North Dakota Highway Safety Plan 2014

NDDOT
North Dakota
Department of Transportation

North Dakota Department of Transportation

Safety Division

Traffic Safety Office

Highway Safety Plan
Federal Fiscal Year 2014

Grant Levi, P.E., NDDOT Director

Linda Butts, Deputy Director

Driver and Vehicles Services

Mark Nelson, Director

Safety Division

Karin Mongeon, Manager

Traffic Safety Office

www.dot.nd.gov

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EXECUTIVE SUMMARY

North Dakota is now the second-leading oil producing state in the nation following Texas. Oil production in the state began in late 2008 and has grown to the current level of production of about 780,000 barrels of oil per day.

Census data show that the oil boom in North Dakota has sparked a population increase that made the state the fastest-growing since 2011 – 2.2 percent or three times the national rate.

The oil "boom" has impacted North Dakota in many ways including: an influx of population statewide but primarily in the northwest where the bulk of oil is being produced; a significant increase in commercial and non-commercial vehicle traffic, travel time, and vehicle miles traveled; economic prosperity; and an increase in motor vehicle fatalities.

While the number of annual motor vehicle fatalities in North Dakota has increased in recent years, the fatality rate has remained fairly stable due to coinciding increases in population and vehicle miles traveled. Regardless, the state has continued its commitment to traffic safety and has taken additional steps to advance traffic safety by establishing a goal of moving toward zero deaths on North Dakota roads.

To accomplish this, North Dakota has reinvigorated the Strategic Highway Safety Plan (SHSP) process with increased stakeholder involvement, revised processes to identify priority emphasis areas and selection of evidence-based strategies for implementation, and increased resource commitment to the process.

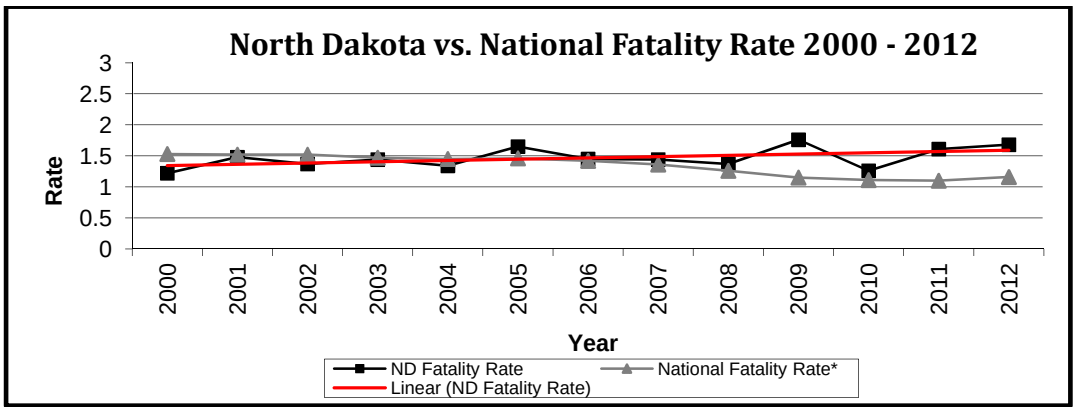
The traffic safety priorities and strategies identified within this HSP are consistent with the state's SHSP and we are confident that with strong stakeholder involvement and commitment to implementation of evidence-based strategies that North Dakota will make progress in moving toward the critical goal of zero deaths.

CRASH DATA SUMMARY

In 2012, 170 people died on North Dakota roads. This is more fatalities than the state has experienced since the 1970s.

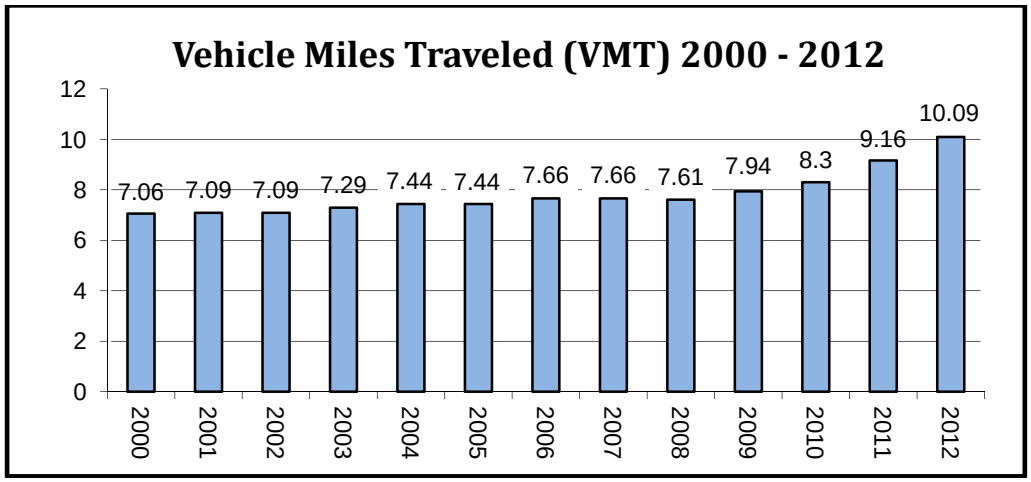
Historically (dating back to 1979), North Dakota's motor vehicle fatality rate had been consistently lower than the national fatality rate. But, in recent years, the state rate has crept beyond the national rate as depicted in Figure 1.

Figure 1



North Dakota's vehicle miles traveled (VMTs) have increased significantly since oil production began in the state in late 2008 (Figure 2). With more vehicles and people on the road, the state is experiencing more fatalities but only a slight uptick in the fatality rate as shown by the red trend line in Figure 1.

Figure 2



Figures 3 and 4 are from the North Dakota Strategic Highway Safety Plan (SHSP) and show the state's six primary traffic safety emphasis areas based on analysis of fatal and incapacitating injury crashes in North Dakota from 2007-2011 as highlighted in red.

Figure 4 demonstrates that there is a noticeable drop in number of fatal and incapacitating injury crashes after the top six suggesting a natural break point in the identification of priority emphasis areas. These six priority emphasis areas have consistently been North Dakota's leading cause of fatal and serious injury crashes over many years. And, within the top six areas, behavior factors including lack of seat belt use, alcohol, speed/aggressive driving, and drivers under age 21 contribute significantly to motor vehicle fatalities in the state.

Figure 3

North Dakota Fatal and Incapacitating Injury Crashes by AASHTO Safety Emphasis Area

Safety Emphasis Area		Statewide (All Roads)	
		Percent	Number
Drivers	**Involving Driver Under Age 21**	**25%**	**493**
	Unlicensed drivers	–	–
	Involving drivers over the age of 64	14%	272
	Excessive Speed or Aggressive Driving	**27%**	**553**
	Alcohol Related	**30%**	**607**
	Distracted, asleep, or fatigued drivers	11%	222
	Safety awareness	–	–
	Unbelted Vehicle Occupants	**48%**	**963**

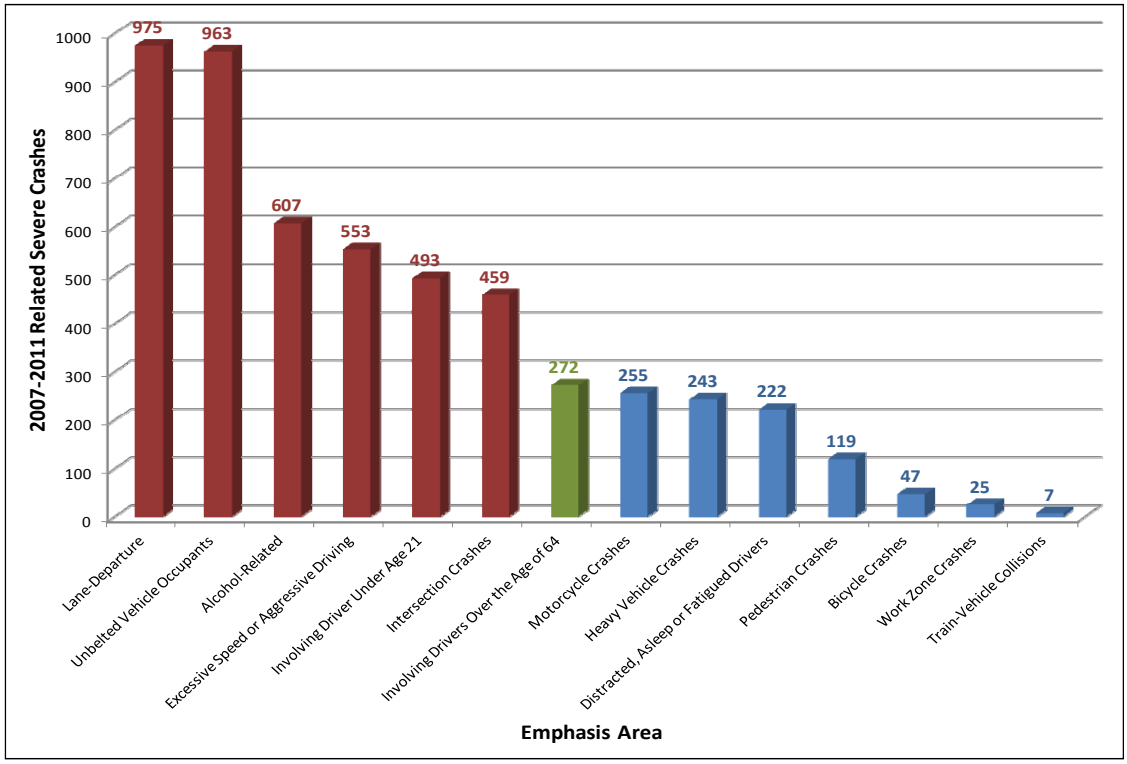
North Dakota Fatal and Incapacitating Injury Crashes by AASHTO Safety Emphasis Area

Safety Emphasis Area		Statewide (All Roads)	
		Percent	Number
Special Users	Pedestrians crashes	6%	119
	Bicycle crashes	2%	47
Vehicles	Motorcycles crashes	13%	255
	Heavy vehicle crashes	12%	243
	Safety enhancements	–	–
Highways	Train-vehicle collisions	0%	7
	Lane-Departure Crashes Including both lane-departure (844 severe crashes) and head-on/ sideswipe-opposing crashes (131 severe crashes)	**48%**	**975**
	Intersection Crashes	**23%**	**459**
	Work zone crashes	1%	25
EMS	Enhancing emergency capabilities	–	–
Management	Information and decision support systems	–	–
	More effective processes	–	–
Total Severe (Fatal and Incapacitating Injury) Crashes		**2,012**	

North Dakota Crash Data Records, 2007 to 2011

Numbers in this table do not add up to the statewide crash numbers because one crash may be categorized into multiple emphasis areas. For example, one crash may involve a young driver at an intersection and therefore be included in both of these emphasis areas.

Figure 4



Due to North Dakota's rural nature, it is not unexpected that about 80-90 percent of fatal crashes occur on rural roads in North Dakota each year. In 2012, 86 percent of fatal crashes occurred on rural roads. Through the North Dakota SHSP, greater emphasis and resources will be committed to implementing identified safety strategies on the rural roads where these crashes are occurring.

Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota over the previous five-year period (2008-2012). A second map shows North Dakota's alcohol and drug-related serious injury and fatal crashes over that same time period. The maps show that motor vehicle fatalities in North Dakota occur more heavily in certain areas of the state including a segment that begins in south central North Dakota and extends northwest through the northwestern quadrant of the oil-producing counties. There are also clusters of fatalities along the I-29 corridor in eastern North Dakota extending north to south and on each of North Dakota's four Native American reservations (represented on the maps by gray shading). The remaining fatal crashes occur largely in rural and sporadic locations.

The vehicles most prevalently involved in fatal crashes in order of frequency include pickup/van/utility truck (accounting for 51% of fatal crashes in 2012), followed by passenger vehicle, truck tractor, motorcycle, and single-unit truck.

Fatal crashes in North Dakota occur sporadically in terms of month of year, day of week, and time of day. A five-year crash data analysis (2008-2012) shows that fatal crashes appear to occur more regularly during weekend nights (Friday-Sunday) and during the following times: 4 PM-6 PM; 11 PM-2AM.

The following demographic groups are disproportionately impacted through fatal motor vehicle crashes.

- Male drivers aged 18-34 account for 32 percent of North Dakota's licensed drivers in 2012 and 32 percent of drivers involved in fatal crashes. This is due to:
    - Non-seat belt use – males aged 18-34 accounted for 67 percent of all unbelted fatal crash occupants in 2012.
    - Speed – males aged 18-34 accounted for 36 percent of drivers in speed-related fatal crashes in 2012.
    - Alcohol use – males aged 18-34 accounted for 52 percent of impaired drivers involved in fatal crashes in 2012.

- Native Americans who represent less than 5 percent of North Dakota's population account for 15-20 percent of the state's fatality victims each year.
    - Fifty-nine percent of Native American fatality victims in 2012 were unbelted at the time of the crash.
    - Of the 27 Native Americans killed in North Dakota in 2012, 78 percent were alcohol-related.

- Teenage drivers aged 14-19 represent 6 percent of all licensed drivers in North Dakota but accounted for 18 percent of all crashes and 13 percent of fatal crashes in 2012.
    - Fifty-three percent of teen fatality victims in 2012 were unbelted at the time of the crash.

A complete data summary document entitled, *2012 Crash Summary*, can be located on the TSO webpage at: http://www.dot.nd.gov/divisions/safety/trafficsafety.htm.

THE HIGHWAY SAFETY PLAN

The North Dakota State Highway Safety Office exists within the North Dakota Department of Transportation's (NDDOT) Safety Division, and is identified as the Traffic Safety Office (TSO). The Safety Division serves to reduce motor vehicle crashes and related fatalities and injuries and is responsible to develop, implement, and evaluate the state's annual Highway Safety Plan (HSP). The Safety Division is also responsible for the coordination of the statewide Strategic Highway Safety Plan (SHSP). The SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing motor vehicle fatalities and serious injuries on all public roads. The SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.

The NDDOT's Safety Division is comprised of the TSO and the Crash Data/Traffic Records Section and is ideally suited to complete planning processes for the SHSP and the HSP due to easy data access and existing partnerships with 4E stakeholders (education, enforcement, emergency medical services, and engineering).

The Governor's Representative for Highway Safety is the Safety Division Director. The Safety Division Director reports directly to the NDDOT Deputy Director for Driver and Vehicle Services who reports to the NDDOT Director. The NDDOT Director is a cabinet member of the Governor.

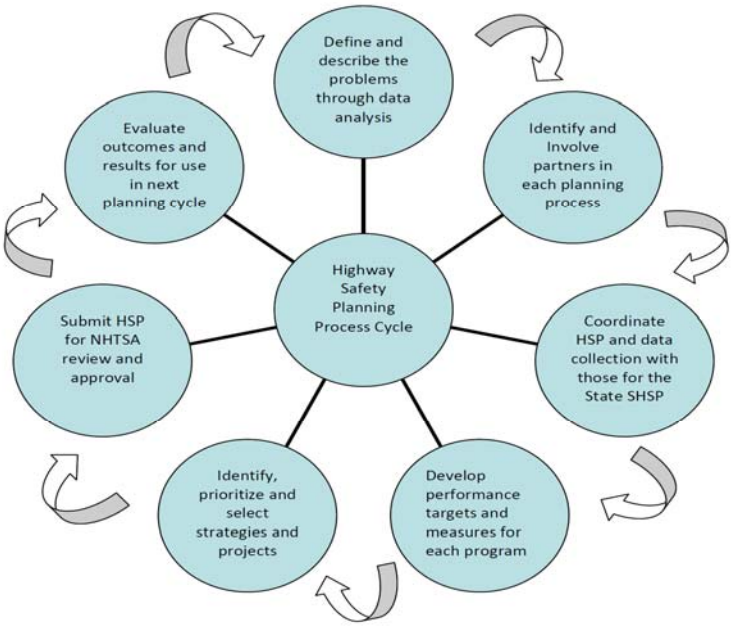
The Highway Safety Planning Process

Planning processes as required in 23 CFR 1200.11(a)(1)-(2) and 1200.11(d) are achieved in North Dakota through the NDDOT Safety Division's administration of the SHSP and HSP. Processes are described in the paragraphs below and speak to the processes and stakeholder participation used to identify highway safety problems, performance targets, and evidence-based strategies and coordination between the HSP and SHSP in North Dakota.

The North Dakota Highway Safety Plan

The highway safety planning process is circular and continuous as identified in Figure 5.

Figure 5



And, at any point in time, the TSO may be working on previous, current and upcoming fiscal year plans adding additional complexity to the process.

Table 1 outlines the North Dakota TSO's typical HSP planning year.

