboard space.

This campaign will target high-incidence times when impaired driving would be likely. Events 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 print, radio, and television advertisements; the size of audience each medium reached; and by conducting a statewide evaluation of the target audience's knowledge, attitude, or actions that were affected by the messages used. Earned media will also be tracked and reported.

AL4020608-06 Students Against Destructive Decisions (SADD) (Sandy) FUNDING SOURCE: 402

SADD chapters throughout the state will develop traffic safety-related awareness projects such as safety belt surveys or mock car crashes which will be conducted throughout the year. In addition, each chapter will participate in the ***"Get Real"*** social marketing campaign. The ***"College SADD Initiative"*** program will continue to be expanded and will address the issues of binge drinking, underage alcohol use, and traffic safety-related issues on college campuses.

AL4020608-07 Video Camera Surveillance Systems (Sandy) FUNDING SOURCE: 402/157 Incentive

Funding will be provided to the NDHP and local law enforcement agencies for the purchase of in-car video camera surveillance systems and digital in-car video surveillance systems. The digital in-car video surveillance systems will provide enhanced nighttime recording along with a more efficient storage and retrieval system. The average cost of each digital in-car video surveillance system will be approximately $6,000. Agencies participating in "crackdowns" and high-visibility enforcement periods may be eligible to receive in-car surveillance systems.

AL4020608-08 Alcohol Forum (Sandy) FUNDING SOURCE: 402

Funds will be set aside to conduct a statewide Alcohol Forum during FY 2006. This forum will focus on impaired driving issues and underage drinking enforcement efforts throughout our state. Topics will be addressed and speakers will be selected who will meet the needs of the communities to address these issues.

AL4100602-01 Alcohol PI&E (Sandy) FUNDING SOURCE: 410

Project funds will provide for the development, printing, and purchasing of materials needed to support alcohol countermeasure activities. Funds will be used to sustain existing emphasis campaigns such as ***3D Month*** and ***"You Drink & You Drive. You Lose."*** materials. Materials will be purchased and/or developed on underage drinking, college campus alcohol awareness, and public information about saturation patrols. A partnership will be made with the ND University System.

This project provides funding for the contracted services of a public relations firm to implement the ***"Do Buckle, Don't Booze"*** campaign. This contractor will oversee all news releases, public service announcements, development of a quarterly newsletter; and arrange booth displays at conferences. In addition, the public relations coordinator makes media contacts for earned media opportunities, organizes TV interviews, and plans news conferences. All media efforts involving the ***"Do Buckle, Don't Booze"*** campaign are conducted through this project.

Project funds will also be used to develop and print materials that focus on all drivers under 34 years of age. Public information efforts will also be coordinated with employers, colleges, and the hospitality industry. A resource kit containing posters, incentive items, alcohol laws, and liability issues will make up the contents.

Funds will be used for the Parent Education (LEAD) program to continue to educate adults on the risks and consequences of underage and binge drinking through paid media, use of a parent spokesperson, and campaigns conducted in schools.

AL4100603-01 Saturation Patrols (Sandy) FUNDING SOURCE: 410

Funds will provide overtime wages to agencies participating in the statewide, nondiscriminatory saturation patrol project. Guidelines and procedures developed and endorsed by the NDPOA's 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.

Participating agencies, selected by OTS are committed to conducting saturation patrols. Agencies participating in the 2005 saturation patrol project may be eligible for the 2006 funding. This coordinated activity benefits all participants by sharing resources, enhancing public opinion, and gaining extensive media coverage.

Saturation patrols are used statewide and impact more than 75% of the state's population. Participating state and local agencies follow the operational plans established by the NDPOA Traffic Safety Committee and described in the ***"Saturation Patrols Targeting Impaired Driving: Guideline for Community-Based Alcohol Enforcement Programs"*** manual. Each community is responsible for coordinating and implementing their own patrol activities. All participating agencies continue to play a vital role by their contribution and to the success of this statewide effort.

