

FY 2005

North Dakota



Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
Bismarck, North Dakota**

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Highway Safety

Annual Report

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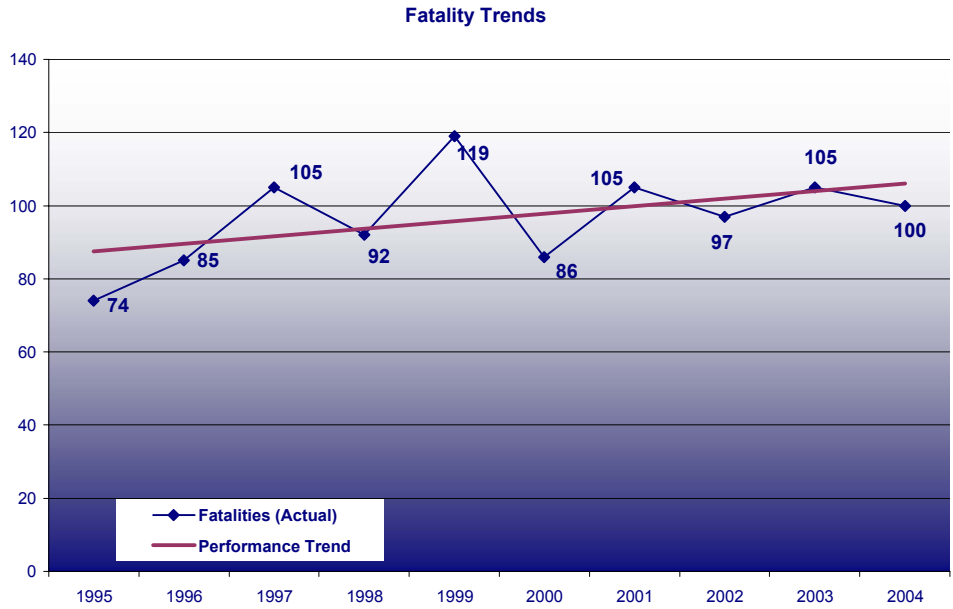
Crash Data / Trends