Table 1

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

North Dakota's Problem Identification

The TSO's planning process begins with problem identification to:

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

Steps for problem identification include:

- Identify data elements
- Identify data sources
- Identify data display options
- Analyze and interpret data
- Identify and prioritize emphasis areas
- Ongoing data review and analysis

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

- NDDOT Crash Reporting System (CRS) – the crash data from the CRS are analyzed annually and used to establish a historical trend data for identified traffic safety problems using the previous ten years of available crash data
- Fatal Analysis Reporting System (FARS)
- Driver license data
- Motor vehicle data
- Vehicle miles traveled data
- North Dakota State University Upper Great Plains Transportation Institute – traffic safety issue briefs and program evaluation reports developed through the analysis of state and local crash, driver, motor vehicle, and traffic safety program data
- North Dakota Department of Health – Division of Emergency Medical Services, vital records, injury data, medical services cost data, Behavior Risk Factor Surveillance Survey (BRFSS), Youth Risk Behavior Survey (YRBS)
- North Dakota Department of Human Services – Medicaid data, annual household survey
- North Dakota Highway Patrol crash reconstruction data
- Statewide observational seat belt surveys (statewide and rural locations)
- Community-level program data
- National Highway Traffic Safety Administration (NHTSA) statistical information
- North Dakota Office of Attorney General, State Toxicology Laboratory

The most recent years' data and historical data from these sources are reviewed at various regular intervals throughout the fiscal year. In the months prior to HSP development, data are specifically analyzed to determine the five Ws of problem identification (i.e., Who?, What?, Where?, When?, and Why?). An annual Crash Data Summary is published that provides an overview of North Dakota's problem identification responding to these five questions. The document is made available for stakeholder review and used to determine priority emphasis areas.

Data analysis occurs through a collaboration of key traffic safety stakeholders working together to target the resources of multiple agencies and programs to identified priority emphasis areas.

Stakeholders in the data analysis and other HSP planning functions include:

- NDDOT – Safety Division, Planning Division, Programming Division, Driver License Division, Local Government Division, Executive Management
- NHTSA Region 8
- Federal Highway Administration – North Dakota Division
- North Dakota State University, Upper Great Plains Transportation Institute
- The SHSP Steering Committee and stakeholder members
- Community-based organizations and community-level programs
- State, local and tribal governments
- State, county, city and tribal law enforcement agencies
- Regional and local public health agencies
- Various non-profit highway safety organizations and coalitions
- Private entities
- Motorcycle safety education groups
- Youth organizations
- Other traffic safety partners

Each stakeholder plays a role in the highway safety data analysis and planning process. The NDDOT provides leadership in crash data collection and analysis. The Upper Great Plains Transportation Institute plays a role in both problem identification and program evaluation through the analysis of state and local crash, driver, motor vehicle, and traffic safety program data. Other partners/stakeholders use data in support of local level applications for funding and program planning, implementation, and evaluation.

The North Dakota Strategic Highway Safety Plan

In the years 2012-2013, North Dakota reinvigorated the SHSP process with increased stakeholder involvement, revised processes for identification of priority emphasis areas and selection of evidence-based strategies for implementation, and increased resource commitment to the process.

The North Dakota SHSP incorporates federal guidance and is structured to accomplish the following specific goals.

- Be consistent with Federal Highway Administration (FHWA) procedural guidance.
- Establish a mission, vision, and goal for all traffic safety partners in North Dakota.
- Address the frequency, rate, and primary factors contributing to fatalities and incapacitating injuries in North Dakota through a comprehensive and data-driven process that considers all users on all roads.
- Incorporate input provided by safety partners representing national, state, tribal, and local agencies, and private safety advocacy groups.
- Guide future safety investments.

Figure 6 illustrates the process used to update the North Dakota SHSP, beginning with the crash analysis.

Figure 6

Stakeholder participation from public and private agencies was critical to SHSP development including selection of priority emphasis areas and evidence-based strategies. Stakeholders (Table 2) represented a broad spectrum of agencies and organizations allowing the North Dakota SHSP to be a truly comprehensive document. Participating stakeholders provided input on selecting the goal of moving toward zero fatalities on North Dakota roads and helped identify priority strategies to address North Dakota's traffic safety issues. The participating stakeholders included many outside of the traditional safety planning process, including planning organizations, nonprofit agencies, universities, tribes, counties, and cities. Individuals representing the 4Es were also invited to participate.

Table 2

Participants Invited Based on MAP-21 Requirements	
Governor's Highway Safety Representative	Motor Carrier Safety Assistance Program Administrator
Metropolitan planning organizations	Motor vehicle services
Major modes of transportation	County transportation officials
State, tribal, and local law enforcement	Non-motorized transportation
Rail-grade crossing safety/Operation Lifesavers	Major federal, state, tribal, and local safety stakeholders
Additional Invited Participants	
Affected families	Traffic safety resource prosecutor
Insurance industry	NDDOT Safety and Engineering personnel
Emergency medical services	Safe Routes to School
Community coalitions (such as Safe Communities)	North Dakota State University Upper Great Plains Transportation Institute
North Dakota Association of Counties	Tribal transportation

The process began with a comprehensive analysis of crash data. Crash data from a five-year period (2007-2011) were analyzed in several ways including being disaggregated by the American Association of State Highway Transportation Officials (AASHTO)-defined specific highway safety challenges, or safety emphasis areas for analysis and prioritization (there are 22 AASHTO emphasis areas). Disaggregating the crash data in this manner assisted stakeholders to:

- Identify safety priorities based on actual data.
- Reduce the universe of safety strategies considered to those associated with the most common ***types*** of severe crashes occurring on an agency's transportation system.
- Identify key emphasis areas to assist agencies to select the most effective strategies for reducing crashes and determine where limited funds should be invested for the most positive impact. North Dakota's top six priority emphasis areas based on disaggregation of severe crashes by AASHTO safety emphasis area are:

    - Priority #1 – Unbelted occupants ***and*** lane departures
    - Priority #2 – Alcohol-related
    - Priority #3 – Speed/aggressive driving
    - Priority #4 – Younger drivers
    - Priority #5 – Intersections crashes

Other emphasis areas that don't fall within the top six but will also be addressed through SHSP and HSP processes include drivers over age 64 (i.e., older drivers) and motorcycle crashes.

See Figure 3 of this document to see all disaggregated data.

Next, a three-level prioritization of safety projects occurred. First, key safety emphasis areas representing the greatest opportunity to save lives and reduce injuries were identified. Second, priority strategies were selected through stakeholder input by considering the strategy's ability to address crashes in the selected emphasis areas, the implementation cost, and the effectiveness (i.e., proven, tried, or experimental). Third, patterns in crash location, jurisdiction, and facility type to drive future implementation were identified.

The completed SHSP was used as a basis for selecting strategies for inclusion in this HSP. Strategies in the HSP are consistent with SHSP priority emphasis areas and evidence-based strategies.

Highway Safety Performance Report

Following is a chart showing required core performance measures, seven years of data and five-year moving data averages for each measure, and progress toward achieving most recent identified targets. Data to measure progress toward established goals will not be complete until after calendar year 2013.

CORE PERFORMANCE MEASURES

*National Center for Statistical Analysis (NCSA) was not available so state data was used.
**Data to measure progress toward established goals will not be complete until after calendar year 2013.

Measure	2006 NCSA/ State Data*	2007 NCSA/ State Data*	2008 NCSA/ State Data*	2009 NCSA/ State Data*	2010 NCSA/ State Data*	2011 NCSA/ State Data*	2012 State Data*	2012 5-Year Goal/ Met?	2013 5-Year Goal**
1. Number of traffic fatalities	111	111	104	140	105	148	170*	99/No	101
5-year moving average					114 (2006-2010)	122 (2007-2011)	133 (2008-2012)		
2. Fatality Rate/100 million Vehicle Miles Traveled (VMT)	1.41	1.42	1.33	1.72	1.27	1.61	1.68*	1.27/No	1.29
5-year moving average					1.43	1.47	1.52		
3. Number of serious injuries in traffic crashes	562*	528*	401*	458*	481*	652*	804*	424/No	411
5-year moving average					486	504	559		
4. Serious injury rate/100 million VMT	Not available	Not available	Not available	Not available	5.79*	7.11*	7.97*	--	--
5. Number of unrestrained passenger vehicle occupant fatalities, all seat positions	60	58	54	74	46	76	78*	50/No	48
5-year moving average					58	62	66		
6. Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above	42	53	47	54	46	64	60*	26/No	38
5-year moving average					48	53	54		

7. Number of speed-related fatalities	40	45	27	32	42	51	60*	34/No	27
5-year moving average					37	39	42		
8. Number of motorcyclist fatalities	4	8	13	7	15	14	16*	5/No	8
5-year moving average					16	11	13		
9. Number of unhelmeted motorcyclist fatalities	4	7	10	7	12	10	13*	5/No	7
5-year moving average					8	9	10		
10. Number of fatal crashes involving a driver age 20 or younger	26	22	22	20	17	22	23*	16/No	16
5-year moving average					21	21	21		
11. Number of pedestrian fatalities	4	5	6	4	7	9	10*	4/No	5
5-year moving average					5	6	7		

CORE BEHAVIOR MEASURE

Measure	2006	2007	2008	2009	2010	2011	2012	2012 5-Year Goal/ Met?	2013 5-Year Goal**
1. Percent of observed occupants using a seat belt	79.0%	82.2%	81.6%	81.5%	74.8%	76.7%	80.9%	82.9%/ No	82.7%
5-year moving average					79.8%	79.4%	79.1%		

CORE ACTIVITY MEASURES

Activity measures are used for tracking purposes only. No performance goals/targets are identified.

Measure	2008	2009	2010	2011	2012
1. Number of seat belt citations issued during grant-funded enforcement activities	1,367	1,736	2,603*	2,442**	3,612
2. Number of impaired driving arrests made during grant-funded enforcement activities	618	832	500	525	677
3. Number of speeding citations issued during grant-funded enforcement activities	2,374	2,603	5,003	5,007	7,188

* *Click It or Ticket* enforcement campaigns increased to semi-annual resulting in a significant increase in seat belt citations from prior fiscal years.
** *Click It or Ticket* enforcement campaigns increased to quarterly.

Highway Safety Performance Targets

Following are target statements for core performance measures and justification for each target based on North Dakota crash data and other considerations.

It is important to note that due to oil production in 17 of North Dakota's 53 counties the state is experiencing unprecedented growth in population, licensed drivers, vehicles registered, and vehicle miles of travel. This growth is projected to increase in future years as oil recovery continues.

As a result, North Dakota opted to use a three-year moving crash data average to identify performance trends and targets. The most recent three years of crash data (2010-2012) depict North Dakota's influx of people and VMTs resulting in a corresponding increase in motor vehicle fatalities and significant negative projected trends for each performance measure as depicted in the graphs below.

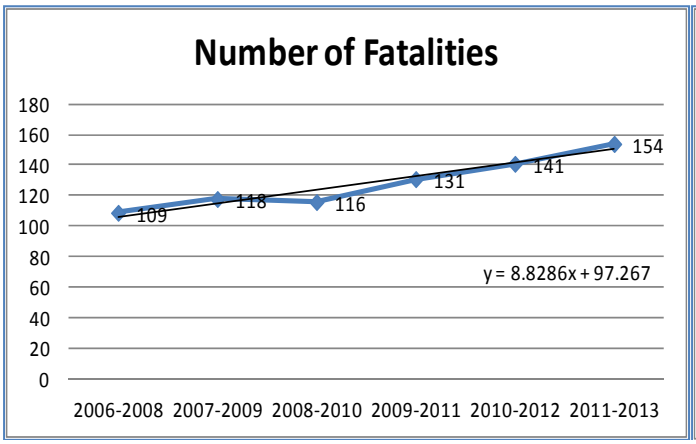
Justification for each of North Dakota's performance targets is based on a goal to mitigate the projected negative trends through the strategies identified in this document. A reduction in fatalities is likely not attainable considering unknown increases in population and VMT, continued economic growth in the state, and time necessary to add infrastructure to deal with the population growth.

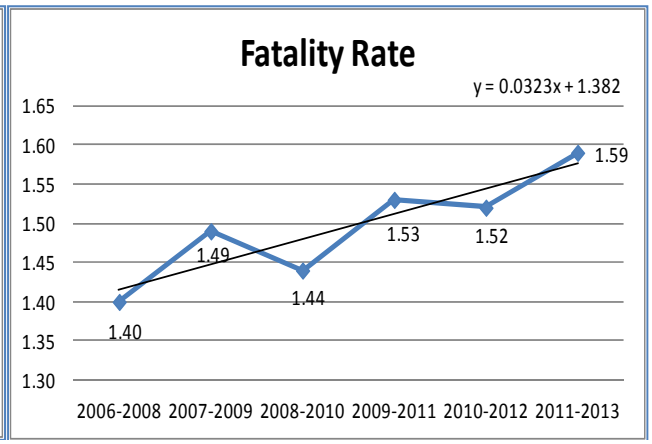
CORE PERFORMANCE MEASURES

Traffic Fatalities

Justification: As shown in the charts below, it is projected that the number of motor vehicle fatalities and the fatality rate/VMT in North Dakota will increase by 9.0 percent and 4.6 percent respectively from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in these two measures by at least 2 percent as reflected in these performance target statements.

(1) The increase in the number of traffic fatalities will be mitigated from a projected three-year (2011-2013) average of 154 to a three-year average of 151 per year by December 31, 2014.
(2) The increase in the fatalities/VMT will be mitigated from a projected three-year (2011-2013) average of 1.59 to a three-year average of 1.56 by December 31, 2014.

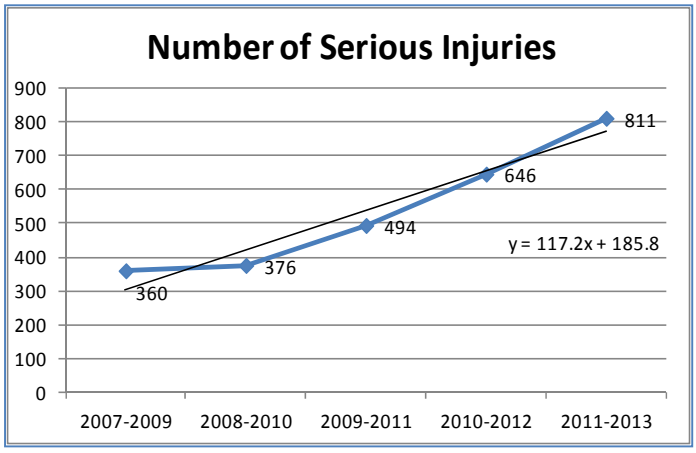


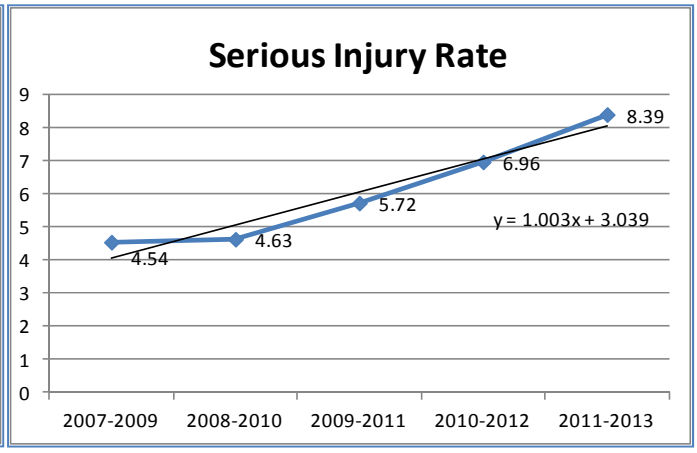


Serious Injuries

Justification: It is projected that the number serious injuries and the serious injury rate/VMT in North Dakota will increase by 25.5 percent and 20.5 percent respectively from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in these two measures by at least 5 percent as reflected in these performance target statements.

(3) The increase in the number of serious injuries in traffic crashes will be mitigated from a projected three-year (2011-2013) average of 811 to a three-year average of 778 by December 31, 2014.
(4) The increase in the serious injuries/VMT will be mitigated from a three-year (2011-2013) average of 8.39 to a three-year average of 8.00 by December 31, 2014.

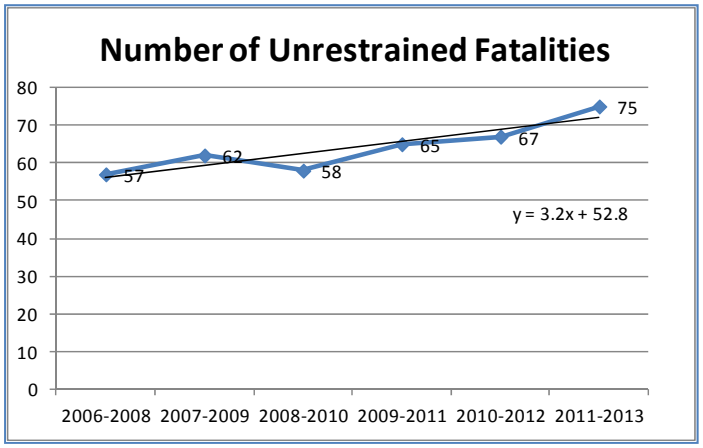




Unrestrained Passenger Vehicle Occupant Fatalities

Justification: It is projected that the number of unrestrained passengers in North Dakota will increase by 12 percent from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in this measure by at least 1 percent as reflected in this performance target statement.