Cass County Sheriff	**Williams County Sheriff**
Grand Forks Police Department	**Stark County Sheriff**
Grand Forks County Sheriff	**Minot Police Department**
Valley City Police Department	**Mandan Police Department**
Bismarck Police Department	**Dickinson Police Department**
Burleigh County Sheriff	**Bottineau County Sheriff**
Fargo Police Department	**ND Highway Patrol**
Wahpeton Police Department	**Ward County Sheriff**
Richland County Sheriff	**Pembina County Sheriff**
West Fargo Police Department	**Morton County Sheriff**
Barnes County Sheriff	

All participating agencies will participate in the ***"Do Buckle, Don't Booze"*** public information and media coverage effort coordinated by the OTS. News releases, developed by the OTS, will be easily adaptable for local law enforcement agencies and Safe Communities coordinators to use in educating the public.

Funds from this project area will also be available for sobriety checkpoints, compliance checks, shoulder tap programs, and server training in those communities identifying need. 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 selected communities as a means of educating the alcohol retailers and reducing underage access to alcohol.

AL4100603-02 Alcohol Testing Equipment (Lory) FUNDING SOURCE: 410/State Match

Funds will be used to purchase additional analytical equipment in the laboratory and alcohol-testing equipment in the field. There is a demand for accurate measurement of low levels of alcohol, and equipment used by the State Toxicologist is dated and needs to be upgraded. Funds will be used to provide for training and for the purchase of the following equipment:

- ***Mass Spectrometer [to upgrade an existing Gas Chromatograph to a Gas Chromatograph / Mass Spectrometer] -*** instrument used for the analysis of samples at the laboratory.
- ***Intoxilyzer 8000 breath-testing units*** - instruments used for obtaining evidentiary breath alcohol tests at the local sites.

The State Toxicologist will be responsible for purchasing, maintaining, and distributing all new equipment. Also, the State Laboratory personnel will train and certify operators. Funds will be available for training State Laboratory personnel in the operation, repair, and maintenance of new equipment.

Match for this project is provided from various state agencies who report the state dollars spent for alcohol-related activities.

AL4100603-03 Traffic Safety Resource Prosecutor (Sandy) FUNDING SOURCE: 410

The OTS will collaborate with the ND Supreme Court and the ND State Bar Association to research the possibility of implementing a part-time Traffic Safety Resource Prosecutor (TSRP) within ND. The TSRP would address issues related to DUI prosecution statewide, such as DUI prosecutor training on trial process, DUI equipment and evidence training, and law enforcement preparation.

AL4100603-04 Administrative License Revocation Liaison (Sandy/Lynn) FUNDING SOURCE: 410

Funding will be set aside to create, implement and evaluate an administrative license revocation liaison program for first-time DUI offenders in a large ND population center, with screening and brief intervention components to help offenders become safe and sober motorists.

AL4100604-01 North Dakota CORE Survey (Sandy) FUNDING SOURCE: 410

A ND CORE survey will be conducted that will focus on the ND Institutions of Higher Education and campus communities (both public and private). This survey will provide a comprehensive, statewide methodology which would employ a systematic approach to outline demographic information specific to ND. This information is necessary in order to determine the unique elements that keep ND at the top of the national drinking statistics. These funds will also be used to formulate evidence-based interventions specific to ND as a result of the development of NDCORE.

AL4100604-02 "Last Call" Video and Toolkit (Carol) FUNDING SOURCE: 410

Funds will be used to develop a video and toolkit entitled, **"Last Call."** This video will be used by Safe Communities coordinators to use with their employer programs and to incorporate into employers' safety courses. The toolkit will consist of a video which will demonstrate the risks and consequences of driving impaired and strategies to avoid this behavior; background information about impaired driving in ND; and a guide to assist the trainer. This toolkit will help drivers understand the risks and consequences of driving while impaired by alcohol or drugs and will help drivers develop techniques to avoid these risks.

SAFE COMMUNITIES PROGRAM

Performance Goal:

Work with safe communities programs in participating counties to continue the downward trend of North Dakota's fatal and injury crash rate.

Performance Measures:

Continue the favorable trend by demonstrating a reduction in the number of motor vehicle crash fatalities and injuries from 16,922 in 2003 to 16,000 in 2008.