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

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

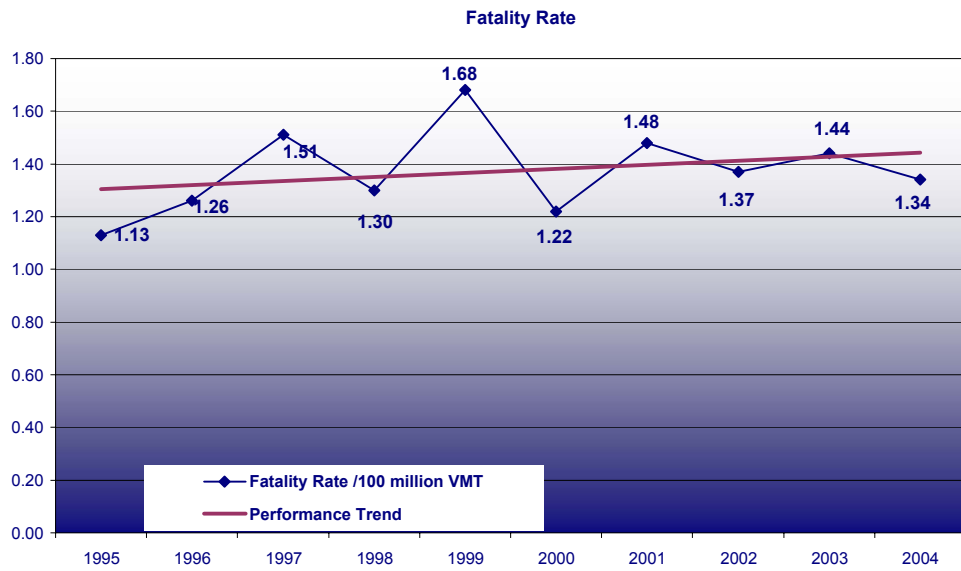
**Goal: Fatalities
Baseline**

**Reduce Fatalities
Baseline Data 1995 - 2004**



**Goal: Fatality Rate/VMT
Baseline**

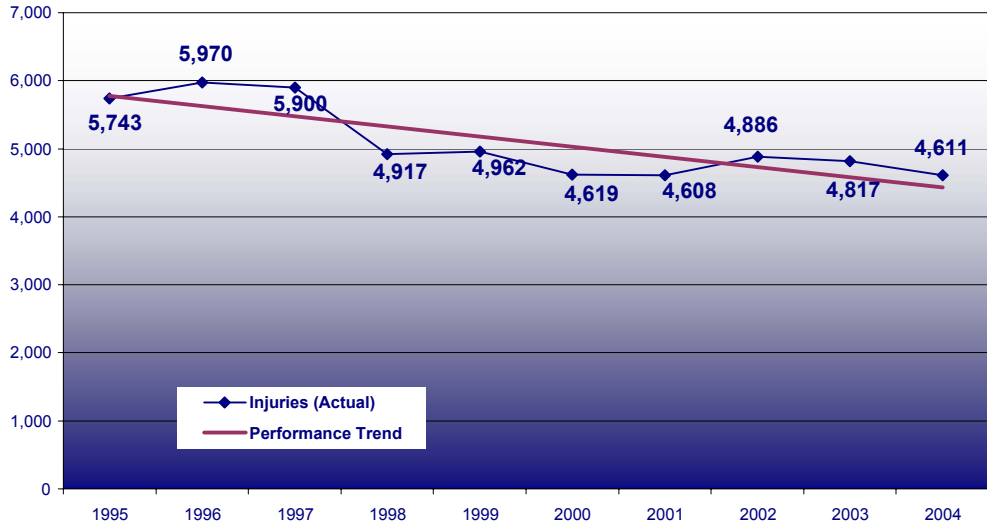
**Reduce Fatality Rate
Baseline Data**



Goal: Injuries
Baseline

Reduce Injuries
Baseline Data

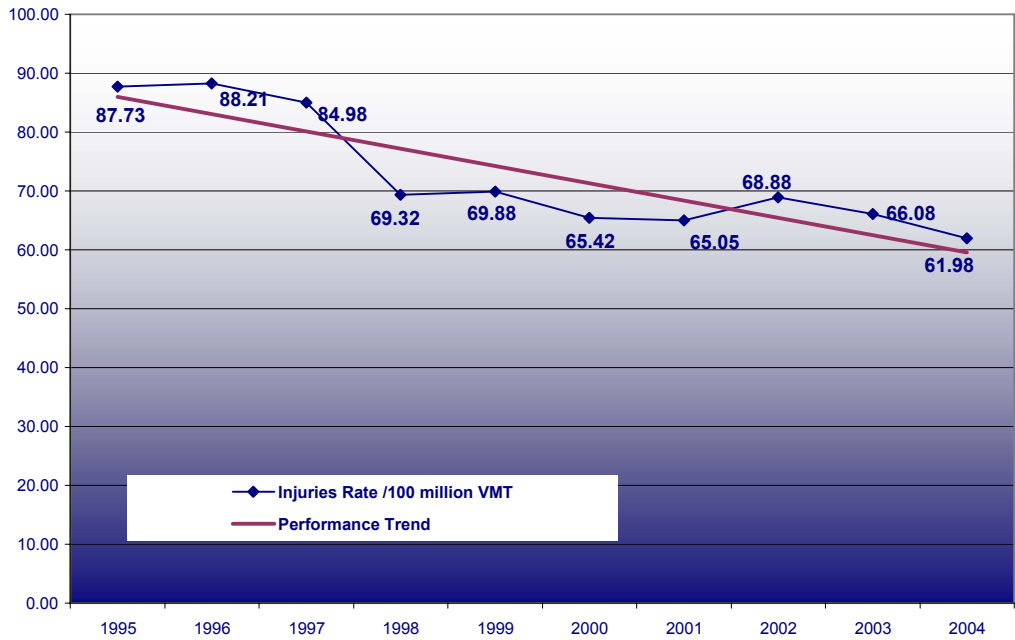
Injury Trends



Goal: Injury Rate/VMT
Baseline

Maintain Downward Trend in Injury Rate
Baseline Data