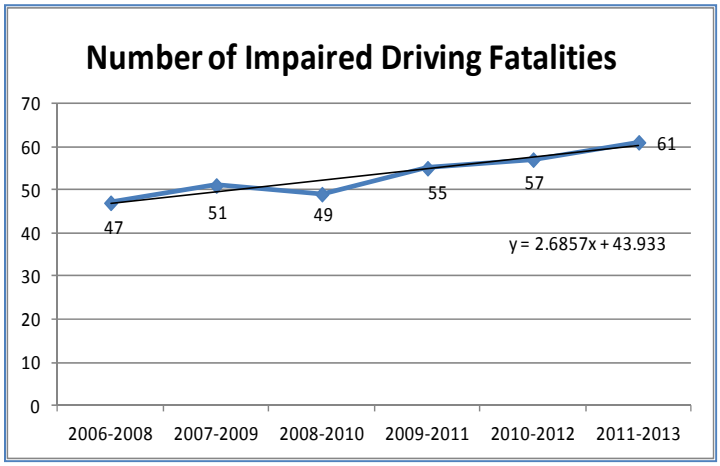
(5) The increase in the number of unbelted passenger vehicle occupant fatalities, all seat positions, will be mitigated from a three-year (2011-2013) projected average of 75 to a three-year average of 74 by December 31, 2014.



Alcohol-Impaired Driving Fatalities

Justification: It is projected that the number of alcohol-impaired driving fatalities in North Dakota will increase by 7 percent from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in this measure by at least 2 percent as reflected in this performance target statement.

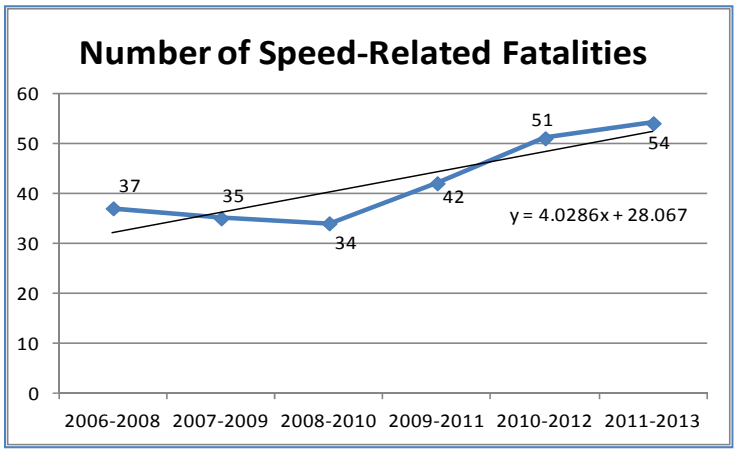
(6) The increase in the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above will be mitigated from a three-year (2010-2012) projected average of 61 to a three-year average of 60 by December 31, 2014.



Speed-Related Fatalities

Justification: It is projected that the number of speed-related fatalities in North Dakota will increase by 6 percent from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in this measure by 2 percent as reflected in this performance target statement.

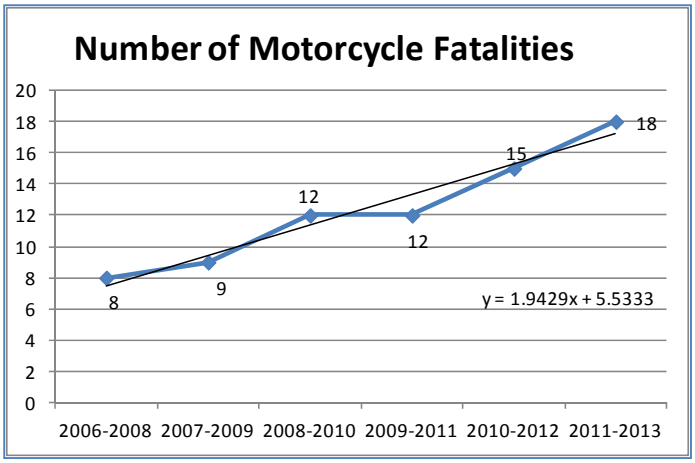
(7) The increase in the number of speed-related fatalities will be mitigated from a three-year (2011-2013) projected average of 54 to a three-year average of 52 by December 31, 2014.

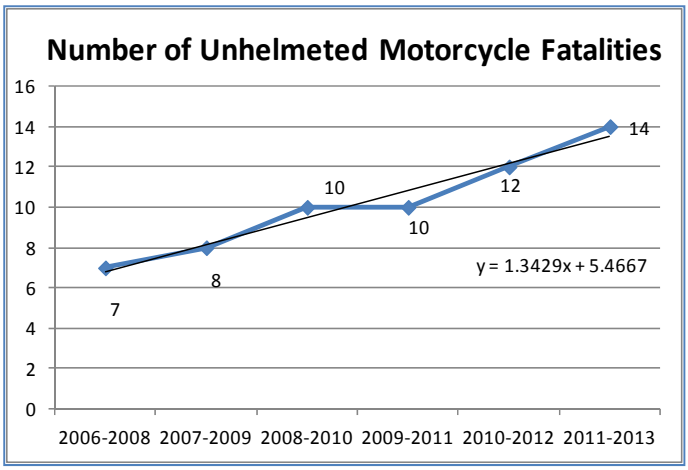


Motorcycle Fatalities

Justification: It is projected that the number of motorcycle fatalities and unhelmeted motorcycle fatalities will increase by 20 percent and 17 percent respectively from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in these two measures by at least 7 and 9 percent respectively as reflected in these performance target statements.

(8) The increase in the number of motorcyclist fatalities will be mitigated from a three-year (2011-2013) projected average of 18 to a three-year average of 17 by December 31, 2014.
(9) The increase in the number of unhelmeted motorcyclist fatalities will be mitigated from a three-year (2011-2013) projected average of 14 to a three-year average of 13 by December 31, 2014.

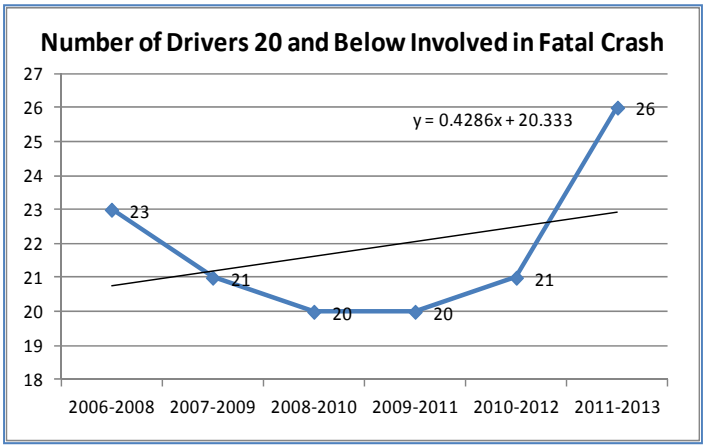




Drivers Age 20 or Younger Involved in Fatal Crashes

Justification: It is projected that the number of drivers age 20 or younger involved in fatal crashes in North Dakota will increase by 24 percent from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in this measure by 5 percent as reflected in this performance target statement.

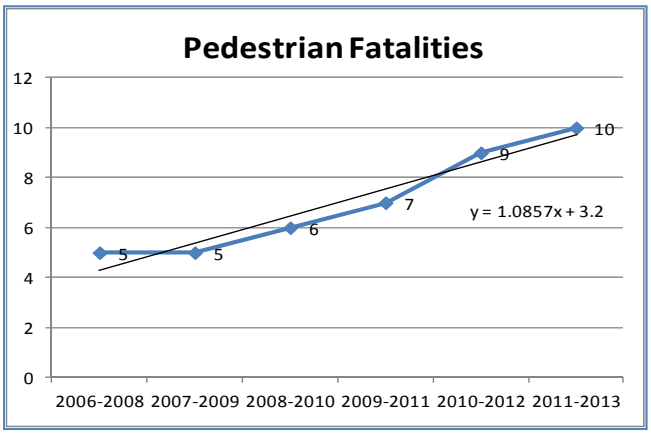
(10) The increase in the number of fatal crashes involving a driver age 20 or younger will be mitigated from a three-year (2011-2013) projected average of 26 to a three-year average of 25 by December 31, 2014.



Pedestrian Fatalities

Justification: It is projected that the number of pedestrian fatalities in North Dakota will increase by 11 percent from 2010-2012 to 2011-2013. Through strategies identified in this HSP, the TSO hopes to reduce the projected increase in this measure by 11 percent as reflected in this performance target statement.

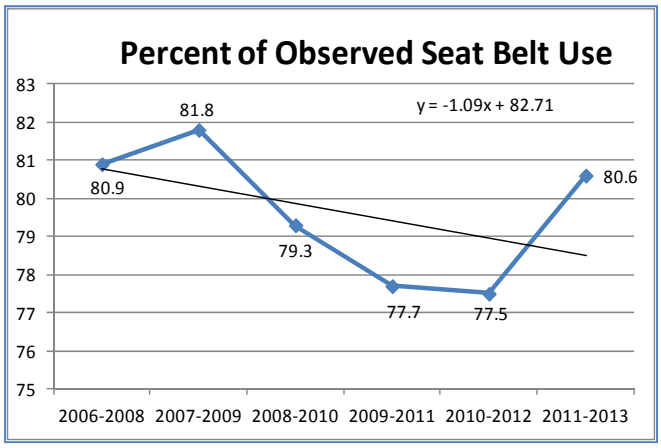
(11) The increase in the number of pedestrian fatalities will be mitigated from a three-year (2011-2013) projected average of 10 to a three-year average of 9 by December 31, 2014.



CORE BEHAVIOR MEASURE

Seat Belt Use Rate (Observed Seat Belt Use Survey)

(1) Increase the percent of observed occupants using a seat belt from a three-year (2010-2012) average of 77.5 percent to a three-year average of 79.5 percent by December 31, 2014.



Crashes, Crash Fatalities, and Injuries in Areas of Highest Risk

Table 3 below shows North Dakota total crashes, injuries, and fatalities by county in 2012.

Table 3

2012 Crashes by County								
County	PDO Crashes	Injury Crashes	Total Injuries	Fatal Crashes	Total Fatalities	Total Crashes	Total Rate per MVMT	VMT by County
Adams	49	11	14	0	0	60	1.77	33,878,000
Barnes	219	46	74	3	3	268	1.04	258,295,000
Benson	114	17	29	6	6	137	1.27	108,019,000
Billings	41	16	23	1	1	58	0.54	107,433,000
Bottineau	143	23	32	3	4	169	1.50	112,971,000
Bowman	40	9	13	0	0	49	0.94	52,151,000
Burke	59	15	23	1	1	75	0.93	80,479,000
Burleigh	2,072	560	757	5	7	2,637	4.11	641,744,000
Cass	2,265	745	1,055	7	7	3,017	2.12	1,425,657,000
Cavalier	68	12	15	2	2	82	1.42	57,577,000
Dickey	88	17	24	0	0	105	1.82	57,567,000
Divide	64	23	29	0	0	87	1.12	77,966,000
Dunn	145	49	64	2	2	196	0.99	198,720,000
Eddy	75	10	16	1	2	86	2.87	30,004,000
Emmons	93	12	16	2	2	107	1.85	57,867,000
Foster	52	10	15	0	0	62	1.30	47,639,000
Golden Valley	25	5	7	0	0	30	0.52	58,031,000
Grand Forks	1,079	370	493	4	5	1,453	2.43	597,566,000
Grant	32	7	8	0	0	39	1.08	36,158,000
Griggs	40	9	11	0	0	49	1.57	31,121,000
Hettinger	42	12	12	0	0	54	1.43	37,833,000
Kidder	90	15	25	1	1	106	0.82	129,665,000
LaMoure	114	9	11	0	0	123	2.19	56,274,000
Logan	42	4	4	0	0	46	1.89	24,358,000
McHenry	170	31	43	3	3	204	1.50	136,443,000
McIntosh	51	10	14	1	1	62	1.92	32,214,000
McKenzie	373	187	319	18	19	578	1.08	535,423,000
McLean	197	36	54	4	4	237	1.06	223,868,000
Mercer	156	30	35	2	2	188	1.98	94,858,000
Morton	567	111	153	4	4	682	1.58	430,933,000
Mountrail	227	87	119	5	5	319	0.81	391,913,000
Nelson	100	12	22	2	2	114	1.62	70,549,000
Oliver	37	2	2	0	0	39	1.19	32,744,000
Pembina	121	22	30	0	0	143	1.10	129,904,000

Pierce	70	11	13	3	5	84	1.41	59,394,000
Ramsey	303	57	85	2	3	362	2.26	160,408,000
Ransom	53	18	27	1	1	72	1.32	54,744,000
Renville	72	6	7	2	2	80	1.52	52,743,000
Richland	219	55	74	0	0	274	1.00	272,677,000
Rolette	46	11	23	3	4	60	0.61	98,311,000
Sargent	57	8	13	0	0	65	1.16	56,159,000
Sheridan	27	10	8	0	0	37	1.40	26,396,000
Sioux	2	0	2	2	2	4	0.10	39,367,000
Slope	18	4	36	2	2	24	0.65	36,921,000
Stark	716	119	167	6	6	841	1.96	429,125,000
Steele	22	7	8	0	0	29	0.75	38,456,000
Stutsman	464	110	151	6	15	580	1.73	335,039,000
Towner	23	3	6	1	1	27	0.67	40,537,000
Traill	121	29	39	2	2	152	0.73	207,328,000
Walsh	208	51	63	4	4	263	1.56	168,680,000
Ward	1,538	353	519	10	11	1,901	2.61	729,468,000
Wells	124	20	27	2	2	146	1.78	81,808,000
Williams	1,349	323	490	24	27	1,696	2.10	807,561,000
Statewide	14,482	3,729	5,319	147	170	18,358	1.82	10,092,942,000

Attachment 1 shows the geographical location of each fatal crash that occurred in North Dakota over the previous five-year period (2008-2012). The second map shows North Dakota's alcohol and drug-related serious injury and fatal crashes over that same time period. The maps show that motor vehicle fatalities in North Dakota occur more heavily in certain areas of the state including a segment that begins in south central North Dakota and extends northwest through the northwestern quadrant of the oil-producing counties. There are also clusters of fatalities along the I-29 corridor in eastern North Dakota extending north to south and on each of North Dakota's four Native American reservations (represented on the map by gray shading). The remainder of the fatalities occur largely in rural and sporadic locations.

Data analysis as summarized under the "Crash Data Summary" portion of this document demonstrates that non-seat belt use, impaired driving, and speed are primary factors motor vehicle crashes in the state.

Considering this, this enforcement plan deploys enforcement resources as described below to reduce fatal and serious injury crashes on a statewide basis through occupant protection, impaired driving, and speed high visibility enforcement campaigns.

Deployment of Resources Based on Data Analysis and Planned High Visibility Enforcement Strategies to Support National Mobilizations

North Dakota's FY 2014 DUI enforcement plan, as described on the following pages, is designed to assure high visibility of law enforcement in a sustained, data-driven approach. The enforcement plan includes the deployment of resources and high visibility enforcement strategies for occupant protection, impaired driving, and speed enforcement campaigns to be conducted in FY 2014.