Continue the favorable trend in seat belt use from 76.3% in 2005 to 80% in 2008.

Reduce the total number of crashes per VMT from a rate of 227.0 in 2003 to 190.0 in 2008.

Reduce the total number of fatal crashes per VMT from a rate of 1.44 in 2003 to 1.00 in 2008.

Reduce the injury crash rate per VMT from a rate of 66.08 in 2003 to 60.0 in 2008.

Action Plan:

- Fund 12 safe communities programs, including one Indian reservation program.
- Continue to fund a safe communities' technical contractor to provide continued training and technical support for local safe communities programs.
- Fund public information and education campaigns to address traffic safety needs at the state and community levels, including additional development and printing or purchase of traffic safety materials.
- Public information and education campaigns will tie into the special emphasis weeks through ***"Do Buckle, Don't Booze"*** activities.
- Funding will be available for the planning meetings and coordination of activities for the ND Traffic Safety/Injury Prevention Conference.
- Continue to maintain a safe communities' web site to provide faster and more updated access to safe community's information by ND citizens.
- Provide funding for a fiscal agent to assist with the planning and preparation of forums and conferences conducted by the OTS.

Justification:

- The safe communities programs have proven to be a very successful approach to addressing traffic safety and injury-prevention issues.
- Injury is the leading cause of death for persons aged 1 through 44 and also the most common cause of hospitalization for persons under age 40. The financial burden of injuries costs individuals and society billions of dollars in health care and social support services each year. Injuries are primarily a local community problem that is best solved at the local level. "Safe Communities" is a strategy for comprehensive injury prevention and control that relies on the use of multiple data sources, citizen involvement, and expanded partnerships to reduce or prevent injuries in the community.

- The safe communities programs have been highly effective in raising the awareness of traffic safety and injury prevention, and addressing these problems at the local level.

Safe Communities Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
SA4020609-01	Program Management	$45,000	402
SA4020609-02	Safe Communities Programs	$547,600/$547,600	402/Local Match
SA4020609-03	Safe Communities Web Site	$30,200	402
SA4020609-04	Safe Communities Outreach	$66,000	402
SA4020609-05	Events Coordinator	$10,500	402
402 Total		$699,300	
Total All funds		$699,300/$547,600	

Safe Communities Programs Projects (SA)

SA4020609-01 Program Management (All Staff) FUNDING SOURCE: 402

Direct management costs and travel expenses for the projects in this PSP will be funded. The statewide safe communities' program manager will manage the program at the state level. Emphasis will be placed on data collection and analysis, coalition development, citizen involvement, and planning and evaluation.

Public information and education campaigns will address traffic safety needs at the state and community levels, and will tie into the special emphasis weeks through ***"Do Buckle, Don't Booze"*** activities. Funding will be provided for additional development and printing or purchase of traffic safety materials

Funding will be available for the planning meetings and coordination of activities for the ND Traffic Safety/Injury Prevention Conference. The NDDH will cosponsor the conference.

SA4020609-02 Safe Communities Programs (Carol) FUNDING SOURCE: 402/Local Match

Funding will be provided to 12 safe communities programs throughout North Dakota. Data-based and evaluation-oriented programs will incorporate the seven elements of the safe communities' process: (1) use of multiple data sources; (2) citizen involvement; (3) expanded partnerships; (4) comprehensive injury prevention and control; (5) program planning; (6) program effectiveness; and (7) self-sufficiency. All coordinators are required to attend Safe Communities meetings, traffic safety partners' meetings, and training sessions.

Funds will be used for salaries and travel expenses for part-time or full-time safe communities and community-based coordinators and for operational costs and project activities. Each community provides program contributions equivalent to, or more than, 50% of the contract amount, and continues to work toward self-sufficiency. Communities receiving highway safety grants include:

Emphasis at the community level will be on increasing the safety belt use rate for teens and adults and on reducing alcohol-related crashes. The communities will support statewide ***"Do Buckle, Don't Booze"*** activities and other safety belt education efforts, including school and worksite programs, alcohol programs, and law enforcement activities.