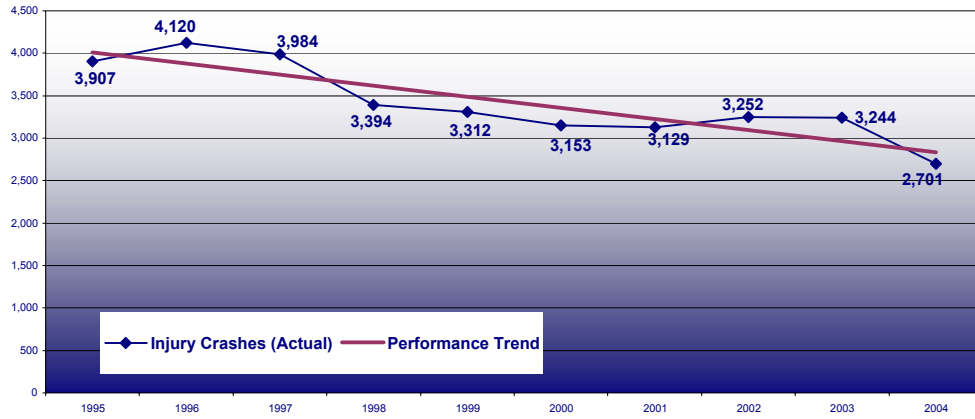
Injury Rate per 100M VMT



Goal: Injury Crashes
Baseline

Maintain Downward Trend on Injury Crashes
Baseline Data

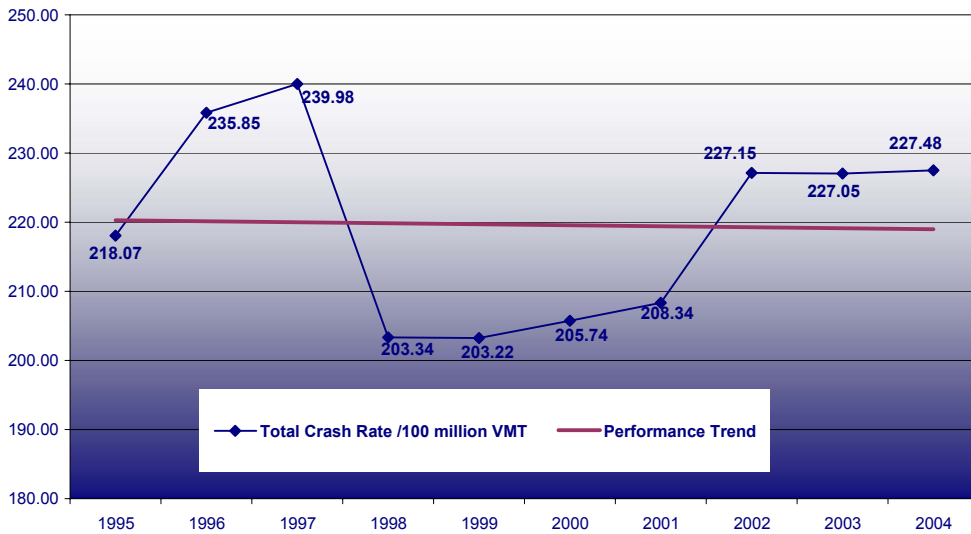
Injury Crashes



Goal: Total Crash Rate/100 VMT
Baseline

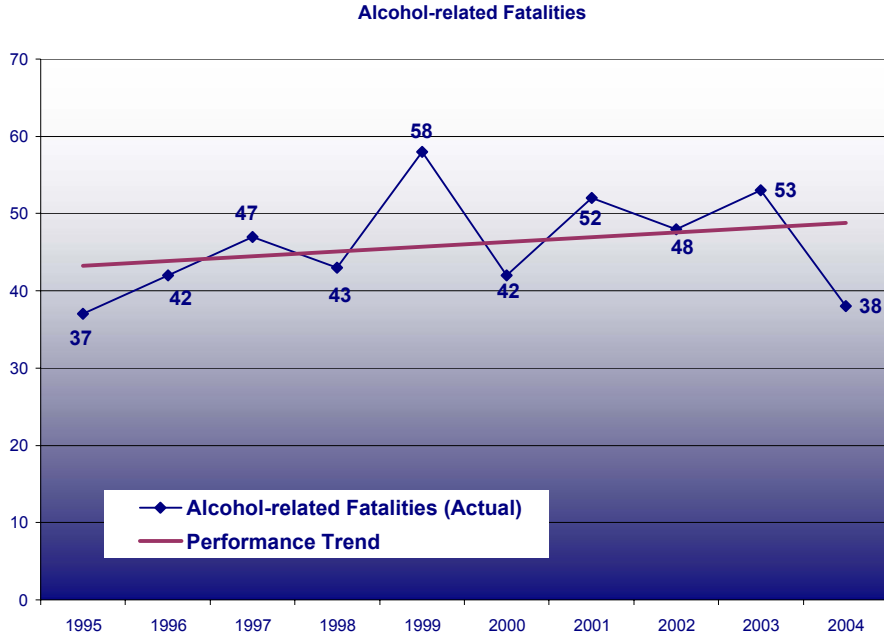
Reduce Total Crash Rate
Baseline Data

Total Crash Rate/100 million VMT



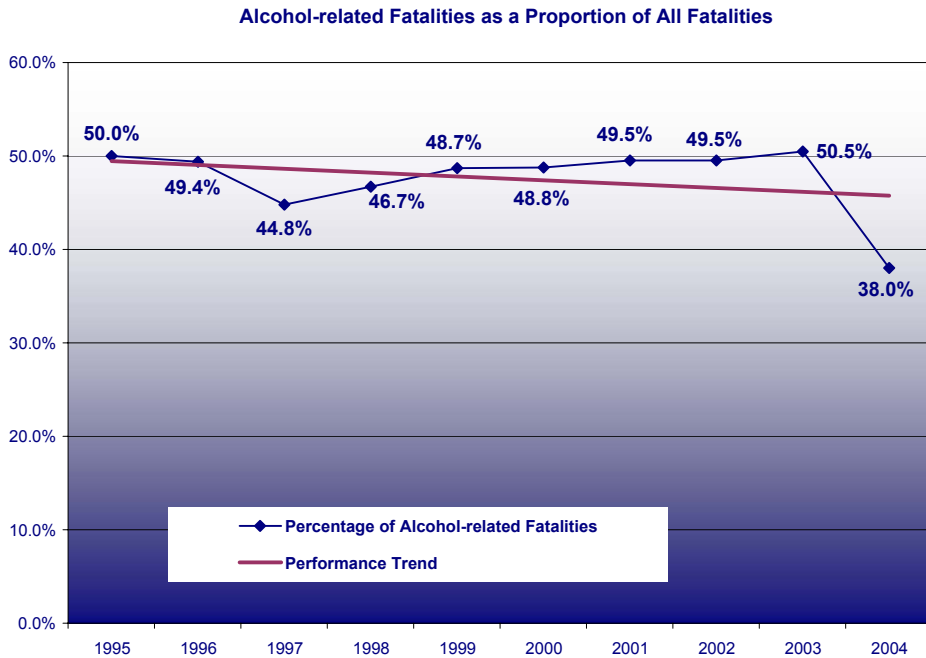
Goal: Alcohol Fatalities
Baseline

Reduce Alcohol-related fatalities
Baseline Data



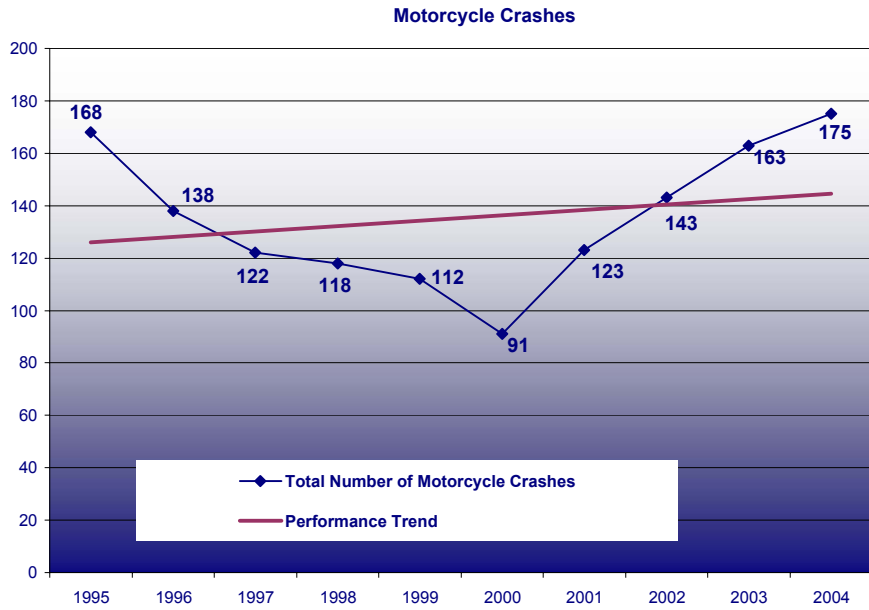
Goal: Alcohol Fatality Proportion
Baseline