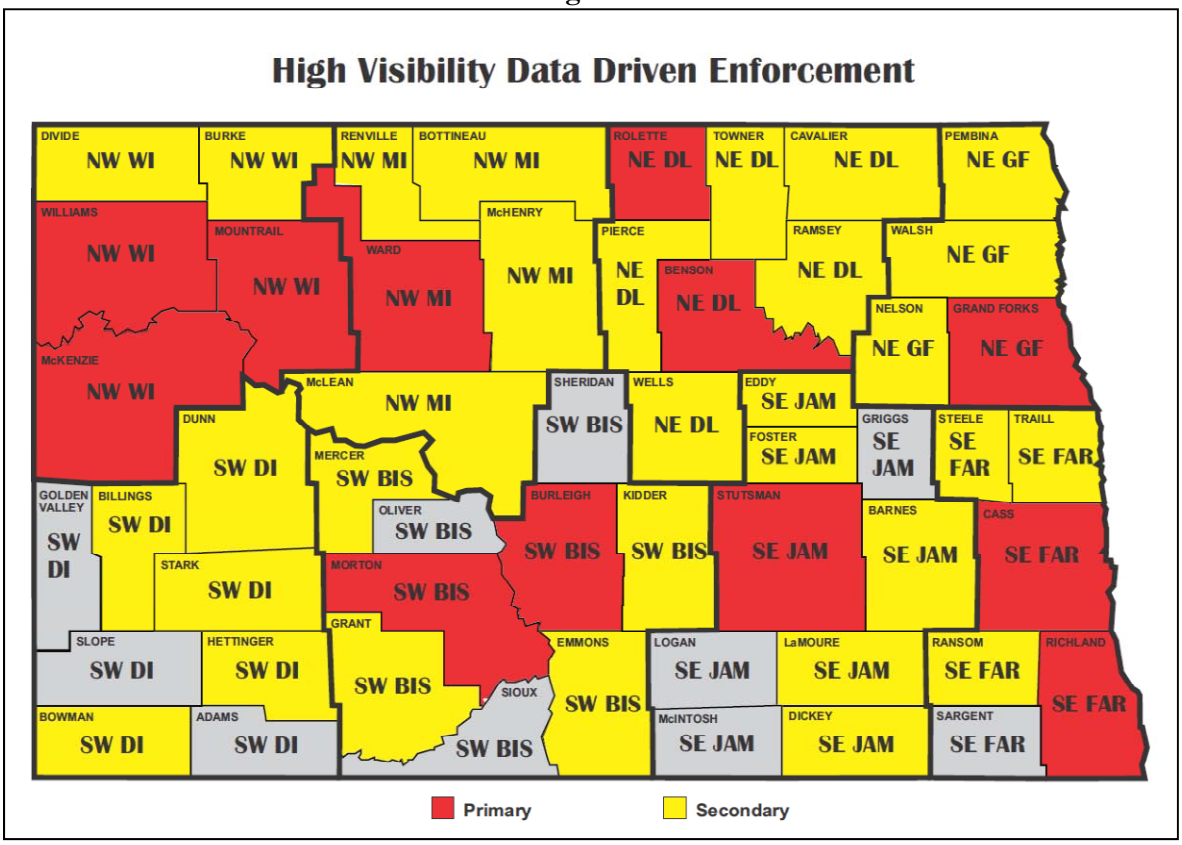
The TSO has worked diligently over the past several years to deploy a strategic multi-agency enforcement program to counteract low staffing among smaller agencies and increase law enforcement's ability to be highly visible even in the most rural parts of the state. The multi-agency enforcement program rolled out in FY 2011 and brings together the North Dakota Highway Patrol and about 85 percent of the state's county, city, and tribal law enforcement agencies to conduct statewide coordinated sustained HVE on a regional basis per a pre-determined enforcement calendar. The enforcement

calendar targets planned enforcement to high-risk periods where there's a greater risk of lack of seat belt use, impaired driving, or speed in the region such as holidays and high-risk community celebrations.

Participating agencies are organized into eight regions in which HVE is conducted. A dark black border identifies each region in Figure 7. Figure 7 also shows North Dakota counties identified as being primary or secondary in terms of motor vehicle fatalities and serious injuries. Primary (i.e., red) counties have been identified as having 5 or more fatalities over a three-year period and secondary as having fewer than five fatalities but 5 or more serious injuries over the same three-year period.

During defined high visibility enforcement periods, officers will work more heavily in primary counties while maintaining a presence in secondary counties. This approach will address the low law enforcement officer to population ratio that North Dakota experiences that has long been a barrier to effective enforcement by placing increased enforcement emphasis in counties with increased risk.

Figure 7



Overtime grants for occupant protection, impaired driving and speed enforcement will be provided by the TSO in FY 2014 to the law enforcement agencies listed in Table 4.

Table 4

Note: To avoid duplication of city population counts in the total calculation, city counts were excluded when the county in which the PD is located is also participating (the county population is inclusive of the city population).

Counties Per Region	County Sheriff Department Participating (Yes/No)	Participating City Police Departments in the Region	Population by County and/or Participating Cities*
Northwest Region – Williston			
Burke	Yes		1,968
Divide	Yes		2,071
McKenzie	Yes	Watford City	6,360
Mountrail	Yes	Stanley	7,673
Williams	Yes	Tioga, Williston	22,398
Three Affiliated Tribes	Yes		Population included in county census data.
Northwest Region – Minot			
Bottineau	Yes		6,429
McHenry	Yes		5,395
McLean	Yes		8,962
Renville	No		
Ward	Yes	Burlington, Minot, Surrey	61,675
Northeast Region – Devils Lake			
Benson	Yes		6,660
Cavalier	No		
Pierce	Yes	Rugby	4,357
Ramsey	No	Devils Lake	7,141 (city)
Rolette	Yes	Rolla	13,937
Towner	No		
Wells	Yes		4,207
Spirit Lake Reservation			Population included in county census data.
Turtle Mountain Reservation			
Northeast Region – Grand Forks			
Grand Forks	Yes	Grand Forks, University of North Dakota	66,861
Nelson	Yes		3,126
Pembina	Yes		7,413
Walsh	No		
Southwest Region – Dickinson			
Billings	Yes		783
Bowman	No		
Dunn	Yes		3,536
Hettinger	Yes		2,477
Stark	Yes	Dickinson	24,199

Southwest Region – Bismarck			
Burleigh	Yes	Bismarck, Lincoln	81,308
Emmons	No		
Grant	Yes		2,394
Kidder	Yes	Steele	2,435
Mercer	No	Beulah	3,121
Morton	Yes	Mandan	27,471
Southeast Region – Jamestown			
Barnes	Yes	Valley City	11,066
Dickey	No	Oakes	1,856 (city)
Eddy	Yes		2,385
Foster	Yes	Carrington	3,343
LaMoure	Yes	LaMoure	4,139
Stutsman	Yes	Jamestown	21,100
Southeast Region – Fargo			
Cass	Yes	Fargo, North Dakota State University	149,778
Ransom	Yes	Lisbon	5,457
Richland	Yes	Wahpeton	16,321
Steele	Yes		1,975
Traill	Yes		8,121
Total North Dakota Population (2010 Census)			672,591
Total Population Covered Through HVE – FY14			609,916* (90.7%)

As demonstrated in Table 4, North Dakota will collectively serve more than 90 percent of North Dakota's population through enforcement by these agencies.

Enforcement Strategies/Guidelines/Policies

Impaired Driving

Participating law enforcement agencies will conduct at least one enforcement activity (saturation patrol, sobriety checkpoint) per quarter with their regional partners as required by contract.

During the contract period, the agency must: (1) conduct a minimum of one regional enforcement event per quarter in quarters one through three – minimum of two shifts per regional event, and (2) conduct a minimum of five shifts during the fourth quarter National Labor Day *Drive Sober or Get Pulled Over* campaign.

With each planned enforcement period, the agency must: (1) conduct required quarterly enforcement activities during the times determined by the region, (2) determine the best enforcement strategy (e.g., sobriety checkpoints vs. saturation patrols, time of day, locations, etc.) that will most effectively deter impaired driving within the jurisdiction, (3) conduct high visibility enforcement within corridors and times where the occurrence of injury and death from impaired driving is greatest, (4) coordinate with the TSO to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (5) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime for impaired driving and submit that log with the reimbursement request.

The agency may conduct additional enforcement activity beyond the required regional calendar requirements within their own jurisdiction, if the budget allows.

Drug Recognition Experts (DREs) will be encouraged to attend as many sobriety checkpoints as possible. Operation procedures governing the statewide enforcement program are in place and followed by all participating agencies.

Participating agencies will be required to report dates worked, hours worked, and number and type of citations or warnings issued. Agencies will be monitored throughout the campaign period to assure participation.

Each agency must complete a highly publicized earned media campaign with each scheduled enforcement period to assure the public's awareness of the enforcement and establish a public perception of risk to deter impaired driving.

Occupant Protection

Participating law enforcement agencies will conduct quarterly high visibility enforcement of North Dakota's occupant protection laws including third quarter participation in the national *Click It or Ticket* campaign conducted in May/June of each year.

With each planned enforcement period, the agency must: (1) conduct high visibility enforcement within corridors and times where the occurrence of injury and death from lack of seat belt use is greatest, (2) coordinate with the TSO to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (3) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime for impaired driving and submit that log with the reimbursement request.

The agency may conduct additional enforcement activity beyond quarterly events if the budget allows.

Participating agencies will be required to report dates worked, hours worked, and number and type of citations or warnings issued. Agencies will be monitored throughout the campaign period to assure participation.

Each agency must complete a highly publicized earned media campaign with each scheduled enforcement period to assure the public's awareness of the enforcement and establish a public perception of risk to increase seat belt use.

Speed

Participating law enforcement agencies will conduct a *Targeting Aggressive Cars and Trucks (TACT)* high visibility enforcement event at a time to be determined in FY 2014 with an emphasis in oil-impacted counties. This is the first time the North Dakota TSO has set aside funding for speed enforcement.

At a minimum, participating agencies will: (1) conduct high visibility enforcement within corridors and times where the occurrence of injury and death from speed is greatest, (2) coordinate with the TSO to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (3) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime for impaired driving and submit that log with the reimbursement request.

Participating agencies will be required to report dates worked, hours worked, and number and type of citations or warnings issued. Agencies will be monitored throughout the campaign period to assure participation.

Each agency must complete a highly publicized earned media campaign with each scheduled enforcement period to assure the public's awareness of the enforcement and establish a public perception of risk to decrease speed.

Media Plan

A paid media and earned media campaign will occur in conjunction with each enforcement event. Paid and earned media will publicize law enforcement activities before, during, and after planned enforcement events.

Paid Media

Paid media will be placed by the TSO to coincide with each planned enforcement campaign. Media venues will include television, radio (as-live ads), billboards, print (posters, news print, etc.), social media (YouTube, Twitter, Facebook and other social media), live radio and television remotes, and as-live ads.

Ads will be tagged with NHTSA slogans *Drive Sober or Get Pulled Over., Click It or Ticket,* and *Obey the Sign or Pay the Fine.*

Weighted media buys, based on the gross rating points (GRP), will be made to assure maximum message saturation to the target demographic.

Earned Media

Earned media must begin several days in advance of each enforcement period and should include news releases, news conferences, TV interviews, radio announcements, media ride-alongs and/or other public awareness activities. Earned media must include the NHTSA enforcement slogans.

Earned media activity for each campaign will be far-reaching and include the following: (1) media activities including news releases, news conferences, live radio and television remotes, television and radio interviews, etc., (2) internet marketing activities including blogging, postings to social networking websites like Facebook, email blasts, etc., and (3) other public awareness activities through partnerships with local entities pertinent to the target populations including businesses, sports venues, health and social services programs, community-based organizations and other locally identified venues that would appropriately reach the target population to advance the campaign messages.

The TSO and the TSO's media services vendor provide technical assistance, resources, and support to law enforcement for earned media purposes throughout the fiscal year.

Continuous Follow-Up and Adjustment of the Enforcement Plan

The following performance measures will be tracked on an ongoing basis to evaluate the effectiveness of the plan and adjust as necessary for improved outcomes.

Outcomes Measures

Number of motor vehicle fatalities
Fatality rate per 100 million VMT
Number of serious injuries in motor vehicle crashes
Serious injury rate per 100 million VMT
Number of unbelted passenger vehicle occupant fatalities, all seat positions
Number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above
Number of speed-related fatalities
Number of motorcyclist fatalities
Number of fatal crashes involving a driver age 20 or younger

Process Measures

Number and location of participating agencies per high visibility enforcement campaign
Number of seat belt citations issued during grant-funded enforcement activities
Number of impaired driving arrests made during grant-funded enforcement activities
Number of speeding citations issued during grant-funded enforcement activities

Additionally, individual officer performance will be tracked to assure that officers are performing at a level commensurate with an identified standard as established by the TSO. Officers evaluated at lesser performance levels will be given an opportunity to improve performance. If performance does not improve, continued participation will be disallowed.

The TSO will continually monitor process and outcomes related to high visibility enforcement and will work toward continuous quality improvement until progress is achieved.

Highway Safety Strategies and Projects

This section contains the requirements related to Highway Safety Strategies and Projects as defined in 23 CRF 1200.11(c).

Process for Selection of Countermeasure Strategies and Projects

As previously described, North Dakota completed a SHSP that included a three-level prioritization of safety strategies. First, key safety emphasis areas representing the greatest opportunity to save lives and reduce injuries were identified. Second, priority strategies were selected through stakeholder input by considering the strategy's ability to address crashes in the selected emphasis areas, the implementation cost, and the effectiveness (i.e., proven, tried, or experimental). Third, patterns in crash location, jurisdiction, and facility type were identified to drive future implementation.

Strategies for selection were taken solely from the following resources:

- *Countermeasures that Work* – a basic reference to assist State Highway Safety Offices (SHSOs) to select effective, evidence-based countermeasures for traffic safety problem areas.
- *National Cooperative Highway Research Program (NCHRP) 500 Series* – a series of guides to assist state and local agencies to reduce injuries and fatalities in targeted areas. The guides correspond to the emphasis areas outlined in the AASHTO SHSP. Each guide includes a brief introduction, a general description of the problem, the strategies/countermeasures to address the problem, and a model implementation process.

The Traffic Safety Office then selected projects consistent with the strategies identified for each priority emphasis area in the SHSP.

The Traffic Safety Office worked with state agencies, cities, counties, tribes, and other organizations to develop projects that were best practices/proven strategies supported by research or demonstration projects supported with a strong evaluation plan that will allow the Traffic Safety Office to assess the effectiveness of the project at its conclusion.

Projects are developed with consideration of the following questions.

- Does the proposed grantee appear able to administer the proposed project?
- Are the objectives for the project specific, measurable, attainable, realistic and time-framed?
- Does the project appear to be able to achieve identified objectives?
- Does the evaluation plan adequately measure the project's ability to meet its objectives?
- What will the project cost?

The following section describes each program area, strategy and project selected by the Traffic Safety Office for implementation in FY 2014, supporting documentation of the effectiveness of the strategy, and a budget summary including other funding sources where they exist. Information on the evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents is also provided by program area where traffic safety enforcement will occur (i.e., impaired driving and occupant protection).

FY 2014 HIGHWAY SAFETY STRATEGIES AND PROJECTS

This section describes the countermeasure strategies and projects that will be completed in FY 2014 to achieve identified performance goals/targets with NHTSA Section 402 and Section 405 grant funds.

Planning and Administration

Overview

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

Performance Measures:

(1) The increase in the number of traffic fatalities will be mitigated from a projected three-year (2011-2013) average of 154 to a three-year average of 151 per year by December 31, 2014.
(2) The increase in the fatalities/VMT will be mitigated from a projected three-year (2011-2013) average of 1.59 to a three-year average of 1.56 by December 31, 2014.

Evidence-Base: Projects below provide support to all evidence-based strategies as identified in subsequent program areas.

Planning and Administration Projects

PA1401-01 Program Management

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

Costs under Planning and Administration (P&A) will consist of salaries for the Traffic Safety Office Manager and the contract/finance program manager, travel and miscellaneous expenses for general traffic safety activity not associated to a specific program area. Miscellaneous and travel expenses can include:

- General administration of the Traffic Safety Office
- General public information and education (PI&E) materials
- Training and travel for staff members for program administration
- Memberships and other professional fees for the Governor's Highway Safety Association (GHSA), etc.
- Preparation and printing of reports like the HSP, the annual HSP evaluation/annual report, and other overarching materials
- Coordination of Strategic Highway Safety Plan (SHSP) process

Other NDDOT resources are leveraged to supplement TSO operations; specifically, the Finance, Information Technology, and Communications divisions. Match will be generated by state-funded salaries within the Safety Division or in other Divisions that support the Safety Division.

Planning & Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
PA1401-01	Program Management	$150,000	402 P&A/M0PA
402 Total		$150,000	
Total All funds		$150,000	

Police Traffic Services

Overview

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

Performance Measures:

(1) The increase in the number of traffic fatalities will be mitigated from a projected three-year (2011-2013) average of 154 to a three-year average of 151 per year by December 31, 2014.
(2) The increase in the fatalities/VMT will be mitigated from a projected three-year (2011-2013) average of 1.59 to a three-year average of 1.56 by December 31, 2014.

Evidence-Base: Projects below provide support to all high visibility enforcement campaigns. High visibility enforcement is an evidence-based strategy as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*.

Police Traffic Services Projects

PT1402-01 Program Management (Program Manager)

The TSO staff will provide training, technical assistance and resources to law enforcement to build capacity and expand operational proficiency toward the effective enforcement, arrest, prosecution, and adjudication of traffic safety offenses.

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

PT1402-02 Law Enforcement Liaison (Contract Position)

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

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

PT1402-03 Web-Based Law Enforcement Reporting System (NDDOT Information Technology)

The TSO will maintain the web-based law enforcement reporting system to facilitate grant reporting by participating law enforcement agencies for high visibility enforcement programs. The system allows for enforcement data and reimbursement to be managed electronically. Maintenance may include any revisions to the existing system that may be deemed necessary.

PT1402-04 Law Enforcement Training (Vendor/Fiscal Agent)

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

Law Enforcement Conference. The TSO will conduct its seventh annual law enforcement conference in North Dakota. The conference provides law enforcement agencies that are under contract with the TSO with orientation, training, technical assistance, and resources related to enforcement programs, conducting earned media, the grant/contract management process, and other information. Peace Officer Standards and Training (POST) credits are provided. The conference will occur in the first quarter of calendar year 2014.

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

Incentive Programs. The TSO will recognize and reward programs managed by law enforcement and traffic safety advocates that demonstrate exemplary contributions to traffic safety. The award options include: (1) the **A**lcohol, **S**eat Belts and **S**peed **I**ntervention to **S**upport **T**raffic **S**afety (ASSISTS) Award Program, (2) the Occupant Protection Award, (3) the Drug Recognition Expert Officer of the Year Award, (4) the Traffic Safety Officer of the Year Award, (5) the Beyond the Traffic Stop Award, (6) the Traffic Safety Media Award, and (7) the Traffic Safety Civil Servant Award.