All safe communities programs will concentrate on coalition building and training, identifying local sources of injury data and integrating data in problem identification, program planning, and program evaluation. Self-sufficiency efforts continue to be a major focus for all twelve safe communities programs.

We will approve project funds for federal funding based on criteria to include new, creative, and innovative programs and develop new safe communities programs to address traffic safety countermeasures. The following are the twelve 2006 safe communities program:

Barnes County	**Fargo**	**Williston (Region I)**
Bismarck (Region VII)	**Grand Forks**	**Three Affiliated Tribes**
Devils Lake (Region III)	**Jamestown**	**Richland County**
Dickinson (Region VIII)	**Minot**	**Traill County**

SA4020609-03 Safe Communities Web Site (Carol) FUNDING SOURCE: 402

A safe communities' web site will be maintained to provide faster and more updated access to safe communities by the citizens of North Dakota. Each community will have its own web site link and the ability to communicate with other programs. The web site will also increase awareness of traffic safety issues.

SA4020609-04 Safe Communities Outreach (Carol) FUNDING SOURCE: 402

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 in starting new and enhancing projects on all reservations in North Dakota. Activities will continue to focus on assisting the communities in meeting the seven elements of a safe communities program. Individual programs will be worked on, tailoring training and technical assistance to the needs of the local coordinators and their programs.

SA4020609-05 Events Coordinator (Carol) FUNDING SOURCE: 402

This project will provide funding for a fiscal agent to assist with the planning and preparation of forums and conferences conducted by the OTS. The fiscal agent will be responsible for the planning and preparation of events, providing final reports, and paying onsite and participant expenses.

DO BUCKLE - DON'T BOOZE" 2005-2006 CALENDAR

INCLUDES OCCUPANT PROTECTION AND IMPAIRED DRIVING PROJECTS

DECEMBER 2005

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

DO BUCKLE DON'T BOOZE

CLICK IT OR TICKET. You Drink & Drive. YOU LOSE

IMPORTANT DATES

2005-2006 DO BUCKLE – DON'T BOOZE

JANUARY 2006

S	M	T	W	T	F	S
1	2	3	4	5	6	7
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY 2006

S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH 2006

S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

December 29, 2005 – January 8, 2006

Impaired driving crackdown.

January 23, 2006

Impaired driving crackdown reports due.

APRIL 2006

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						

MAY 2006

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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE 2006

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25	26	27	28	29	30	

January 29, 2005 – February 5, 2006

Super Bowl media.

February 22-23, 2006

Alcohol forum, Bismarck (Comfort Inn).

JULY 2006

S	M	T	W	T	F	S
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23	24	25	26	27	28	29
30	31					

AUGUST 2006

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20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER 2006

S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

March 12 – 18, 2006

St. Patrick's Day media for impaired driving.

April 16 – 20, 2006

Media for impaired driving.

OCTOBER 2006

S	M	T	W	T	F	S
1	2	3	4	5	6	7
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22	23	24	25	26	27	28
29	30	31				

NOVEMBER 2006

S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

DECEMBER 2006

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 21 – 24, 2006

April impaired driving crackdown.

May 5, 2006

April impaired driving crackdown reports due.

North Dakota Office of Traffic Safety

IMPORTANT DATES –

May 8 - June 4, 2006

Paid Media

May 22 – June 3, 2006

Memorial Day Mobilization, safety belt blitz enforcement.

June 9, 2006

Memorial Day Mobilization, safety belt blitz reports due.

July 1 – 8, 2006

Media for impaired driving

continued

August 18-September 4, 2006

Labor Day impaired driving crackdown.

September 18, 2006

Labor Day impaired driving crackdown reports due.

October 27 – 31, 2006

Media for impaired driving.

December 1 – 31, 2006

3D Month.