Maintain Downward Trend on % of Alcohol-related Fatalities
Baseline Data



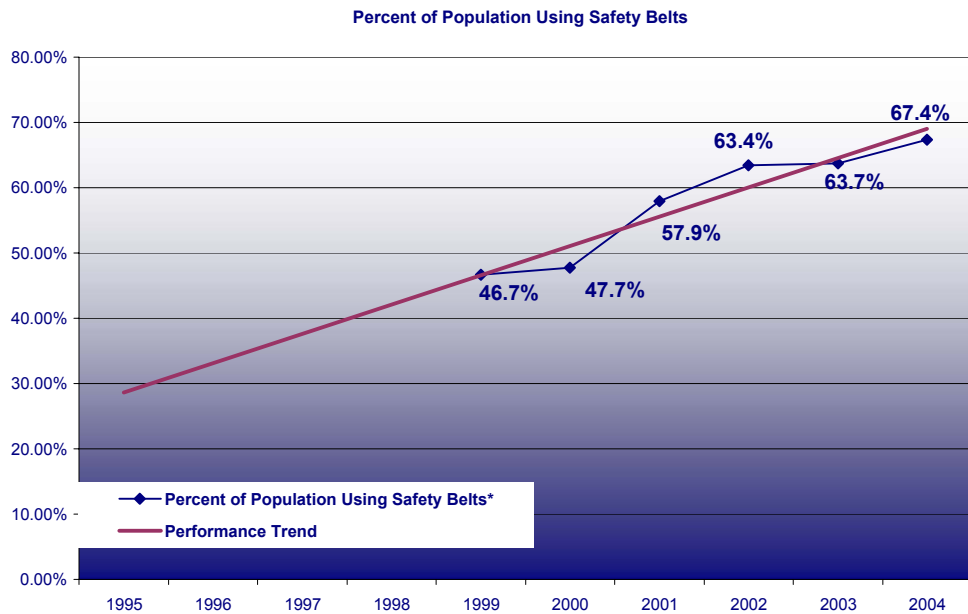
Goal: Motorcycle Crashes
Baseline

Reduce Number of Motorcycle Crashes
Baseline Data

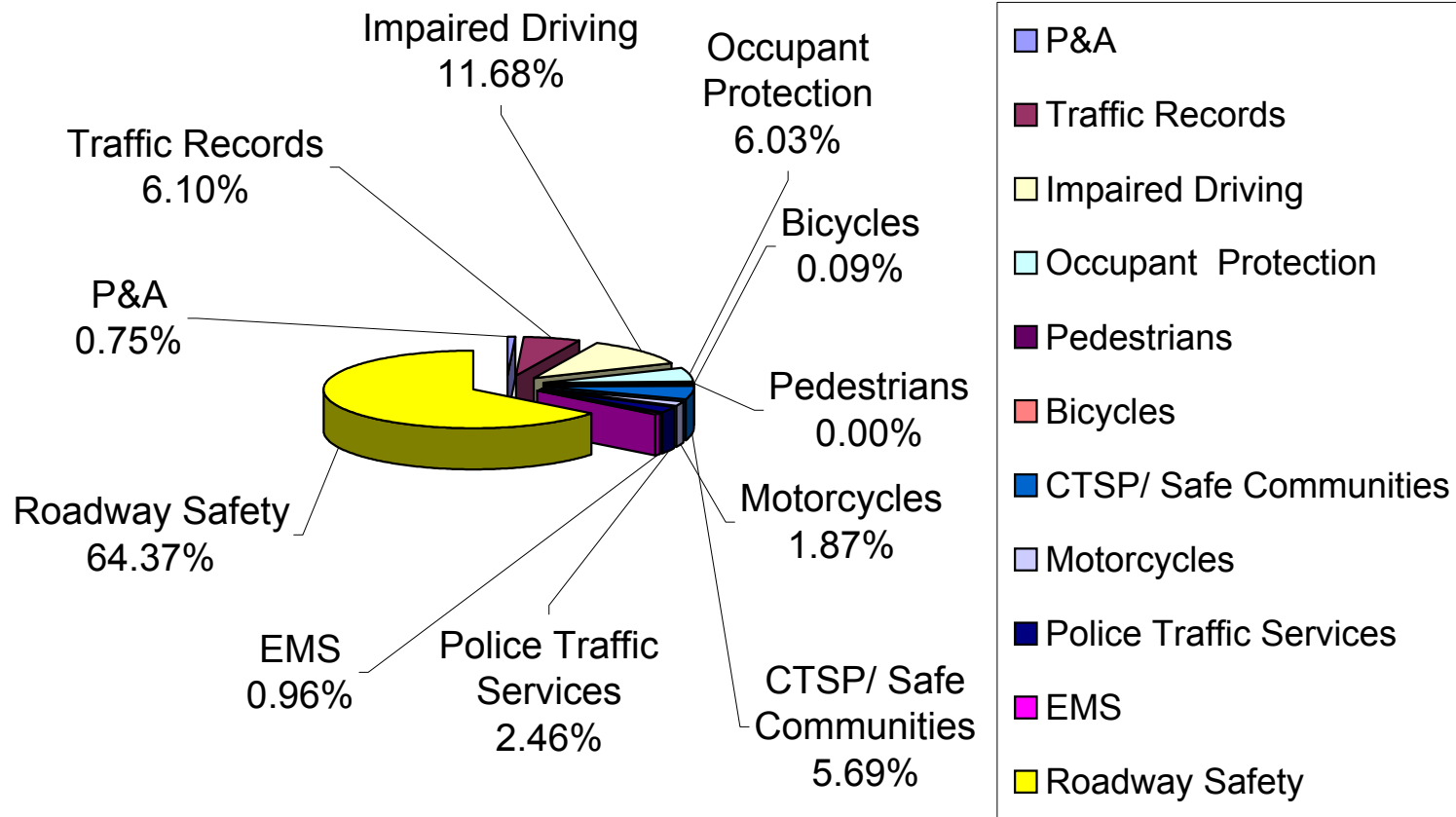


Goal: Safety Belt Use
Baseline

Maintain Steady Increase in Safety Belt Use
Baseline Data



Financial Summary										
	402	410	157Inn	157Inc	411	State	163	164	Total	% of Total
P&A	\$37,320	\$26,000	\$20,000						\$83,320	0.7%
Traffic Records	\$152,680				\$57,993		\$470,775		\$681,448	6.1%
Impaired Driving	\$182,200	\$606,959		\$52,109				\$463,503	\$1,304,771	11.7%
Occupant Protection	\$292,100		\$382,084						\$674,184	6.0%
Pedestrians	\$0								\$0	0.0%
Bicycles	\$10,000								\$10,000	0.1%
CTSP/ Safe Communities	\$436,082						\$200,000		\$636,082	5.7%
Motorcycles	\$70,000					\$139,101			\$209,101	1.9%
Police Traffic Services	\$142,700			\$6,507			\$126,032		\$275,239	2.5%
EMS	\$107,000								\$107,000	1.0%
Roadway Safety	\$0							\$7,191,167	\$7,191,167	64.4%
TOTAL	\$1,430,082	\$632,959	\$402,084	\$58,616	\$57,993	\$139,101	\$796,807	\$7,654,670	\$11,172,312	100.00%



Introduction

Crash Summary

Evaluation is the final phase of an overall highway safety management process. The evaluation phase assesses the results of project activity and applies them to the planning of new and continuing highway safety program activities. Evaluation is critical to effective highway safety program management. Crash data and analysis is the main source of information for evaluating the outcomes in 2005. This document is a summarization of the progress of North Dakota's Office of Traffic Safety programs during the 2005 fiscal year.

Accomplishments

Major accomplishments in 2005:

1. The ND five-year average fatality rate (1.34) remains below national average (1.5) and remains as one of the lower fatality-rate states within the Rocky Mountain Region.
2. Occupant safety belt use rose to its highest statewide survey level of 76.3%.
3. Alcohol-related fatalities dropped significantly, from 50.5% in 2003, to 38% in 2004.
4. Two new safe communities programs were funded and began implementation of safe communities programs along the North Dakota/Minnesota border.
5. Key legislation was passed in 2005, including: booster seat legislation; repeat offender mandate; elimination of the practice of power hour; and a significant attack on the DUI administrative sanctions was held off.
6. Launched a new youth-alcohol campaign aimed at parents and underage drinking called LEAD (Listen, Educate, and Discuss Alcohol).
7. Deployed TraCS (Traffic and Criminal Software) statewide to the North Dakota Highway Patrol and major law enforcement agencies. To date, more than 40% of crash reports are submitted electronically.

Challenges

Challenges for 2006 include:

1. Total crashes rose slightly from 16,552 in 2003 to 16,922 in 2004. Since 2000, North Dakota has experienced a 56% increase in the number of reportable deer crashes.
2. Motorcycle crashes continue to increase, so the need for more rider courses is critical. The total number of registered motorcycles rose from 18,991 in 2003 to 22,957 in 2004.
3. Pickup-truck drivers continue to be our lowest safety belt users. In 2004, only 6.9% of fatal crash victims were wearing restraints and the second-highest vehicles involved in fatal crashes.
4. Young drivers are all too often involved in fatal crashes with 23% of all drivers under the age of 25.
5. The need for consistent and timely funding makes it a challenge to fund programs in a timely fashion and make long-term plans.

Impaired Driving - Program Overview

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

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

Statewide efforts to deter underage drinking during FY '05 have continued through programs such as Youth Court, College Substance Abuse Prevention, Underage Drinking Projects, SADD, and the purchase of video cameras. An alcohol forum was held which focused on alcohol-compliance checks and in creating programs using grassroots strategies to make environmental changes in the communities.

Objective

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

Noteworthy Programs

The Cass County Youth Court Program trained 121 youth and 5 adults during the fiscal year. This exceeded the goal by 100 youth. There were 190 referrals made to the Youth Court Program, with 66 of these being alcohol-related offenses. The Cass County Youth Court is well-respected and well-used within the community. In addition to providing court service, the Youth Court Program also provided education and information to over 1,100 local students about the consequences of drinking. The Cass County Youth Court Program continues to exceed its goals and expectations.