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

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
PT1402-01	Program Management	$15,000	402 PT/M0PT
PT1402-02	Law Enforcement Liaison	$50,000	402 PT/M0PT
PT1402-03	Maintenance of Web-Based Law Enforcement Reporting System	$10,000	402 PT/M0PT
PT1402-04	Law Enforcement Training	$40,000	402 PT/M0PT
402 Total		$115,000	
Total All Funds		$115,000	

Traffic Records

Overview

The goal of the Traffic Records program area is to improve traffic records systems as measured by the attributes – accuracy, timeliness, completeness, uniformity, accessibility and integration of traffic records and ancillary data (for example, EMS and court system data).

The NDDOT has the lead to facilitate these system improvements.

Performance Measures:

(1) The increase in the number of traffic fatalities will be mitigated from a projected three-year (2011-2013) average of 154 to a three-year average of 151 per year by December 31, 2014.
(2) The increase in the fatalities/VMT will be mitigated from a projected three-year (2011-2013) average of 1.59 to a three-year average of 1.56 by December 31, 2014.

Evidence-Base: Traffic Records projects support accurate, timely, complete, uniform, accessible and integrated data for use with problem identification, and selection, implementation, and evaluation of evidence-based projects.

Traffic Records Projects

TR1404-01 Program Management (Traffic Records Manager)

The Data Analysis Section within the Safety Division will be responsible for the direct management of the traffic records program including: (1) data management and analysis including crash data editing and entry into the Crash Reporting System, the development of the annual crash summary, provision of data to respond to data requests from within the NDDOT and from other state, local and federal agencies and the general public, and analyzing traffic safety data for the statewide problem identification included in the annual HSP; (2) maintenance of the Traffic Records Coordinating Committee (TRCC) and continuation of priority projects identified within the Traffic Records Strategic Plan (TRSP); (3) procurement and monitoring of information technology (IT) services to support TRSP projects; and (4) working with law enforcement and NDDOT staff to identify and correct frequent data errors and to provide technical assistance and resources to assure accurate, timely, complete, uniform, accessible and integrated reporting of crash report data elements.

Costs include travel and other expenses. Staff salaries are covered through Federal Highway Administration (FHWA) funds.

TR1404-02 Crash Data System Enhancement (NDDOT Information Technology)

This project will provide for the system enhancements necessary to allow remote data entry of crash reporting via TraCS (Traffic and Criminal Software). Integration of TraCS with the existing Crash Reporting System (CRS) enhances timely reporting, crash data reliability and access by state and local agencies. The CRS continues to be improved with the identification and correction of program errors. Various software packages are used for the traffic records manager to access data from the mainframe computer for identification and correction of data errors. This allows for flexibility and provides for enhanced problem identification of motor vehicle crash data.

The report generation segment of the CRS has an online query function and multiple reporting functions. Reports generated on a desktop personal computer are "print-ready," to substantially reduce the amount of time spent creating and editing desktop publishing documents. Further reports will be developed as needed.

The crash report form and the officer's instruction manual will be reviewed, updated, and reprinted as needed. Revisions to the crash report will include guidance from the TRCC for maximum adoption of MMUCC elements and attributes.

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

TR1404-03 TraCS (Information Technology Vendor)

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor.

An information technology vendor is under contract with the NDDOT Safety Division for the maintenance of TraCS and associated TraCS modules (incident location tool, electronic citations, Report and Notice form, etc.). The vendor also coordinates with local law enforcement agencies throughout the state to install the software, provide training to law enforcement officers, and to provide ongoing technical assistance and resources to facilitate efficient TraCS use.

TraCS will be updated to collect additional MMUCC elements and attributes as determined through the TRCC. Equipment such as scanners will also be purchased to provide to agencies to facilitate maximum efficiency of TraCS use.

Funds will be used to reimburse the vendor's hourly services, travel, and other direct costs associated with TraCS.

TR1404-04 Annual TraCS License Fee (Software Licensor – State of Iowa)

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor. The annual cost of the license fee is $75,000.

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

TR1404-05 EMS Data Analyst (North Dakota Department of Health)

This project provides funds to the North Dakota Department of Health Division of Emergency Management Services and Trauma (DEMST) to fund a full-time EMS (emergency medical services) data analyst. The position is responsible to analyze data from the North Dakota Trauma Registry and the Statewide Online Ambulance Reporting (SOAR) system, provide training to end-users, and to identify and complete necessary quality assurance projects to assure data integrity and accuracy.

Funds will be provided to DEMST to pay the salary, benefits, travel and administrative costs associated with the EMS Data Analyst position.

Other Projects in the Traffic Records Strategic Plan

Other projects in the current Traffic Records Strategic Plan include quality assurance projects for each of the six data systems (crash, citation/adjudication, driver, injury, roadway, and vehicle) to be completed through each agency with responsibility for the data system. Quality assurance projects will be completed with existing agency resources for standard operations. No federal funds will be used for these projects except as identified in projects listed above.

Traffic Records Program: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
TR1404-01	Program Management	$25,000	405 M3DA
Other Funds	Program Management (Salaries)	$100,000	Federal Highway Administration
TR1404-02	Crash Data System Enhancement	$600,567	405 M3DA
TR1404-03	TraCS	$415,000	408 K9
TR1404-04	Annual TraCS License Fee	$75,000	405 M3DA
TR1404-05	EMS Data Analyst	$75,000	405 M3DA
405 Total		$775,567	
408 Total		$415,000	
Other Funds		$100,000	
Total All Funds		$1,290,567	

Occupant Protection

Overview

The Occupant Protection program area exists to increase the use of seat belts and child passenger safety devices to decrease the number of unbelted motor vehicle fatalities that occur in the state.

The failure to wear a seat belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior. Historically, about two-thirds of those killed in motor vehicle crashes in North Dakota are unrestrained at the time of the crash. This statistic has held true over many years.

In 2012, 66 percent of individuals killed in motor vehicle crashes were not wearing seat belts, compared to 55 percent in 2011.

The following demographics are disproportionately impacted by lack of seat belt use in North Dakota.

- Males aged 18-34 account for 32 percent of North Dakota's licensed drivers and 32 percent of drivers involved in fatal crashes. In 2012, males in this age group accounted for 67 percent of all unbelted fatal crash occupants.

- Native Americans represent less than 5 percent of North Dakota's population but account for 15-20 percent of fatality victims each year. Fifty-nine percent of Native American fatality victims in 2012 were unbelted at the time of the crash.

- Teenage drivers aged 14-19 represent 6 percent of all licensed drivers in North Dakota but accounted for 18 percent of all crashes and 13 percent of fatal crashes in 2012. In 2012, 40 percent of teen fatality victims under age 17 were unbelted at the time of the crash.

- About 80 percent of unrestrained occupants in severe (fatal and serious injury) crashes over the most recent five-year period (2008-2012) were on North Dakota's rural roadways.

Performance Measures:

(1) The increase in the number of unbelted passenger vehicle occupant fatalities, all seat positions, will be mitigated from a three-year (2011-2013) projected average of 60 to a three-year average of 59 by December 31, 2014.
(2) Increase the percent of observed occupants using a seat belt from a three-year (2010-2012) average of 77.5 percent to a three-year average of 79.5 percent by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

OP1405-02 – CPS Program Administration (North Dakota Department of Health). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 2, Section 2.4 Child/Youth Occupant Restraint Laws and 2.6 Communications and Outreach Strategies for Older Children and Booster Seat Use.

OP1405-05 – Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 2, Section 2.2 Seat Belt Law Enforcement and Section 2.5, Child Restrain7/Booster Seat Law Enforcement.

OP1405-06 – Media – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 2, Section 2.3 Communications and Outreach Supporting Enforcement and Low-Belt Use Groups.

OP1405-07 – Tween Seat Belt Outreach Program (NDSU Extension Service). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 2, Section 2.6 Communications and Outreach Strategies for Older Children.

Occupant Protection Projects

OP1405-01 Program Management (Program Manager)

The program manager will provide technical assistance and resources to grantees and contractors who are tasked with increasing adult seat belt use and the public related to occupant protection, including the development of seat belt use policies and the coordination of enforcement programs.

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

OP1405-02 CPS Program Administration (North Dakota Department of Health)

This Child Passenger Safety (CPS) program will continue through a contract with the North Dakota Department of Health (NDDH) to administer the program.

The CPS program will provide community CPS services to parents and caregivers applicable to the safety of infants (birth –12 months), toddlers (1 – 3), children (4 – 7), and youth (8 – 12). The NDDH will work with law enforcement, the tribes, local public health agencies, schools, existing certified child safety seat technicians, and other partners to increase the use of seat belts and child safety seats by children, and to reduce the misuse of child safety seats. Emphasis will be placed on youth and their parents to educate on the benefit of backseat riding through age 12.

The NDDH will assure the existence of an active network of CPS stations with nationally certified CPS technicians. The CPS program will provide child safety seat technician courses including: (1) three to four of NHTSA's 32-hour Standardized CPS Training for technician courses; (2) two to three classes of regional CPS workshops; and (3) four to six workshops targeted at specific audiences (law enforcement, child care providers, Head Start staff, car seat distribution programs, etc.). Certified CPS instructors will assist to conduct car safety seat check-ups statewide to encourage parents to keep children in car seats longer and discourage use of seat belts by children who are too young and/or physically too small.

The NDDH will coordinate and conduct all CPS program outreach including outreach for *Child Passenger Safety Week*.

Funds will be used for the salaries (one part-time program administrator and one part-time contractor), travel, program materials, training, and child passenger safety seats for distribution to low-income parents.

OP1405-03 Annual Statewide Observational Seat Belt Survey (NDSU UGPTI)

The TSO will conduct an annual statewide seat belt observation survey to determine North Dakota's seat belt use rate as a measure to evaluate the success of occupant protection programs. The survey will be conducted by the North Dakota State University (NDSU) Upper Great Plains Transportation Institute (UGPTI). The observation survey is conducted each year in June per a NHTSA-approved survey methodology.

Costs are for the contractual services of UGPTI and include a ten percent indirect cost rate.

OP1405-04 Observational Seat Belt Survey of Rural Roadways (NDSU UGPTI)

The TSO will conduct observational seat belt surveys on North Dakota rural local roads (i.e., non-state system) to determine seat belt use rates in rural locations as a measure to evaluate the reach of occupant protection programs to rural areas. The observation surveys are conducted in half of North Dakota's counties each year so that each county is observed every other year. The surveys have revealed much lower seat belt use than what is observed through the annual statewide observational seat belt survey. The survey will be conducted by the UGPTI.

Costs are for the contractual services of UGPTI and include a ten percent indirect cost rate.

OP1405-05 Overtime Enforcement (Law Enforcement Agencies)

Law enforcement agencies (state, county, city and tribal) will conduct quarterly sustained statewide high visibility enforcement of North Dakota's occupant protection laws in an effort to reduce the number of unrestrained fatalities statewide. This includes participation in the national *Click It or Ticket* enforcement campaign to occur in May 2014.

Funds are for grants to city, county, and state law enforcement agencies to conduct high visibility enforcement on overtime.

OP1405-06 Media – Paid/Earned/PI&E (Media Vendor)

The TSO will provide sustained seat belt use messages to the public through the placement of enforcement and non-enforcement (i.e., social-norms) messages at frequent intervals through the fiscal year.

The TSO will contract with a media firm to develop, print, and purchase media and materials to support occupant protection enforcement and social-norms campaigns targeting non-users with a priority emphasis on males age 14 to 34 and rural road users.

Media campaigns will be conducted as outlined in a media calendar to be developed in advance of the fiscal year. Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

North Dakota will use the *Click It or Ticket* message for enforcement ads and social-norms ads for non-enforcement periods to assure seat belt messages are continually conveyed to the public.

Outreach efforts will leverage state and community resources through partnerships with city, county and state law enforcement; other government agencies; community-based organizations; businesses; schools; and other partners to provide public information and education (PI&E) to increase the use of seat belts statewide primarily targeting males and rural road users. Statewide PI&E will parallel and complement national campaigns during enforcement periods.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs toward occupant protection. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

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

OP1405-07 Tween Seat Belt Outreach Program (NDSU Extension Service)

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

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

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

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

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

Note: Other NHTSA-funded occupant protection-related projects can be found under the Community Traffic Safety Programs section of this document.

North Dakota's SHSP Occupant Protection Strategies

The North Dakota SHSP identifies the following occupant protection strategies that will be pursued through SHSP implementation by stakeholders beginning in FY 2014 and using other state and federal resources yet to be determined.

- Enact primary seat belt legislation that includes primary enforcement of belt use for all passengers in all seating positions. (Note: Laws are necessary as voluntary seat belt compliance has not been accomplished to date. PI&E materials for outreach will be developed for enforcement and non-enforcement campaigns that will assist with education of state and local leadership and the public on the importance of strong laws to increase seat belt use.)

- Strengthen penalties for lack of seat belt use. (Note: Increase penalties will increase seat belt use and decrease unbelted fatalities. PI&E materials for outreach will be developed for enforcement and non-enforcement campaigns that will assist with education of state and local leadership and the public on the importance of strong laws to increase seat belt use.)

- Strengthen detection and the public-perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible seat belt enforcement campaigns. (Note: This will occur through sustained *Click It or Ticket* high visibility enforcement.)

Occupant Protection Program: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
OP1405-01	Program Management	$35,000	402 OP/M0OP
OP1405-02	Child Passenger Safety (CPS) Program Administration	$150,000	405 M2CPS/M2CSS
OP1405-03	Annual Statewide Observational Seat Belt Survey	$50,000	402 OP/M0OP
OP1405-04	Observational Seat Belt Survey of Rural Roadways	$20,000	402 OP/M0OP
OP1405-05	Overtime Enforcement	$350,000/$379,872	402 OP/M0OP , 405 M2HVE
OP1405-06	Media – Paid/Earned/PI&E	$350,000/$379,872	402 OP/M0OP , 405 M2PE
OP1405-07	Tween Seat Belt Outreach Program	$50,000	402 OP/M0OP
402 Total		$855,000	
405 Total		$909,744	
Total All Funds		$1,764,744	

Motorcycle Safety

Overview

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

Motorcyclist fatalities are an increasing problem in North Dakota. Over the past 10 years, the number of registered motorcycles in the state has increased by 234 percent resulting in an increase in motorcycles on North Dakota roads and crashes involving motorcycles.

Motorcycle crashes in North Dakota have steadily increased since 2003 when 163 crashes were reported. In 2012, 263 crashes occurred. In 2012, 16 people were killed in motorcycle-related crashes – all were males – and 69 percent (11 of 16) were not wearing a helmet at the time of the crash. Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

Performance Measures:

(1) The increase in the number of motorcyclist fatalities will be mitigated from a three-year (2011-2013) projected average of 18 to a three-year average of 17 by December 31, 2014.
(2) The increase in the number of unhelmeted motorcyclist fatalities will be mitigated from a three-year (2011-2013) projected average of 14 to a three-year average of 13 by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

MC1406-01 – Statewide Awareness/Education Campaign (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

MC1499-01 – Motorcycle Safety Education Program (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 5, Section 5.3 Motorcycle Rider Licensing and Training.

MC1499-02 – Motorcycle Safety Education – Paid Media and Outreach (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

Motorcycle Safety Projects

MC1406-01 Program Management (Program Manager)

The TSO will provide technical assistance and resources to the North Dakota Motorcycle Safety Program (NDMSP) administrator. The program manager will actively participate in State Motorcycle Safety Administrators (SMSA) activity and will coordinate with the Motorcycle Safety Foundation (MSF) regarding rider-coach preparation courses and rider-coach updates.

Project costs are for the direct management of the motorcycle safety program including salary, travel and operations.

MC1499-01 Statewide Awareness/Education Campaign (ABATE of North Dakota)

This project consists of:

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

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

MC1499-02 Motorcycle Safety Education Program (ABATE of North Dakota)

The North Dakota Motorcycle Safety Program (NDMSP) is a state-funded program through funds generated by a ten dollar motorcycle safety education fee paid to the NDDOT with each motorcycle registration. This fund, which began in 1980, provides an annual working budget for the NDMSP of about $350,000 for rider training, rider coach preparation and updates, course operation and program administration.

The NDMSP will complete the following:

- Train additional rider coaches to increase NDMSP capacity to train additional motorcyclists.
- Provide new rider safety courses and experienced rider safety courses to those with prior riding experience.
- Provide for remote training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the standard training locations.
- Promote motorcycle safety education to riders of all ages (14 and above).

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

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

MC1499-03 Motorcycle Safety Education – Paid Media and Outreach (Media Vendor)

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

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

MC1499-04 SKIDBIKE™ and Vest (ABATE of North Dakota)

This project will provide for the purchase of a SKIDBIKE™ and vest for use with motorcycle safety training through the NDMSP.