State Certifications Revised 8/25/2005

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

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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

December 30, 2005

Date

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

State: North Dakota

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Program Area	Project	Description	HSP Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2005-00-00-00		$37,320.00	$37,320.00	$37,320.00	-$3.18	$37,316.82	$.00
Planning and Administration Total			**$37,320.00**	**$37,320.00**	**$37,320.00**	**-$3.18**	**$37,316.82**	**$.00**
Alcohol								
	AL-2005-00-00-00		$187,400.00	$17,000.00	$182,200.00	-$77,610.78	$104,589.22	$63,091.00
Alcohol Total			**$187,400.00**	**$17,000.00**	**$182,200.00**	**-$77,610.78**	**$104,589.22**	**$63,091.00**
Emergency Medical Services								
	EM-2005-00-00-00		$107,000.00	$245,229.62	$107,000.00	-$1,711.50	$105,288.50	$16,188.00
Emergency Medical Services Total			**$107,000.00**	**$245,229.62**	**$107,000.00**	**-$1,711.50**	**$105,288.50**	**$16,188.00**
Motorcycle Safety								
	MC-2005-00-00-00		$70,000.00	$139,101.00	$70,000.00	-$13,068.32	$56,931.68	$32,000.00
Motorcycle Safety Total			**$70,000.00**	**$139,101.00**	**$70,000.00**	**-$13,068.32**	**$56,931.68**	**$32,000.00**
Occupant Protection								
	OP-2005-00-00-00		$292,100.00	$145,000.00	$292,100.00	-$83,325.46	$208,774.54	$158,037.00
Occupant Protection Total			**$292,100.00**	**$145,000.00**	**$292,100.00**	**-$83,325.46**	**$208,774.54**	**$158,037.00**
Pedestrian/Bicycle Safety								
	PS-2005-00-00-00		$10,000.00	$.00	$10,000.00	-$5,092.00	$4,908.00	$3,680.00
Pedestrian/Bicycle Safety Total			**$10,000.00**	**$.00**	**$10,000.00**	**-$5,092.00**	**$4,908.00**	**$3,680.00**
Police Traffic Services								
	PT-2005-00-00-00		$142,700.00	$10,780.00	$142,700.00	-$25,219.60	$117,480.40	$47,700.00
Police Traffic Services Total			**$142,700.00**	**$10,780.00**	**$142,700.00**	**-$25,219.60**	**$117,480.40**	**$47,700.00**
Traffic Records								
	TR-2005-00-00-00		$152,680.00	$1,000.00	$152,680.00	-$101,878.71	$50,801.29	$.00

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	Traffic Records Total		**$152,680.00**	**$1,000.00**	**$152,680.00**	**-$101,878.71**	**$50,801.29**	**$.00**
Safe Communities								
	SA-2005-00-00-00		$458,600.00	$716,873.17	$436,082.30	-$130,968.70	$305,113.60	$211,901.00
	Safe Communities Total		**$458,600.00**	**$716,873.17**	**$436,082.30**	**-$130,968.70**	**$305,113.60**	**$211,901.00**
	NHTSA 402 Total		***$1,457,800.00***	***$1,312,303.79***	***$1,430,082.30***	***-$438,878.25***	***$991,204.05***	***$532,597.00***
New 410 Alcohol								
	J8-2005-00-00-00		$634,146.87	$1,902,440.61	$632,958.87	-$258,841.87	$374,117.00	$129,102.00
	New 410 Alcohol Total		***$634,146.87***	***$1,902,440.61***	***$632,958.87***	***-$258,841.87***	***$374,117.00***	***$129,102.00***
411 Data Program								
	J9-2005-00-00-00		$418,000.00	$159,131.94	$57,993.45	$.00	$57,993.45	$57,993.45
	411 Data Program Total		***$418,000.00***	***$159,131.94***	***$57,993.45***	***$.00***	***$57,993.45***	***$57,993.45***
157 Incentive Funds								
	157AL-2005-00-00-00		$52,109.01	$2,705.00	$52,109.01	-$49,404.39	$2,704.62	$2,704.00
	157 Alcohol Total		**$52,109.01**	**$2,705.00**	**$52,109.01**	**-$49,404.39**	**$2,704.62**	**$2,704.00**
157 Police Traffic Services								
	157PT-2005-00-00-00		$6,506.57	$15,000.00	$6,506.57	-$2,506.57	$4,000.00	$1,500.00
	157 Police Traffic Services Total		**$6,506.57**	**$15,000.00**	**$6,506.57**	**-$2,506.57**	**$4,000.00**	**$1,500.00**
	157 Incentive Funds Total		***$58,615.58***	***$17,705.00***	***$58,615.58***	***-$51,910.96***	***$6,704.62***	***$4,204.00***
157 Innovative Funds 2003								
	IN3-2005-00-00-00		$3,057.33	$.00	$3,057.33	$.00	$3,057.33	$.00
	157 Innovative FY 2003 Total		**$3,057.33**	**$.00**	**$3,057.33**	**$.00**	**$3,057.33**	**$.00**
	157 Innovative Funds 2003 Total		***$3,057.33***	***$.00***	***$3,057.33***	***$.00***	***$3,057.33***	***$.00***
157 Innovative Funds 2004								
	IN4-2005-00-00-00		$138,500.00	$7,000.00	$138,473.73	$.00	$138,473.73	$68,000.00