Community Action Partnership of Dickinson and the Region 1 Safe Communities Coalition (Williston) conducted campus campaigns to reduce underage drinking in their areas. Community Action Partnership conducted a campaign on the Dickinson State University (DSU) campus that included educational packets distributed to over 500 students, social-norming posters, and alcohol-free events for students. Because of this campaign, DSU also received national recognition for their "Alcohol Awareness in the Arts" Program, which was developed by the students. Although acute intoxications and alcohol-related citations have dropped, DSU is committed to taking a stronger stance to reduce the numbers even more. Plans to build stronger community partnerships are being planned for the upcoming school year.

Region 1 Safe Communities Coalition of Williston provided education and information to the students on campus and to the community about the campus-

related alcohol issues. Alternative events were planned for the students. A CORE survey was taken to determine the baseline for the college. These results were used to create additional public information and education information.

The Ralph Englestad Arena (REA) purchased Techniques in Effective Alcohol Management (TEAM) training materials. Over 80% of the staff has been trained in the TEAM course. During the 2004/2005 season, REA reported 35 minor-in-possessions, minor-in-consumptions, 4 delivering alcohol to a minor, and 2 altered driver's licenses. The total minor-in-possession and minor-in-consumption citations decreased 10%. The Designated Driver program continues to be used. REA also has asked for assistance and feedback from the local police department in assessing their overall program and on what other things they could do to prevent underage access to alcohol. They continue to work together.

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

The Bismarck Safe Communities program implemented a compliance check and server-training program in the Bismarck/Mandan community. The first compliance check showed a 67% failure rate among the businesses who sell alcohol. A total of 339 servers were trained in the server training program. The final compliance check showed a 20% failure rate among the businesses. The program continues to grow and expand and has received favorable press from the media.

An Alcohol forum was held during Fiscal Year '05 that focused on compliance checks and how to deter underage drinking and binge drinking. National speakers were brought in to present ideas and programs to over 100 participants.

Two drugged-driving training sessions were held. Over 80 local law enforcement officers attended these training sessions in either Bismarck or Fargo, and learned how to detect the impaired driver who may be under the influence of drugs. These sessions were conducted by North Dakota DRE officers.

The DRE program has continued to grow this past fiscal year. There are 15 certified DREs in North Dakota. Five DREs attended the DRE annual conference in Arlington, VA, in August. This conference provided information on law enforcement techniques, updates on policies and procedures, and information on the latest studies of drugged driving. The state coordinator and another DRE

officer also attended the regional meeting in Phoenix during July, and had the opportunity to do some valuable networking and to visit the Phoenix PD and observe their facility.

The Crime Lab Division, Toxicology Section, Attorney General's Office, purchased: a Micolab 530B diluter to precisely dilute duplicate samples, controls, and standards for blood-alcohol analysis; 50 SD-2 units for use by law enforcement officers in the field; blood-alcohol and fatality kits; and blood-alcohol consumables for use in obtaining evidentiary samples of blood and urine. One analyst attended training regarding Atlas Computer Software, which is software specifically used in blood-alcohol analysis by the lab.

Section 157 Incentive Funds

The Southwest Coalition for a Safe Community implemented a Victim Impact Panel for their community. The conviction rate for DUIs is currently 84%, and the coalition is working with the courts to increase those rates. DUI arrests have dropped from 61 in 2004 to 44 in 2005. The first VIP was held November 4, 2004, with 64 offenders attending. The Southwest Coalition did a tremendous job in cultivating the partnerships for this service and, as a result, the courts are very receptive to the program and will issue "attendance in a VIP" as part of the sanction for DUI offenders. Fees earned from this program are reinvested into the community to provide public information and education on DUIs and to provide taxi service for rides home during the holidays.

Section 164 AL Funds

The Fargo Police Department became the first agency in the state to have digital cameras installed in all of their squad cars. Funding was provided to purchase 32 cameras, which will be used in conjunction with their impaired-driving enforcement. The Mclean County Sheriff's Department was granted funding to purchase two video cameras.

The **North Dakota 410 Plan** supports the alcohol countermeasures program in the Highway Safety Plan. This plan provides funding for all law enforcement activity targeting impaired driving, and the "***Do Buckle, Don't Booze***" public information and education campaign.

The statewide saturation patrol enforcement activity includes participation from the major communities and the North Dakota Highway Patrol (NDHP).

Objective

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

Noteworthy Programs

During FY '05, the NDHP conducted statewide sobriety checkpoints and saturation-patrol activity. A total of twenty checkpoints were conducted, along with at least fifty-three saturation patrols. The cities of Bismarck, Fargo, Grand Forks, Dickinson, Wahpeton, Minot, Mandan, Bottineau, West Fargo, and Valley City, along with the counties of Burleigh, Cass, Grand Forks, Richland, Pembina, Ward, Barnes, Stark, Morton, and Williams, all participated in saturation-patrol activities. State and local agencies combined for a total of 5,190 additional manpower hours and 759 alcohol-related citations.

The Fargo Police Department also conducted eight checkpoints as the lead agency during the past fiscal year. The Fargo PD collaborated with the Fargo District Highway Patrol and the Cass County Sheriff's Office to conduct these checkpoints. The Fargo Police Department received considerable press from the media, and the checkpoints were very successful in deterring drinking and driving.

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

Future Strategies

- Conduct DUI enforcement mobilizations, including saturation patrols, sobriety checkpoints, compliance checks, and provide overtime funding.
- Provide funding to conduct shoulder tap and server-training programs.
- Increase law enforcement patrol activity to reduce the number of drivers under the influence of alcohol or other drugs.
- Fund high school and college campus programs for alcohol/drug prevention.
- Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking.

- Continue to strengthen the branding identity of the, “**You Drink and Drive. You Lose.**” and “**Do Buckle, Don’t Booze**” slogans for alcohol enforcement campaigns.
- Funding will be provided to the NDHP and local law enforcement agencies for the purchase of in-car video camera surveillance systems and digital in-car video surveillance systems.
- Organize a statewide Alcohol Forum during FY 2006.
- The OTS will collaborate with the ND Supreme Court and the ND State Bar Association to determine the feasibility of a part-time Traffic Safety Resource Prosecutor (TSRP) within ND.
- Funding will be provided to create, implement, and evaluate an administrative license revocation liaison program for first-time DUI offenders.
- Continue to collaborate with other state agencies whose primary goal is to prevent underage drinking and drinking and driving.

Occupant Protection - Program Overview

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

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

Objective

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

Noteworthy Programs

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

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

- Advocating for improvements in the state's child passenger safety law and informing the public of those changes. Senate Bill 2208 went into effect August 1, 2005, which requires children under age 7 to use a child restraint system (car seat or booster seat) with a penalty of \$25 plus one point against the driving record of the driver.
- Supporting Child Passenger Safety Month activities by developing and distributing educational materials and resources to over 90 agencies, reaching approximately 31,965 students.
- Providing ongoing education about child passenger safety by providing a variety of child passenger safety materials, audiovisual aids, exhibits, etc. and encouraging their use by integrating child transportation as a part of routine agency activities; i.e., WIC, immunizations, pre-school screenings.
- Continuing the "**Boost, Then Buckle**" campaign to encourage the use of booster seats by children from 40 to 80 pounds.