A SKIDBIKE™ is an ordinary motorcycle that has been modified for use with training with a set of "training wheels" that use an electric ram to simulate a wide variety of dangerous real-world encounter including anything from slippery or wet

roads to high-speed chases and unexpected dangers that occur when riding. The SKIDBIKE™ will be used to safety teach riders vehicle limitations on surfaces where the coefficient of friction is lowered.

Costs are for the purchase of the SKIDBIKE™ and vest through the NDMSP administrator – ABATE of North Dakota. Costs are estimated at $20,000.

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
MC1406-01	Program Management	$20,000	402 MC/M0MC
MC1499-01	Statewide Awareness/Education Campaign	$100,000	State Funds
MC1499-02	Motorcycle Safety Education Program	$350,000	State Funds
MC1499-03	Motorcycle Safety Education – Paid Media and Outreach	$125,000	State Funds
MC1499-04	SKIDBIKE™ and Vest	$20,000	State Funds
402 Total		$20,000	
State Total		$595,000	
Total All Funds		$615,000	

Speed Management

Overview

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

Speed has been a contributing factor in about one-third of fatal motor vehicle crashes each year in North Dakota.

The North Dakota SHSP states that over a recent five-year period (2007-2011) speeding and aggressive driving accounted for approximately 27 percent of all fatal and severe injury crashes in North Dakota. Seventy-three percent of speed-related fatal and serious injury crashes occurred in rural areas with 62 percent on local roads. And, males accounted for 74 percent of drivers involved in fatal and serious crashes involving speed.

In 2012, the trend continued with 36 percent of fatal motor vehicle crashes classified as speed related/driving too fast for conditions.

Performance Measures:

(1) The increase in the number of speed-related fatalities will be mitigated from a three-year (2011-2013) projected average of 54 to a three-year average of 52 by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

SC1407-03 – Overtime Enforcement/TACT Program (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 3, Section 3.2 High Visibility Enforcement.

SC1407-04 – Media – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 3, Section 3.4 Communications and Outreach Supporting Enforcement.

Speed Management Projects

SC1407-01 Program Management (Program Manager)

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

SC1407-02 Radar Equipment to Law Enforcement (Law Enforcement Agencies)

This project will provide radar equipment to law enforcement to facilitate the use of speed as a trigger violation for impaired driving and occupant protection enforcement periods.

The NDHP and select county and city law enforcement agencies will receive funds to purchase new-technology traffic radar and/or LIDAR units that conform to the International Association of Chiefs of Police (IACP) Consumer Products List.

Equipment resource allocation will be data-driven to assure equipment is placed with agencies with higher rates of motor vehicle fatalities and serious injuries or as an incentive for performance. Only agencies currently under contract with the TSO and conducting quality overtime enforcement for seat belts and impaired driving will be considered for funding.

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

SC1407-03 Overtime Enforcement/TACT Program (Law Enforcement Agencies)

Law enforcement agencies (state, county, city and tribal) will conduct a TACT (*Ticketing Aggressive Cars and Trucks*) high visibility enforcement program. This program will be conducted primarily in oil-impacted counties.

Funds are for grants to city, county, and state law enforcement agencies to conduct high visibility enforcement on overtime in areas of the state more prominently impacted by speed-related fatal and serious crashes.

SC1407-04 Media – Paid/Earned/PI&E (Media Vendor)

The TSO will provide speed/aggressive driving messages to the public through the placement of enforcement messages placed in conjunction with TACT enforcement events. North Dakota will use the *Obey the Sign or Pay the Fine* slogan for TACT enforcement.

The TSO will contract with a media firm to develop, print, and purchase media and PI&E materials to support TACT campaigns with a priority emphasis on males and rural road users. Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

Outreach efforts will leverage state and community resources through partnerships with city, county and state law enforcement; other government agencies; community-based organizations; businesses; schools; and other partners to provide PI&E to deter speeding primarily targeting males and rural road users.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs toward occupant protection and reductions in speed-related fatalities and serious injuries. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

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

North Dakota's SHSP Speed/Aggressive Driving Strategies

The North Dakota SHSP identifies the following speed/aggressive driving strategies that will be pursued through SHSP implementation by stakeholders beginning in FY 2014 and using other state and federal resources yet to be determined.

- Education state and local leadership and the public on the problem of speed in North Dakota to facilitate the enactment and support of legislation to strengthen penalties such as increased fines for right-of-way and speed violations. (Note: This will occur through the PI&E materials developed for the TACT program.)
- Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns. (Note: This will occur through TACT program enforcement.)

- Address the perception of widespread speeding by heavy vehicles by first conducting a statewide assessment of commercial vehicle speeds. In response to the assessment results, examine enforcement, safety education, and outreach safety strategies for priority regions or corridors identified as needing improvement.

- Install speed signing using variable message signs in school zones once selected.

Speed Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
SC1407-01	Program Management	$15,000	402 SC/M0SC
SC1407-02	Radar for State and Local Law Enforcement	$200,000	402 SC/M0SC
SC1407-03	Overtime Enforcement/TACT Program	$150,000	402 SC/M0SC
SC1407-04	Media – Paid/Earned/PI&E	$150,000	402 SC/M0SC
402 Total		$515,000	
Total All Funds		$515,000	

Youth/Young Adult

Overview

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

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

In 2012, 40 percent of teen fatality victims under age 17 were unbelted at the time of the crash.

Performance Measures:

(1) The increase in the number of fatal crashes involving a driver age 20 or younger will be mitigated from a three-year (2011-2013) projected average of 26 to a three-year average of 25 by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

DE1408-02 – Teen Media and Outreach – *Think About It* Campaign (Media Vendor). This countermeasure is modeled after a similar program developed through the Texas Transportation Institute's (TTI) program called *Teens in the Driver Seat* which has been evaluated by TTI and found to have a positive influence on teens. Peer-to-peer teen education and outreach is evidence based. Numerous research articles exist that prove peer-to-peer education and outreach as effective.

DE1408-03 – Driver's Education Curriculum and Support (Vendor/Fiscal Agent). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 6, Section 6.2 Driver Education.

Youth/Young Adult Projects

DE1408-01 Program Management (Program Manager)

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

DE1408-02 Teen Media and Outreach – *Think About It* Campaign (Media Vendor and Fiscal Agent)

This project – a peer-to-peer outreach program modeled after the Texas Transportation Institute's program *Teens in the Driver Seat* – will engage youth in peer-led education of traffic safety through various activities including media development, community projects, contests, etc. under the umbrella of the *Think About It. Think. Drive. Survive.* program.

This program, including the slogan, was developed by a teen advisory group established by the TSO. The advisory group continues to build capacity within the program to increase peer-to-peer teen traffic safety outreach in the state.

The TSO will work with a teen advisory group to guide media and project development and project implementation.

Following are activities and projects planned for implementation in FY 2014 through the *Think About It* campaign.

Teen Advisory Group. A group of teens from throughout the state has been formed to provide leadership for the *Think About It* teen peer-to-peer program. The teen advisory group convenes as needed for program planning, marketing, implementation, and assessment of the program. The teen advisory group is also involved in delivery of identified outreach programs and promoting the program to other teens for outreach to other communities.

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

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

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

The event will consist of a ride and drive session conducted via local law enforcement agency's Emergency Vehicle Operator Course (EVOC) officers where the teens have the opportunity to drive through a driving range (1) under normal conditions, and (2) while being distracted as someone texts them.

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

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

Mini-Grants for School-Based Teen Outreach. Beginning in FY 2014, the *Think About It* program will offer mini-grants to schools throughout the state for them to conduct peer-led program outreach using *Think About It* program resources. The goal of the mini-grant program will be for teens to influence their peers to use seat belts, and never drive impaired or distracted.

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

DE1408-03 Driver's Education Curriculum and Support (Vendor/Fiscal Agent)

This project will promote, distribute, and provide technical assistance to instructors related to the driver's education curriculum North Dakota Driver Risk Prevention Curriculum (NDRPC). The curricula is inclusive of and emphasizes positive driver/passenger behavior – as opposed to purely driver skills-based curricula – to increase seat belt use and decrease speed and impaired and distracted driving among young drivers/riders.

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

A parent curriculum will also be developed as a component of the curriculum to allow driver education programs throughout the state to increase parent participation in driver education.

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

DE1408-04 Overtime Enforcement (Law Enforcement Agencies)

Law enforcement agencies will conduct overtime enforcement of North Dakota's anti-texting law. This program will be conducted primarily in urban areas.

Funds are for grants to participating law enforcement agencies to conduct high visibility enforcement on overtime in areas of the state more prominently impacted by distracted driving fatal and serious crashes.

DE1408-05 Media – Paid/Earned/PI&E (Media Vendor)

The TSO will provide distracted driving messages to the public through the placement of enforcement messages placed in conjunction with distracted driving enforcement events.

The TSO will contract with a media firm to develop, print, and purchase media and PI&E materials to support campaigns with a priority emphasis on youth. Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

Outreach efforts will leverage state and community resources through partnerships with city, county and state law enforcement; other government agencies; community-based organizations; businesses; schools; and other partners to provide PI&E to deter speeding primarily targeting males and rural road users.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs toward occupant protection and reductions in speed-related fatalities and serious injuries. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

Costs are for the TSO's media vendor to develop and implement distracted driving media campaigns including paid media placement.

DE1408-06 Law Enforcement Training (Vendor/Fiscal Agent)

The TSO will contract with a professional firm to assist the TSO to plan and conduct law enforcement training related to North Dakota's distracted driving law and enforcement of the law. The firm will coordinate and complete the event logistics and act as a fiscal agent to reimburse the on-site and participant expenses associated with the training.

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

DE1408-07 **Mini-Grants to Schools for Distracted Driving Teen Outreach (North Dakota Middle/High Schools)**

The TSO will contract with at least 10 North Dakota middle schools and high schools to allow teens to develop and conduct outreach activities to deter distracted driving among their peers and in their communities.

Funds will be used to reimburse the school's direct costs associated with the outreach activities including speaker honorariums, room rental fees, printing, project materials, and miscellaneous associated costs.

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

Project Number	Project Title	Budget	Budget Source/Code
DE1408-01	Program Management	$35,000	402 DE/M0DE
DE1408-02	Teen Media and Outreach – *Think About It* Campaign	$200,000	402 DE/M0DE
DE1408-03	Driver's Education Curriculum and Support	$25,000	402 DE/M0DE
DE1408-04	Overtime Enforcement	$212,042	405 M8DDLE
DE1408-05	Media – Paid/Earned/PI&E	$212,041	405 M8PE
DE1408-06	Law Enforcement Training	$20,000	405 M8DDLE
DE1408-07	Mini-Grants to Schools for Distracted Driving Teen Outreach	$15,000	405 M8PE
402 Total		$260,000	
405 Total		$459,083	
Total All Funds		$719,083	

Community Traffic Safety Projects

Overview

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

Outreach programs are a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures statewide. Programs leverage state and community resources for broader reach and expand the reach of core enforcement campaigns including *Click It or Ticket* and *Drive Sober or Get Pulled Over* and other state and national traffic safety strategies through local outreach activities.

About 80-90 percent of fatal crashes occur on North Dakota's rural roads and an increase in fatal and serious injury crashes is occurring in North Dakota's oil-producing counties. Therefore, it is important that outreach activity extend broadly to reach North Dakota's rural and oil-impacted communities.

Performance Measures:

(1) The increase in the number of unbelted passenger vehicle occupant fatalities, all seat positions, will be mitigated from a three-year (2011-2013) projected average of 60 to a three-year average of 59 by December 31, 2014.
(2) Increase the percent of observed occupants using a seat belt from a three-year (2010-2012) average of 77.5 percent to a three-year average of 79.5 percent by December 31, 2014.
(3) The increase in the number of speed-related fatalities will be mitigated from a three-year (2011-2013) projected average of 54 to a three-year average of 52 by December 31, 2014.
(4) The increase in the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above will be mitigated from a three-year (2010-2012) projected average of 61 to a three-year average of 60 by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013.* Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

CP1409-02 – County Outreach Program (North Dakota Association of Counties). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1409-03 – Tribal Outreach Programs (North Dakota Tribes). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1409-04 – *Moving Forward Safely* Media Campaign – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* chapters relating to occupant protection, impaired driving, and speed and strategies related to communications and outreach.

CP1409-05 – Native American Media – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* chapters relating to occupant protection, impaired driving, and speed and strategies related to communications and outreach.

Community Traffic Safety Projects

CP1409-01 Program Management (Program Manager)

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

CP1409-02 County Outreach Program (North Dakota Association of Counties)

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

Activity will occur through diverse partnerships: (1) governed by the North Dakota Association of Counties including the Institute of Local Government, the County Employers Group (CEG), and CEG Risk Managers Group; and (2) within the counties including law enforcement, social services, public health and other health care services, businesses, non-profit agencies, faith-based agencies, media, and other entities.

Funds will be used to reimburse salary, benefits and travel expenses for the program manager and for operational costs and other allowable costs related to the project.

CP1409-03 Tribal Outreach Programs (North Dakota Tribes)

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

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

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

Outreach programs will operate via diverse partnerships with law enforcement, social services, injury prevention, and other health care services, businesses, non-profit agencies, faith-based agencies, media, and other entities.

Funds will be used to reimburse salary, benefits and travel expenses for outreach coordinators and for operational costs and other allowable costs related to traffic safety project implementation. (Note: The NDDOT and the South Dakota Department of Public Safety dually fund Standing Rock Sioux Tribe for this purpose. Funds are provided by one agency every other year. FY 2014 funds will be provided by the NDDOT.)

CP1409-04 ***Moving Forward Safely*** **Media Campaign – Paid/Earned/PI&E (Media Vendor)**

A media firm will be under contract to develop, print, and purchase media and materials for the existing *Moving Forward Safely* media campaign – a media and PI&E campaign developed specifically to target the motoring public in North Dakota's oil-impacted counties. The campaign was developed to target a set of traffic safety problems common to fatal and serious injury crashes in those counties with the following messages: (1) *Be Patient. Slow Down!*, (2) *Buckle Up. Every Time.*, (3) *Pass With Caution.*, and (4) *Roads Shared. Lives Spared.*

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

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

Costs are for the TSO's media vendor to develop, coordinate, and implement the *Moving Forward Safely* media campaign including paid media placement.

CP1409-05 **Native American Media – Paid/Earned/PI&E (Media Vendor)**

A media firm will be under contract to develop, print, and purchase media and materials specific to North Dakota's Native American communities.

Funds will be used to purchase radio, television, billboard, and print ads. Paid media will include GoodHealthTV™, a health information network that plays wellness information on large-screen monitors in the waiting areas of Indian Health Services facilities. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

Costs are for the TSO's media vendor to develop, coordinate, and distribute media and PI&E materials within Native American communities.

CP1409-06 Program Development and Evaluation (NDSU UGPTI)

The North Dakota State University Upper Great Plains Transportation Institute will conduct the following program development and evaluation functions on behalf of the TSO.

Program Development

The UGPTI will access behavioral experts and resources within the university to design traffic safety behavioral interventions for pilot-testing in select areas of the state. This can include individual-, group-, or community-level interventions. Pilot projects will be designed, implemented, and evaluated for outcomes as they relate to increased seat belt use, deterred distracted driving, etc. and if successful, more broadly distributed to identified risk populations.

Evaluation

NDSU UGPTI will complete the following evaluation projects:

- The annual public opinion survey consistent with NHTSA/GHSA-established performance reporting requirements
- An analysis of crash and driver data sets upon request to meet specific needs of the TSO
- An evaluation of select traffic safety interventions as identified by the TSO

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

Community Traffic Safety Projects: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
CP1409-01	Program Management	$55,000	402 CP/M0CP
CP1409-02	County Outreach Program – North Dakota Association of Counties	$200,000	402 CP/M0CP
CP1409-03	Tribal Outreach Programs	$150,000	402 CP/M0CP
CP1409-04	*Moving Forward Safely* Media Campaign – Paid/Earned/PI&E	$100,000	402 CP/M0CP
CP1409-05	Native American Media – Paid/Earned/PI&E	$100,000	402 CP/M0CP
CP1409-06	Program Development and Evaluation	$150,000	402 CP/M0CP
402 Total		$755,000	
Total All Funds		$755,000	

Impaired Driving Prevention

OVERVIEW

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

Historically, about half of motor vehicle fatalities in North Dakota are alcohol related. This trend continued in 2012, with 51 percent of motor vehicle fatalities involving alcohol.

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

Performance Measures:

(1) The increase in the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above will be mitigated from a three-year (2010-2012) projected average of 61 to a three-year average of 60 by December 31, 2014.

Evidence-Base: Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

ID1410-02 – Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.2 Mass Media Campaigns.

ID1410-03 – Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.2 Enforcement.

ID1410-04 – BATMobile (North Dakota Highway Patrol). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.2 Enforcement.

ID1410-05 – Video Camera Surveillance Systems (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.2 Enforcement.

ID1410-09 – DUI Prosecutors (To Be Determined). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.3 Prosecution and Adjudication.

ID1410-12 – *Power of Parents* (Vendor/Fiscal Agent). This is a peer-to-peer exchange and web-based program in which parents can find research-based strategies for preventing teen alcohol use in their homes and communities.