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Program Area	Project	Description	HSP Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
157 Innovative FY 2004 Total			**$138,500.00**	**$7,000.00**	**$138,473.73**	**$.00**	**$138,473.73**	**$68,000.00**
157 Innovative Paid Media FY 2004								
	IPM4-2005-00-00-00		$10,552.89	$.00	$10,552.87	$.00	$10,552.87	$.00
157 Innovative Paid Media FY 2004 Total			**$10,552.89**	**$.00**	**$10,552.87**	**$.00**	**$10,552.87**	**$.00**
157 Innovative Funds 2004 Total			***$149,052.89***	***$7,000.00***	***$149,026.60***	***$.00***	***$149,026.60***	***$68,000.00***
157 Innovative Funds 2005								
	IN5-2005-00-00-00		$150,000.00	$3,000.00	$150,000.00	-$52,695.92	$97,304.08	$97,304.08
157 Innovative FY 2005 Total			**$150,000.00**	**$3,000.00**	**$150,000.00**	**-$52,695.92**	**$97,304.08**	**$97,304.08**
157 Innovative Paid Media FY 2005								
	IPM5-2005-00-00-00		$100,000.00	$.00	$100,000.00	-$10,394.90	$89,605.10	$30,000.00
157 Innovative Paid Media FY 2005 Total			**$100,000.00**	**$.00**	**$100,000.00**	**-$10,394.90**	**$89,605.10**	**$30,000.00**
157 Innovative Funds 2005 Total			***$250,000.00***	***$3,000.00***	***$250,000.00***	***-$63,090.82***	***$186,909.18***	***$127,304.08***
164 Transfer Funds								
	164AL-2005-00-00-00		$343,008.23	$40,280.00	$343,008.23	-$179,144.23	$163,864.00	$163,864.00
164 Alcohol Total			**$343,008.23**	**$40,280.00**	**$343,008.23**	**-$179,144.23**	**$163,864.00**	**$163,864.00**
164 Paid Media								
	164PM-2005-00-00-00		$120,494.83	$.00	$120,494.83	-$3,754.94	$116,739.89	$17,500.00
164 Paid Media Total			**$120,494.83**	**$.00**	**$120,494.83**	**-$3,754.94**	**$116,739.89**	**$17,500.00**
164 Hazard Elimination								
	164HE-2005-00-00-00		$8,857,000.00	$.00	$7,191,166.61	-$2,757,286.23	$4,433,880.38	$.00
164 Hazard Elimination Total			**$8,857,000.00**	**$.00**	**$7,191,166.61**	**-$2,757,286.23**	**$4,433,880.38**	**$.00**
164 Transfer Funds Total			***$9,320,503.06***	***$40,280.00***	***$7,654,669.67***	***-$2,940,185.40***	***$4,714,484.27***	***$181,364.00***
NHTSA Total			***$12,291,175.73***	***$3,441,861.34***	***$10,236,403.80***	***-$3,752,907.30***	***$6,483,496.50***	***$1,100,564.53***
Total			***$12,291,175.73***	***$3,441,861.34***	***$10,236,403.80***	***-$3,752,907.30***	***$6,483,496.50***	***$1,100,564.53***