- Providing car seats and supplies to local agencies to distribute to families in their communities: 2,078 car seats were purchased including 550 convertible, 500 combinations, 828 backless boosters, and 200 infant seats. The seats were provided to 43 distribution programs. Donations received for this program purchased 734 additional car seats, including 246 convertible, 96 combination, 368 high-back boosters, and 24 backless booster seats.
- Providing car seats to 4 Indian reservations and one service unit in the state to distribute to families. Approximately \$10,000 worth of car seats was distributed to the reservations and service unit. Spirit Lake received 56, Standing Rock received 56, Three Affiliated Tribes received 74, Turtle Mountain received 56, and Trenton Service Area received 52 car seats.
- Coordinating car safety seat checkups throughout the state. The NDDH assisted with 73 car-seat checks, inspecting 195 car seats.
- Providing a variety of child passenger safety workshops and courses throughout the state. Four, 32-hour NHTSA standardized courses were held, with 41 participants attending, and 31 of them completing all requirements. Thirteen other workshops were conducted throughout the state, with 273 participants attending.
- Purchasing supplies to use for the training and car seat checkups.
- Assisting certified child passenger safety technicians in maintaining their certification.

LoAnn's Marketing offered a "Work Site School Site Safety" project. LoAnn's developed new ideas, promotions, and partners in obtaining a work site school site safety program in companies and schools throughout North Dakota. These companies and schools signed certificates indicating a company- school-wide mandatory safety belt and no drinking and driving policies are in place.

Future Strategies

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

Police Traffic Safety – Program Overview

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

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

Objectives

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

Noteworthy Programs

During FY '05, the committee granted 9 agencies 9 radar contracts. The North Dakota Highway Patrol purchased 20 radar units. Over 75,000 citations were issued for speeding, DUI, child restraint, and safety belts by these agencies while using this equipment.

Funding was provided to the Grand Forks Police Department to conduct a selective enforcement project targeting eight predetermined intersections known to have a higher rate of crashes, red-light running, and other traffic violations. The Grand Forks Police Department focused on these intersections during high-incidence periods and conducted enforcement at the various sites. Education was provided to the public through PSAs about the dangers of red-light running and speeding. This is the second year of the project, and the total traffic crashes were down from 120 to 103—a 15% reduction at the designated intersections. Along with enforcement at these intersections, engineering projects also took place at several of the designated intersections.

Funding was provided to the ND Highway Patrol (NDHP) to purchase two crash reconstruction units that will be used to investigate crashes and other crime scenes. The NDHP conducts the lead investigation in all fatal crashes that occur on state and county roads. Two troopers received training in using the crash reconstruction units. Since the installation of the equipment during February of 2005, these units have been used in 18 investigations. Traffic crashes have been the primary use for these units. Charges of manslaughter, felony, and criminal charges are pending as a result of the investigations.

Funding was set aside to develop and implement the Alcohol, Seatbelts, and Speed Intervention to Support Traffic Safety (ASSISTS) incentive program for local law enforcement agencies who do not currently receive a grant from the

Office of Traffic Safety. Award winners are chosen based on community education, media relations, continued training for personnel, and enforcement activities conducted throughout the year. The first award applications were due October 28, 2005.

Section 163 Funds

Funding was provided to the NDHP to conduct enforcement in construction zones. The enforcement efforts deterred speeding in construction zones and made the zones safer for the workers as well as the motoring public. The ND Legislature increased the fine from \$40 to \$80 for speeding in a work zone during the 2003 legislative session. The enforcement efforts enhanced the perception that speeding in a construction zone is not tolerated. During the '05 construction season, the NDHP conducted 1,971 hours of overtime and wrote 2,446 citations for this project.

Future Strategies

- Continue to provide money for law enforcement to purchase equipment needed to conduct speed enforcement, safety belt, and child restraint enforcement.
- Further develop the ASSISTS incentive program.
- Provide training to law enforcement in areas that are critical to their needs.
- Develop and distribute a Traffic Safety Calendar that recognizes law enforcement for their continued efforts and support in traffic safety.
- Continue to provide funding for the construction zone overtime project to reduce speeding in designated areas and improve work zone safety.
- Work with local law enforcement agencies to determine high-priority areas in their communities and collaborate together to find solutions.

Emergency Medical Services (EMS) - Program Overview

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

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

The objective is to provide support for the Emergency Response System, and the following training was conducted in FY 2005:

No. of Courses	Course Title	New Students	Recertifying Students
115	ND Automobile Extrication	523	788
0	Automobile Extrication Instructor *	0	0
135	First Responder	347	520
33	EMT-Basic	208	-
102	EMT-Basic Refresher	-	894
4	EMT-Intermediate	28	-
24	EMT-Intermediate Refresher	-	144
1	EMT-Paramedic	53	-
13	EMT-Paramedic Refresher	-	153
10	EMS Instructor/Coordinator Workshops	37	60
15	Emergency Vehicle Operations	203	60
0	EVO Instructor Course **	0	0

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

** No Emergency Vehicle Operations Instructor Courses were held during this training year.

Through the North Dakota Emergency Medical Services Advisory Committee (EMSAC), a defined scope of practice for all levels of EMS providers has been established. The EMSAC is a valuable asset in determining goals and direction for emergency medical services in North Dakota.

Traffic Records - Program Overview

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

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

Objective

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

Noteworthy Programs

Section 411 and Section 163 Funds

The State Traffic Records Coordinating Committee (STRCC) continued to work toward the objectives of the strategic plan. A revised strategic plan was released in December 2004. The committee's responsibility is to enhance the traffic records system and provide the necessary information for traffic safety planning, management, and evaluation. Three meetings were held during the contract period.

Implementation of the electronic crash report continued during the contract period. TraCS is the chosen software for the electronic crash reporting system. A major rewrite of the formatting of the electronic crash report was done during December 2004 to meet the request of the NDHP. North Dakota progressively installed TraCS, trained officers and administrative staff, and supported the installations throughout the past contract year. In January 2005, TraCS was installed and training conducted for the Minot Police Department. In February, installation and training was conducted for West Fargo Police Department and Cass County Sheriff's Department. In April, installation and training was conducted for Valley City Police Department, Barnes County Sheriff's Department, Eddy County Sheriff's Department, Griggs County Sheriff's Department, and Foster County Sheriff's Department. In June, installation and training was conducted for Grand Forks Police Department, Grand Forks Sheriff's Department, Grand Forks UND Police Department, Emerado Police Department, and Thompson Police Department.

Documentation and training materials were developed. The training manuals include: TraCS User Manual, TraCS Administrative Manual, TraCS Installation Manual, and the Officer's Field Manual.