ID1410-13 – *Moments of Impact* Documentary Curriculum (North Dakota Safety Council). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013,* Chapter 1, Section 1.6 Youth Programs.

Impaired Driving Prevention Projects

ID1410-01 Program Management (Program Manager)

Technical assistance and resources will be provided to contractors and other entities to advance impaired driving prevention activities at the state and community-level. Costs are associated with the direct management of the program including salary, travel, further development of a web-based reporting system for law enforcement, and other direct costs.

ID1410-02 Media – Paid/Earned /PI&E (Media Vendor)

This project will provide for the paid media, earned media, and PI&E to complement impaired driving prevention countermeasures. Funds will be used by a media contractor for creative development and media purchases. Media distribution methods will include television, radio, billboards, and alternative social media including blogs, social networking websites, email blasts, etc. All campaign outreach will be conducted with law enforcement and other identified partners for broad message distribution. Campaigns will promote the *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving* messages and will assure public awareness of North Dakota's new DUI law/sanctions as a deterrent to driving under the influence.

Campaign effectiveness will be measured by the number of paid and non-paid electronic and print mediums, the target population reached (gross rating points), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages. Earned media including newspaper articles, live radio remotes, appearances on local news shows, social media activity, etc. will also be tracked and reported.

ID1410-03 Overtime Enforcement (Law Enforcement Agencies)

The TSO will coordinate the deployment of Regional DUI Task Forces which bring together state, county, city and tribal law enforcement to crack down on impaired driving through statewide, sustained overtime DUI enforcement (DUI saturation patrols and sobriety checkpoints). The task forces work regionally based on a pre-determined enforcement calendar developed to target planned enforcement to high-risk periods where there's a greater risk of impaired driving in the region such as holidays, community celebrations, as well as data-driven times and locations.

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

Funds will also be provided to agencies for underage drinking enforcement during high-risk times such as prom and graduation. Other underage drinking enforcement activities will also be authorized including Shoulder Tap and Compliance Check programs (where minors are used by law enforcement as decoys both within and outside of alcohol retail establishments to check whether the establishments are selling alcohol to minors).

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

ID1410-04 BATMobile (North Dakota Highway Patrol)

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

Funds will be used for the purchase of this equipment.

ID1410-05 Video Camera Surveillance Systems (Law Enforcement Agencies)

Agencies participating in the multi-agency enforcement program are eligible to apply for funds to purchase in-car digital video surveillance systems based on demonstrated need. The units will provide enhanced nighttime recording and more efficient storage and retrieval systems. The average cost of each digital video surveillance system will be about $6,000. The TSO pays for up to $4,000 per unit. Approximately 106 units will be purchased.

Only agencies currently under contract with the TSO and conducting quality DUI overtime enforcement will be considered for funding.

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

ID1410-06 Alcohol-Testing Equipment (State Toxicology Lab)

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

- Gas Chromatography Headspace Autosampler – an instrument that automatically takes a blood sample (as opposed to having to do this manually) for testing in the gas chromatograph. (Quantity = 1, Cost $85,000)
- *Intoxilyzer 8000* breath testing devices used for to obtain evidentiary samples in the field. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results. (Quantity = 12, Cost/Unit $8,200, Total Cost $98,400)
- Solid Phase Extraction Unit – automated solid phase extraction (SPE) is a chromatographic separation technique utilized to remove solid or semi-solid compounds from a mixture in solution. Samples are concentrated and purified for analysis. (Quantity = 1, Cost $22,000)
- GC/MS Forensic/Toxicology Analyzer – enables quick and easy identification of more than 1,000 types of drugs and pharmaceuticals using a gas chromatograph mass spectrometer (GC/MS). Drug impairment is an ever increasing problem in the state. (Quantity = 1, Cost $190,000)

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

ID1410-07 SCRAM Units for *24/7 Sobriety Program* (North Dakota Office of the Attorney General)

Funds will be provided to the North Dakota Office of Attorney General (NDOAG) to purchase Secure Continuous Remote Alcohol Monitoring (SCRAM) units for use by the NDOAG's *24/7 Sobriety Program*.

The program exists to maintain the sobriety of DUI offenders through sobriety checks twice per day through preliminary breath tests (PBTs) or continuous monitoring via a SCRAM – generally employed in remote rural areas where on-site testing is not practical. The program is used by judges as a sanction for DUI offenders both pre- and post-conviction and as a term of probation. Benefits of a *24/7 Sobriety Program* include: (1) an increase in public safety by removing impaired drivers from roadways, (2) improved linkage to substance abuse assessment and treatment programs to aid in the successful rehabilitation of the DUI offender, (3) decreased economic impact by decreasing jail time, (4) improved ability for the offender to maintain employment, and (5) a low cost to tax payers.

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

SCRAM units have been used conservatively by the North Dakota program due to the cost of the units. However, North Dakota's new DUI law which goes into effect August 1, 2013 requires repeat DUI offenders and first-time offenders with a high alcohol content to participate in the program. The provision of SCRAMS will allow the NDOAG to purchase adequate SCRAMS for the expanded program.

Funds will be used to purchase SCRAM units for use by DUI offenders sentenced by the courts to participation in the *24/7 Sobriety Program*. Per unit equipments costs will not exceed $5,000. More than 40 units will be purchased, depending on per unit cost.

Costs for use of SCRAM units are applied to the offender. Program income generated through the SCRAM units will be used for other direct expenses of the program.

ID1410-08 Traffic Safety Resource Prosecutor (North Dakota Association of Counties)

The TSO will continue to contract for the services of two part-time Traffic Safety Resource Prosecutors (TSRPs) through the North Dakota Association of Counties. TSRPs will provide ongoing technical assistance and resources to all those involved in the prosecution and adjudication of impaired driving prevention cases (prosecutors, judges, toxicology lab personnel, administrative hearing officers, law enforcement, etc.). The TSRPs will: (1) provide training to law enforcement, prosecutors, toxicologists, and judges and other court personnel; (2) serve as second chair to assistant state's attorneys to prosecute impaired-driving cases (upon request); (3) support law enforcement with preparation for administrative hearings; (4) review and recommend changes in state policy, procedure, and/or programs to eliminate drunk driving in the state; and (5) provide information and resources through a web-based listserv for prosecutors and law enforcement.

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

ID1410-09 DUI Prosecutors (To Be Determined)

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

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

ID1410-10 Program Development and Evaluation (NDSU UGPTI)

The North Dakota State University Upper Great Plains Transportation Institute will conduct the following program development and evaluation functions on behalf of the TSO.

Program Development

The UGPTI will access behavioral experts and resources within the university to design DUI prevention behavioral interventions for pilot-testing in select areas of the state. This can include individual-, group-, or community-level interventions. Pilot projects will be designed, implemented, and evaluated for outcomes as they related to deterrence of impaired driving and if successful, more broadly distributed to identified risk populations.

Evaluation

NDSU UGPTI will complete the following evaluation projects:

- ***Evaluation of DUI Data and Strategies.*** Continue to analyze and validate arrest and conviction data of the NDDOT for accuracy, completeness and assessment of conviction rates for use to evaluate DUI strategies in place in the state.

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

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

ID1410-11 Events Coordination (Vendor/Fiscal Agent)

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

> **DUI Training.** This project will provide training to law enforcement, court personnel, and other stakeholders related to the enforcement, arrest, prosecution and adjudication of DUI offenders.
>
> This may include: (1) provision of Standardized Field Sobriety Testing (SFST) certification/re-certification training; (2) coordination with the North Dakota Law Enforcement Training Academy to provide SFST training materials, recruit volunteers for field sobriety testing, provide technical assistance, etc.; (3) enforcement of underage drinking laws; and (4) other training activities as they arise. This project will also provide for a Drug Recognition Expert (DRE) class, an in-state DRE re-certification training, and statewide Advanced Roadside Impairment Detection and Enforcement (ARIDE) training and resources to law enforcement officers.
>
> **Other DUI Prevention Activities or Events as Identified by the TSO.**

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

ID1410-12 *Power of Parents* (Vendor/Fiscal Agent)

The TSO will promote the *Power of Parents* program – a peer-to-peer exchange and web-based program in which parents can find research-based strategies for preventing teen alcohol use in their homes and communities. The *Power of Parents* is a program of Mothers Against Drunk Driving (MADD).

The TSO will provide funds to a professional firm/fiscal agent to purchase the *Power of Parents* handbooks and curriculum materials to conduct train-the-trainer courses. Trainers will then conduct *Power of Parents* workshops in their communities.

Funds will be used to reimburse the firm's hourly services and the direct costs associated with the program including room rental fees, travel reimbursement for trainers and participants, printing, project materials, and miscellaneous associated costs.

ID1410-13 *Moments of Impact* Documentary Curriculum (North Dakota Safety Council)

The *Moments of Impact* documentary re-enacts a real-life impaired driving crash that killed three young men in Mandan, ND in October 2011. The documentary depicts the excess drinking culture in North Dakota and identifies many moments within the evening of the crash where others had the opportunity to intervene to prevent it.

The 28-minute documentary was a partnership between a North Dakota media firm and multiple private and public sector partners, including the NDDOT. All partners contributed resources toward the development of the documentary and are continuing to work to distribute the documentary through multiple venues.

The North Dakota Safety Council – also a partner in the documentary – requests funds to develop an education curriculum that is required for the documentary to be shown in education settings. The curriculum will accompany copies of the documentary that will be sent to high schools and colleges/universities throughout the state. The North Dakota Safety Council will also incorporate the documentary into their *Alive at 25* program – a highly interactive young driver intervention program. It is estimated that the documentary and curriculum will reach about 50,000 students through these efforts.

Funds will be provided to the North Dakota Safety Council to reimburse hourly costs associated with curriculum development and other direct costs associated with the program including room rental fees, travel reimbursement for trainers and participants, printing, project materials, and miscellaneous associated costs.

Note: Other NHTSA-funded impaired driving-related projects can be found under the Community Traffic Safety Programs section of this document.

North Dakota's SHSP Impaired Driving Strategies

The North Dakota SHSP identifies the following impaired driving strategies that will be pursued through SHSP implementation by stakeholders beginning in FY 2014 and using other state and federal resources yet to be determined.

- Conduct a comprehensive assessment of impaired driving laws to strengthen administrative license sanctions and criminal penalties against best practices and recommend impaired driving policy changes. Included in this assessment will be an examination of the following key elements:
  - Extend/strengthen administrative license suspension for DUI offenders, including first-time offenders.
  - Expand and implement a mandatory ignition interlock program requiring ignition interlocks as a condition for license reinstatement.
  - Remove the option of BAC test refusal or establish stronger penalties for BAC test refusal than for test failure. (Note: Through the passage of North Dakota's new law, DUI suspects who refuse an alcohol test will be charged with an offense under the DUI statute.)
  - Impose increased penalties for a 0.15 BAC and higher (Note: Through the passage of North Dakota's new DUI law, DUI offenders with a .16 BAC will receive more stringent sanctions. This is an improvement from prior law where more stringent sanctions applied to offenders with a 0.17 BAC or greater.)

- Strengthen impaired driving detection and public perceived risk of arrest in rural communities and on local roads by expanding the use of sobriety checkpoints during high-visibility saturation patrols to combat impaired driving. (Note: This is occurring through existing DUI enforcement programs.)

- Apply holistic or ecological approaches (via persons, families, cultures, communities, and policies) to create a cultural awareness of risk and to educate the motoring public during high-visibility enforcement campaigns.

- Conduct highly publicized compliance checks and training for alcohol retailers and merchants to reduce sales to underage persons. (Note: This is occurring through existing DUI enforcement programs.)

- Conduct public outreach on accessible safe-ride alternative transportation services during high-visibility enforcement campaigns. (Note: This is occurring through existing DUI enforcement and media programs.)

Parents LEAD

Additionally, the TSO is a partner agency in the administration of the *Parents LEAD* (Listen, Educate and Discuss) program – an evidence-based underage drinking prevention program.

The *Parents LEAD* program provides education and awareness to parents about the importance of their involvement and intervention to ultimately change the drinking culture in North Dakota by deterring underage drinking and overconsumption.

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

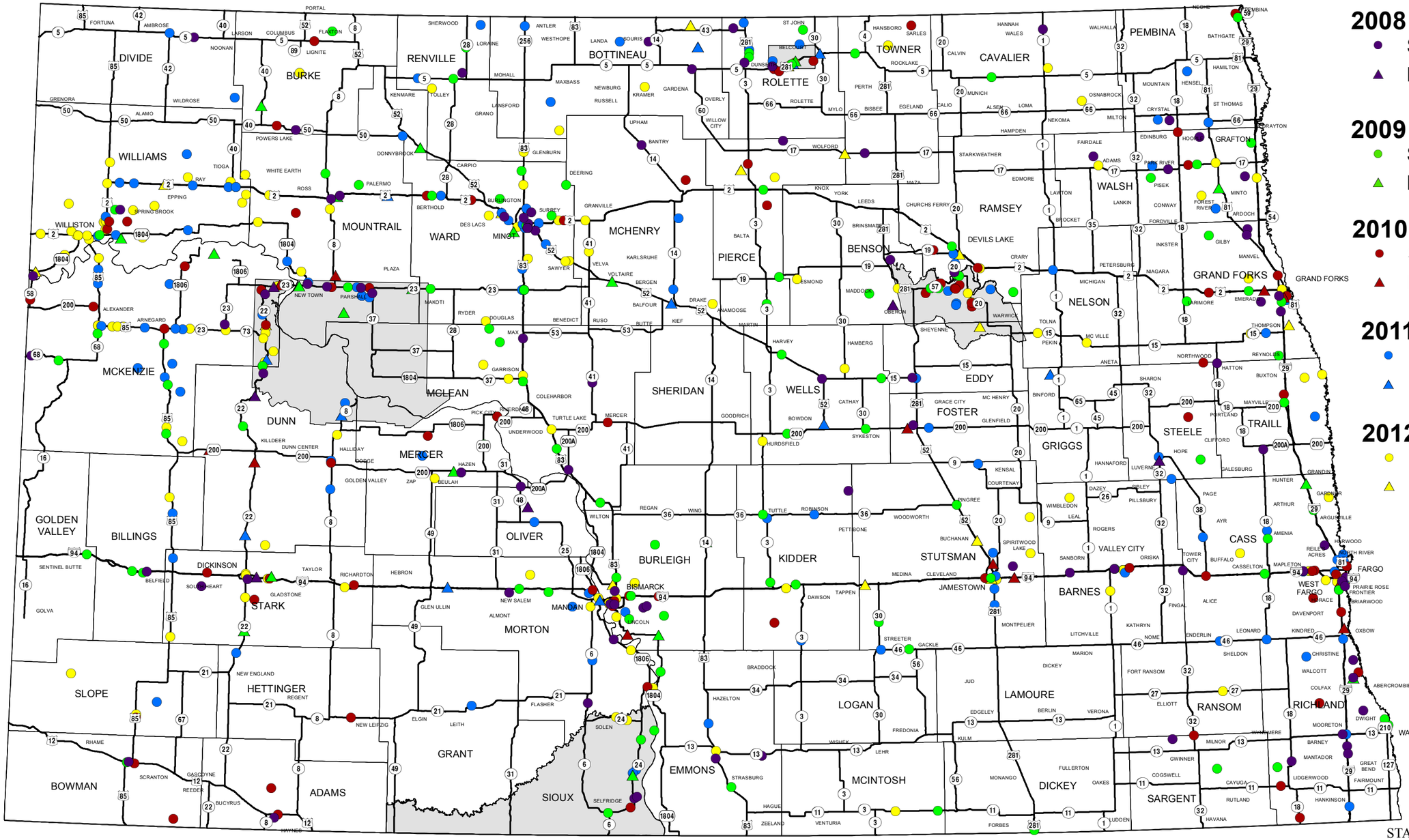
Parents LEAD program materials include a website (www.parentslead.org) that includes an option to register for e-mail updates, television and radio ads, print materials, and a Facebook page.

The 2013 North Dakota Legislature provided the *Parents LEAD* program with a state fund appropriation of $180,000 per year for partner agencies to continue with joint program administration.