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

On-site evaluations of the TraCS software were conducted. Officer feedback on the product and the electronic process were collected. This information is being used to determine changes to the form and any changes that are necessary to the process of collecting the crash data electronically. On-site evaluations were conducted in Grand Forks, Valley City, Fargo, Jamestown, and Minot. The evaluations included discussions with NDHP, Sheriff's Departments and Police Departments.

The [North Dakota Vehicle Crash Facts for 2004](http://www.state.nd.us/dot/docs/driverslicense/CrashFacts_tag.pdf) and the [North Dakota Traffic Trends: 1995-2004](http://www.state.nd.us/dot/docs/driverslicense/traffictrends_tag.pdf) are available on the NDDOT website at: www.state.nd.us/dot/docs/driverslicense/CrashFacts_tag.pdf and www.state.nd.us/dot/docs/driverslicense/traffictrends_tag.pdf, respectively.

Strategies

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

Motorcycle Safety - Program Overview

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

Objective

To administer a comprehensive, statewide motorcycle safety program.

The motorcycle safety program's objective was designed to keep ND's highways safe for motorcyclists. The state contracted with ABATE of North Dakota to administer a comprehensive, statewide motorcycle safety program and coordinate local and mobile courses as needed. Rider coach preparation and update courses were provided also. ABATE of North Dakota employed 17 rider coaches across the state. The coaches taught 153 courses, with a total of 1,354 students. During this season, ABATE of North Dakota introduced and successfully lobbied for new legislation to increase the per/motorcycle registration fee by \$5 to benefit the program. A total of \$10 from each motorcycle registration goes into the state motorcycle education fund, which fully supports this program.

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

Noteworthy Programs

The SMSA conference was held in Bismarck ND on August 20-21, 2005. Over 230 motorcycle enthusiast attended this conference. The focus for the SMSA Conference is on what these individuals, representatives, and organizations can do to continue to support motorcycle rider education and the safety of motorcyclists nationwide.

The conference provided professional development by offering seminars on such topics as: grant writing, reducing impaired riding, industry updates, rider education curriculum, motorcycle awareness, motorcycle maintenance, learning styles and teaching styles, low-cost marketing, best practices, and online registration support. The conference also provided an opportunity for key organizations, associated with rider education, to network and discusses potential opportunities to work together in growing and strengthening the impact of rider education. This conference, on the heels of the 20th anniversary for SMSA, sparked an active opportunity for industry experts to develop Action plans and activities for state programs to expand or improve their state programs with possible funding from the recent approval of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Future Strategies

- Apply for the SAFETEA-LU Section 2010 incentive grant for motorcycle programs that will reduce the number of single and multi-vehicle crashes involving motorcyclists.

Safe Communities - Program Overview

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

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

Objective

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

Noteworthy Programs

Elizabeth Shepard Weaver, Specialist – Driver Education, Idaho State Department of Education, spoke at the 2005 Spring Conference of the North Dakota Driver and Traffic Safety Education Association (NDDTSEA). She addressed changing the perception of driver education, as well as the deadly consequences of drunk driving.

The Safe Communities programs have proven to be a very successful approach to addressing traffic safety and injury-prevention issues. This program is data-based and evaluation-oriented and incorporates the seven elements of the Safe Communities process: (1) use of multiple data sources; (2) citizen involvement; (3) expanded partnerships; (4) comprehensive injury prevention and control; (5) program planning; (6) program effectiveness; and (7) self-sufficiency. Data is gathered, priorities addressing problem areas are determined, and solutions are carried out through a grassroots effort from local citizens. This program ownership has helped develop the efforts needed to set up statewide and local projects. There are twelve Safe Communities programs: Barnes County, Fargo/Cass County, Richland County, Traill County, Grand Forks, Jamestown, Minot; four regional programs in Bismarck (Region VII), Dickinson (Region VIII), Williston (Region I), and Rolette (Region III); and one reservation, Three Affiliated Tribes.

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

The North Dakota Safe Communities web site, www.safecommunities.org, is an increasingly popular site that is gaining more features and users. This web site is mainly used by Safe Communities coordinators, coalition members, and injury prevention professionals.

Future Strategies

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

Paid Media - Program Overview

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

Section 164 PM Funds

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

All purchase decisions are based on Nielson, Arbitron, and Scarborough ratings, as well as counsel from NHTSA and NDDOT. Throughout the contract year, a total of more than \$100,000 was spent on paid media (television network and cable), radio, billboards, and bathroom stall advertising.

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

The Parent LEAD – (Listen Educate and Discuss Alcohol) with Kids program was developed and launched during FY '05. This program focuses on preparing parents to discuss the dangers of alcohol with their kids. Also developed in conjunction with this program is the “Ask Me How to LEAD” promotion. Through this promotion, educators are asked to wear a button that says, “Ask Me How to Lead” during parent/teacher conferences. The educators provided printed information, to parents who inquired about the button, on the effects and consequences of alcohol and providing alcohol to minors. Approximately 70 schools signed up to participate in this promotion.

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

December 2004	Purchased television and radio	\$24,816.50
	In-Kind match	\$13,604.50
Prom/Graduation	Purchased television and radio	\$17,284.00
Promotion April 2005	In-Kind match	\$10,864.00
Labor Day Holiday 2005	Purchased television and radio	\$35,925.40
	In-Kind Match	\$39,971.70

Parents LEAD – Back to School	Purchased television and radio In-Kind Match	\$32,750.72 \$18,789.00
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Total Paid Media for FY 2005 **\$110,776.62**
Total In-Kind Match for FY 2005 **\$ 83,229.20**

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

Coordination of 3D (Drunk and Drugged Driving) Month was done in 2004. Promotion focused on eliminating drunk and drugged driving during the holidays. The promotion included the following activities:

- Approximately 20 radio and television talk shows were coordinated and conducted by safe communities’ coordinators, law enforcement, and community members.
- Direct mailing campaign of posters and a memo of support to liquor stores, gas stations, convenience stores, grocery stores, law enforcement, hospitality businesses, casinos, colleges/universities, event centers, and shopping malls were conducted.
- Marquee displays and reader boards were used statewide to display campaign messages throughout the month of December, and a total of 42 businesses supported the campaign through this type of media.
- The **“Won’t You Guide My Sleigh Tonight”** theme was used throughout the month. A display was setup in the NDDOT lobby that encouraged the practice of designating a sober driver before the celebration begins. This message appealed to all ages.

Other events coordinated throughout FY ’05:

- Campaign materials were developed to address high-incidence periods within the state such as softball season and the ND State Fair. Our primary focus audience continues to be males, aged 18-34. *The “Do Buckle Don’t Booze”* message was displayed throughout the tournaments, reaching approximately 11,500 players, in addition to thousands of spectators.
- The **“Do Buckle Don’t Booze”** campaign partnered with the North Dakota Highway Patrol to display messages regarding safety belts and impaired driving throughout the week long state fair.