Impaired Driving Prevention Area: Budget Summary

Project Number	Project Title	Budget	Budget Source/Code
ID1410-01	Program Management	$127,556	405 M4IDC
ID1410-02	Media – Paid/Earned/PI&E	$1,000,000	405 M4PEM
ID1410-03	Overtime Enforcement	$730,000/$349,500	410HV/405 M4HVE
ID1410-04	BATMobile	$500,000	410
ID1410-05	Video Camera Surveillance Systems	$425,000	410
ID1410-06	Alcohol-Testing Equipment	$134,500/$331,000	410/405 M4BAC
ID1410-07	SCRAM Units for *24/7 Sobriety Program*	$200,000	405 M4SP
ID1410-08	Traffic Safety Resource Prosecutor	$200,000	405 M4TR
ID1410-09	DUI Prosecutors	$250,000	410
ID1410-10	Program Development and Evaluation	$50,000	410
ID1410-11	Events Coordination	$50,000	410
ID1410-12	Power of Parents Program	$10,000	410
ID1410-13	*Moments of Impact* Documentary Curriculum	$5,500	410
Other Funds	Parents LEAD	$180,000	State Funds
405 Total		$2,208,056	
410 Total		$1,425,000	
410 HV Total		$730,000	
410 FR Total		$0	
Other Funds		$180,000	
Total All Funds		$4,543,056	

FATAL CRASHES 2008 - 2012



2008 Fatalities
- Single
- Multiple

2009 Fatalities
- Single
- Multiple

2010 Fatalities
- Single
- Multiple

2011 Fatalities
- Single
- Multiple

2012 Fatalities
- Single
- Multiple

23 USC § 409 Documents

NDDOT Reserves All Objections

STATE OF

NORTH DAKOTA

PREPARED BY THE

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING & PROGRAMMING DIVISION

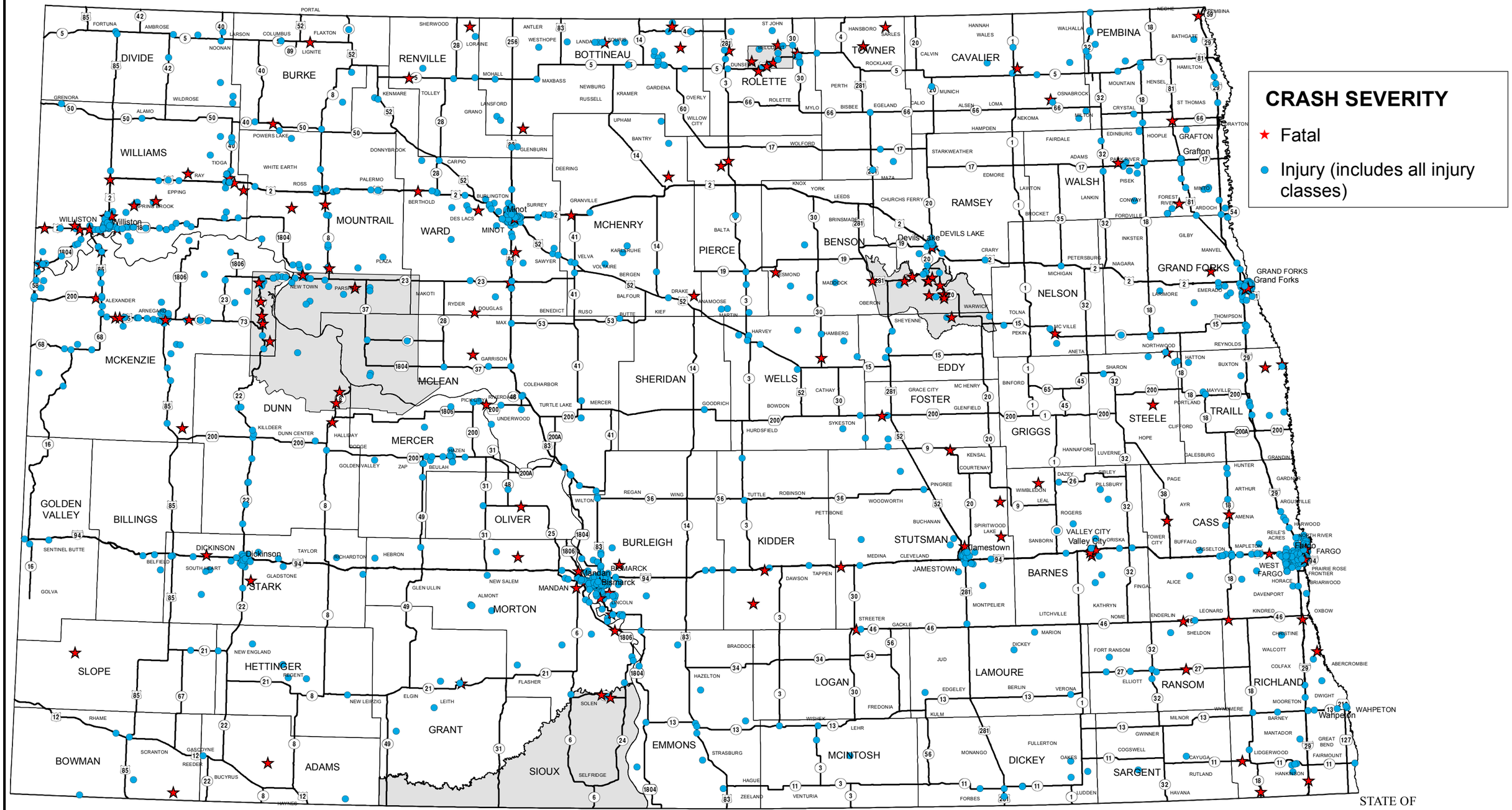
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

03/01/2013

F:\PLANNING\Ihla,Chad\Fatality Crash Maps

ALCOHOL AND/OR DRUG RELATED FATAL & ALL INJURY CRASHES 2010-2012



23 USC § 409 Documents

NDDOT Reserves All Objections

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APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: North Dakota Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

06/25/13
Date

Mark Nelson
Printed name of Governor's Representative for Highway Safety

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

State: North Dakota

Highway Safety Plan Cost Summary

Page: 1

2014-HSP-1

Report Date: 08/05/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-00-00-00		$.00	$150,000.00	$.00	$150,000.00	$150,000.00	$.00
Planning and Administration Total			**$.00**	**$150,000.00**	**$.00**	**$150,000.00**	**$150,000.00**	**$.00**
Motorcycle Safety								
	MC-2014-00-00-00		$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
Motorcycle Safety Total			**$.00**	**$.00**	**$.00**	**$20,000.00**	**$20,000.00**	**$.00**
Occupant Protection								
	OP-2014-00-00-00		$.00	$.00	$.00	$1,005,000.00	$1,005,000.00	$700,000.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$1,005,000.00**	**$1,005,000.00**	**$700,000.00**
Police Traffic Services								
	PT-2014-00-00-00		$.00	$.00	$.00	$115,000.00	$115,000.00	$.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$115,000.00**	**$115,000.00**	**$.00**
Driver Education								
	DE-2014-00-00-00		$.00	$.00	$.00	$260,000.00	$260,000.00	$.00
Driver Education Total			**$.00**	**$.00**	**$.00**	**$260,000.00**	**$260,000.00**	**$.00**
Safe Communities								
	SA-2014-00-00-00		$.00	$.00	$.00	$755,000.00	$755,000.00	$428,000.00
Safe Communities Total			**$.00**	**$.00**	**$.00**	**$755,000.00**	**$755,000.00**	**$428,000.00**
Speed Management								
	SC-2014-00-00-00		$.00	$.00	$.00	$515,000.00	$515,000.00	$.00
Speed Management Total			**$.00**	**$.00**	**$.00**	**$515,000.00**	**$515,000.00**	**$.00**
NHTSA 402 Total			***$.00***	***$150,000.00***	***$.00***	***$2,820,000.00***	***$2,820,000.00***	***$1,128,000.00***

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2014-00-00-00		$.00	$.00	$.00	$415,000.00	$415,000.00	$.00
408 Data Program Incentive Total			**$.00**	**$.00**	**$.00**	**$415,000.00**	**$415,000.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$415,000.00***	***$415,000.00***	***$.00***
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2014-00-00-00		$.00	$.00	$.00	$1,425,000.00	$1,425,000.00	$.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$.00**	**$.00**	**$1,425,000.00**	**$1,425,000.00**	**$.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$1,425,000.00***	***$1,425,000.00***	***$.00***
410 High Visibility								
410 High Visibility								
	K8HV-2014-00-00-00		$.00	$.00	$.00	$730,000.00	$730,000.00	$.00
410 High Visibility Total			***$.00***	***$.00***	***$.00***	***$730,000.00***	***$730,000.00***	***$.00***
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2014-00-00-00		$.00	$.00	$.00	$454,871.60	$454,871.60	$.00
405b Low HVE Total			**$.00**	**$.00**	**$.00**	**$454,871.60**	**$454,871.60**	**$.00**
405b Low Public Education								
	M2PE-2014-00-00-00		$.00	$.00	$.00	$454,871.60	$454,871.60	$.00
405b Low Public Education Total			**$.00**	**$.00**	**$.00**	**$454,871.60**	**$454,871.60**	**$.00**
MAP 21 405b OP Low Total			***$.00***	***$.00***	***$.00***	***$909,743.20***	***$909,743.20***	***$.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2014-00-00-00		$.00	$.00	$.00	$775,566.72	$775,566.72	$.00

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	405c Data Program Total		**$.00**	**$.00**	**$.00**	**$775,566.72**	**$775,566.72**	**$.00**
	MAP 21 405c Data Program Total		***$.00***	***$.00***	***$.00***	***$775,566.72***	***$775,566.72***	***$.00***
MAP 21 405d Impaired Driving High								
405d High HVE								
	M4HVE-2014-00-00-00		$.00	$.00	$.00	$349,500.00	$349,500.00	$.00
	405d High HVE Total		**$.00**	**$.00**	**$.00**	**$349,500.00**	**$349,500.00**	**$.00**
405d High ID Coordinator								
	M4IDC-2014-00-00-00		$.00	$.00	$.00	$127,556.00	$127,556.00	$.00
	405d High ID Coordinator Total		**$.00**	**$.00**	**$.00**	**$127,556.00**	**$127,556.00**	**$.00**
405d High BAC Testing/Reporting								
	M4BAC-2014-00-00-00		$.00	$.00	$.00	$331,000.00	$331,000.00	$.00
	405d High BAC Testing/Reporting Total		**$.00**	**$.00**	**$.00**	**$331,000.00**	**$331,000.00**	**$.00**
405d High Paid/Earned Media								
	M4PEM-2014-00-00-00		$.00	$.00	$.00	$1,000,000.96	$1,000,000.96	$.00
	405d High Paid/Earned Media Total		**$.00**	**$.00**	**$.00**	**$1,000,000.96**	**$1,000,000.96**	**$.00**
405d High Training								
	M4TR-2014-00-00-00		$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	405d High Training Total		**$.00**	**$.00**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
405d High 24-7 Sobriety Program								
	M4SP-2014-00-00-00		$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	405d High 24-7 Sobriety Program Total		**$.00**	**$.00**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
	MAP 21 405d Impaired Driving High Total		***$.00***	***$.00***	***$.00***	***$2,208,056.96***	***$2,208,056.96***	***$.00***
MAP 21 405e Distracted Driving								
405e Public Education								
	M8PE-2014-00-00-00		$.00	$.00	$.00	$227,041.00	$227,041.00	$.00

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405e Public Education Total			**$.00**	**$.00**	**$.00**	**$227,041.00**	**$227,041.00**	**$.00**
405e DD Law Enforcement								
	M8DDLE-2014-00-00-00		$.00	$.00	$.00	$232,042.00	$232,042.00	$.00
405e DD Law Enforcement Total			**$.00**	**$.00**	**$.00**	**$232,042.00**	**$232,042.00**	**$.00**
MAP 21 405e Distracted Driving Total			***$.00***	***$.00***	***$.00***	***$459,083.00***	***$459,083.00***	***$.00***
NHTSA Total			***$.00***	***$150,000.00***	***$.00***	***$9,742,449.88***	***$9,742,449.88***	***$1,128,000.00***
Total			***$.00***	***$150,000.00***	***$.00***	***$9,742,449.88***	***$9,742,449.88***	***$1,128,000.00***

APPENDIX E TO PART 1200 –
PARTICIPATION BY POLITICAL SUBDIVISIONS

(a) Policy. To ensure compliance with the provisions of 23 U.S.C. 402(b)(1)(C) and 23 U.S.C. 402(h)(2), which require that at least 40 percent or 95 percent of all Federal funds apportioned under Section 402 to the State or the Secretary of Interior, respectively, will be expended by political subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs, the NHTSA Approving Official will determine if the political subdivisions had an active voice in the initiation, development and implementation of the programs for which funds apportioned under 23 U.S.C. 402 are expended.

(b) Terms.

Local participation refers to the minimum 40 percent or 95 percent (Indian Nations) that must be expended by or for the benefit of political subdivisions.

Political subdivision includes Indian tribes, for purpose and application to the apportionment to the Secretary of Interior.

(c) Determining local share.

(1) In determining whether a State meets the local share requirement in a fiscal year, NHTSA will apply the requirement sequentially to each fiscal year's apportionments, treating all apportionments made from a single fiscal year's authorizations as a single entity for this purpose. Therefore, at least 40 percent of each State's apportionments (or at least 95 percent of the apportionment to the Secretary of Interior) from each year's authorizations must be used in the highway safety programs of its political subdivisions prior to the period when funds would normally lapse. The local participation requirement is applicable to the State's total federally funded safety program irrespective of Standard designation or Agency responsibility.

(2) When Federal funds apportioned under 23 U.S.C. 402 are expended by a political subdivision, such expenditures are clearly part of the local share. Local highway safety-project-related expenditures and associated indirect costs, which are reimbursable to the grantee local governments, are classifiable as local share. Illustrations of such expenditures are the costs incurred by a local government in planning and administration of highway safety project-related activities, such as occupant protection, traffic records system improvements, emergency medical services, pedestrian and bicycle safety activities, police traffic services, alcohol and other drug countermeasures, motorcycle safety, and speed control.

(3) When Federal funds apportioned under 23 U.S.C. 402 are expended by a State agency for the benefit of a political subdivision, such funds may be considered as part of the local share, provided that the political subdivision has had an active voice in the initiation, development, and implementation of the programs for which such funds are expended. A State may not arbitrarily ascribe State agency expenditures as "benefitting local government." Where political subdivisions have had an active voice in the initiation, development, and implementation of a particular program or activity, and a political subdivision which has not had such active voice agrees in advance of implementation to accept the benefits of the program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Where no political subdivisions have had an active voice in the initiation, development, and 195 implementation of a particular program, but a political subdivision requests the benefits of the program as part of the local government's highway safety program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Evidence of consent and acceptance of the work, goods or services on behalf of the local government must be established and maintained on file by the State until all funds authorized for a specific year are expended and audits completed.

(4) State agency expenditures which are generally not classified as local are within such areas as vehicle inspection, vehicle registration and driver licensing. However, where these areas provide funding for services such as driver improvement tasks administered by traffic courts, or where they furnish computer support for local government requests for traffic record searches, these expenditures are classifiable as benefitting local programs.

(d) Waivers. While the local participation requirement may be waived in whole or in part by the NHTSA Administrator, it is expected that each State program will generate political subdivision participation to the extent required by the Act so that requests for waivers will be minimized. Where a waiver is requested, however, it must be documented at least by a conclusive showing of the absence of legal authority over highway safety activities at the political subdivision levels of the State and must recommend the appropriate percentage participation to be applied in lieu of the local share.

APPENDIX F TO PART 1200 –
PLANNING AND ADMINISTRATION (P&A) COSTS

(a) Policy. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities, or the applicable sliding scale rate in accordance with 23 U.S.C. 120. The Federal contribution for P&A activities shall not exceed 13 percent of the total funds the State receives under 23 U.S.C. 402. In accordance with 23 U.S.C. 120(i), the Federal share payable for projects in the U.S. Virgin Islands, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands shall be 100 percent. The Indian country, as defined by 23 U.S.C. 402(h), is exempt from these provisions. NHTSA funds shall be used only to finance P&A activities attributable to NHTSA programs.

(b) Terms.

Direct costs are those costs identified specifically with a particular planning and administration activity or project. The salary of an accountant on the State Highway Safety Agency staff is an example of a direct cost attributable to P&A. The salary of a DWI (Driving While Intoxicated) enforcement officer is an example of direct cost attributable to a project.

Indirect costs are those costs (1) incurred for a common or joint purpose benefiting more than one cost objective within a governmental unit and (2) not readily assignable to the project specifically benefited. For example, centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and administration (P&A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State Highway Safety Agency).

(c) Procedures. (1) P&A activities and related costs shall be described in the P&A module of the State's Highway Safety Plan. The State's matching share shall be determined on the basis of the total P&A costs in the module. Federal participation shall not exceed 50 percent (or the applicable sliding scale) of the total P&A costs. A State shall not use NHTSA funds to pay more than 50 percent of the P&A costs attributable to NHTSA programs. In addition, the Federal contribution for P&A activities shall not exceed 13 percent of the total funds in the State received under 23 U.S.C. 402 each fiscal year.

(2) A State at its option may allocate salary and related costs of State highway safety agency employees to one of the following:

(i) P&A;

(ii) Program management of one or more program areas contained in the HSP; or

(iii) Combination of P&A activities and the program management activities in one or more program areas.

(3) If an employee works solely performing P&A activities, the total salary and related costs may be programmed to P&A. If the employee works performing program management activities in one or more program areas, the total salary and related costs may be charged directly to the appropriate area(s). If an employee is working time on a 197combination of P&A and program management activities, the total salary and related costs may be charged to P&A and the appropriate program area(s) based on the actual time worked under each area(s). If the State Highway Safety Agency elects to allocate costs based on actual time spent on an activity, the State Highway Safety Agency must keep accurate time records showing the work activities for each employee. The State's recordkeeping system must be approved by the appropriate NHTSA Approving Official.