- Displayed **“Do Buckle Don’t Booze”** message and distributed incentive items at 2005 ND Winter Show, coordinated with Captain Mark Bethke of the NDHP.
- Designed booth that was displayed at the 2005 Healing Nations Conference held on the Sioux Reservation. Native American-specific posters were created with the **“Do Buckle Don’t Booze”** message, and were well received by the attendees. Over 200 hundred people attended this conference.

To date, the campaign has secured over 215 partnerships with key organizations and associations statewide, totaling over \$101,339.54 of in-kind media and over 26.8 million gross impressions. Throughout the course of the contract year, over 288 requests from campaign partners such as safe communities’ coordinators, law enforcement, businesses, and schools have been filled, for a total of 152,979 promotional items being distributed.

Paid media is an integral part of the impaired driving and safety belt programs. The combination of enforcement and media reduced our alcohol-related fatalities from 50% in 2003, to 38% in 2004. The safety belt use rate in ND has increased from 67.4% in 2004, to 76.3% in 2005. The **“Do Buckle Don’t Booze,” “Click it or Ticket,”** and **“You Drink. You Drive. You Lose.”** are highly recognized logos throughout the state.

Noteworthy Practices

Project Title

Parent LEAD – Listen Educate and Discuss Alcohol with Kids program

Target Group

Parents and young adults

Program Area

Alcohol Incentive Funds – Youth Programs

Problem Statement

North Dakota youth have ranked number one in binge drinking, driving with someone who has been drinking, and drinking within the last 30 days according to the Youth Risk Behavior Survey. Youth often do not know the consequences of drinking and have many misconceptions.

Objectives

The LEAD program encourages parents to talk with their children about the dangers of drinking, drinking and driving, and over consumption.

Strategies

A statewide media campaign introduced the LEAD program in August 2005. Safe communities' coordinators were given packets of LEAD materials that included posters, silicone bracelets, pens, a flier with information about the effects of alcohol, ND alcohol laws, tips that parents can use to stop underage drinking, and a news release that could be used in their local media area. In conjunction with the lead program was the "Ask Me How to Lead" promotion. Through this promotion, educators are asked to wear a button that says "Ask Me How to Lead" during parent/teacher conferences. If a parent asked about the button, the educator provided the parent with the educational flier from the LEAD program. Approximately 70 schools signed up to participate in this promotion.

Anne Buchanan, whose son died from alcohol poisoning on his 21st birthday, has been a spokesperson for the LEAD program. Anne has conducted various presentations at schools throughout the state about the dangers of drinking and the ultimate consequences from over-consumption of alcohol.

A web site, www.parentsLEAD.org, is currently being developed to provide information to parents and youth about the effects of alcohol. Even though this web site is not fully developed, to date there have been 2,032 hits. "Parents LEAD" has obtained partnerships with BlueCross/BlueShield of ND, State Farm Insurance, and the North Dakota Council of Educational Leaders. The program is in the process of partnering with many more state and national entities. These partnerships help to bring more awareness to the program, as well as lend much-needed credibility to its messages.

Results

After just the first year, the LEAD program has had a tremendous impact with awareness of alcohol issues being made to more youth by their parents. Anne Buchanan's story has made national news and has reached many parents as well as students.

Cost

\$32,750.62, plus \$18,789 of in-kind match. This includes the cost of developing, printing, distributing, and media efforts associated with the LEAD program.

Funding Source(s)

Section 164 funds

Contact Information

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Project Title

Ray High School Seat Belt Project

Target Group

Ray High School students and the local community

Program Area

Occupant Protection

Problem Statement

The Ray High School students and the surrounding community have a very low percentage of seat belt use.

Objectives

To increase seat belt use among students, area citizens, and local businesses.

Strategies:

- The Students Against Destructive Decisions (SADD) and the Family, Career, and Community Leaders of America (FCCLA) organizations from Ray High School partnered to implement a seat belt project for the 2004-2005 school year.
- They used neon green ribbons on visors in vehicles, tied neon green ribbons to car antennas, pinned green ribbons on jackets, shirts, or binders. All students in the high school, grades 7-12, were given a ribbon with a pin to wear throughout the project. All vehicles around the school were given green ribbons to tie to the antennas.
- School announcements were made weekly to remind kids to wear their seat belts. A note was put in the parent newsletter to inform them of the seat belt project.
- Posters that were created by the members of the seat belt committee were posted throughout the school hallways to remind everyone to "Buckle Up!" The slogans for the posters were, "Expect the Unexpected... Buckle Up," "Don't give death a chance... Buckle Up!" These were designed in black and white with neon green as the accent color.
- Throughout the project, reminders were placed on all the school lockers with messages about buckling up. Dum-Dum candy suckers were taped to a piece of paper with a picture of Vince and Larry on it saying, "Don't be a dummy – Buckle Up!." A Blow Pop sucker with the words, "Don't Blow It – Buckle Up!", and a tube of Smarties taped to paper with the saying "Smarties – Buckle Up!" were used."

- The kids conducted personal surveys at the door for all home basketball games to see who wore their seat belts to the games. If they did wear their seat belt, they got a sticker that said, "I wore my seat belt today." The sticker was round with a green ribbon in the background. At a table, they picked up a ribbon, signed up for a guess at the percentage of people who wore their safety belts to the game, and who had the better average, men or women. The surveys recorded whether they were female or male, and during half-time of basketball games, it was announced who won – male or female—and the results were put on the wall at the entrance to the gymnasium. Announcements were made during half-time and time-outs to "Buckle up on the way home, tonight!"
- There is a chain link fence on the football field that is right along Highway 2, which had a huge sign reminding all to "Buckle Up." This sign was done on a white background with black and neon-green writing.
- An insert into the billing of 5,000 customers of Northwest Cooperative Communication Company of Ray reminded all to Buckle Up. Posters were put into the employees' break room there as well.
- A safety day was planned at Ray High School for all the elementary students.

Grades 1&2 - 1:30 - 2:00 - Video and Buckle Bear Seat Belt Bingo
Video and Chain Links

Grades 3&4 - 2:00 - 2:30 - Wooden cars on Ramp Video and Chain Links
Seat Belt Races in Gym

Grades 5&6 - 2:30 - 3:00 - Vince and Larry Placemats, Mattel Cars, and
Commercials, Seat Belt Jeopardy

The "Buckle Up with Bucky" video series was supplied by the ND Dept of Health, and included the chain links, with the students' names and a promise to buckle up, were joined and put in the foyer of the school. The wooden ramps and Mattel cars are manipulatives for the kids to load a crash dummy into, and watch how the seat belt keeps them in place.

The pictures and placemats were colored with pictures of cars and road signs. A picture taken of the child with the crash dummies was laminated onto the placemat. Seat Belt Bingo and Jeopardy were made up by the SADD students with slogans and seat belt references. The commercials were produced by the students and performed for the rest of the classes. A member of the NDHP and the Williams County Sheriff's Office were available to talk with the students or to pose for pictures.

Results

The final observational survey in Ray was conducted in April. Use rates in December were 33%, and in April were 59%. The kids were very excited about the increase. They surveyed not only the high school, but the town of Ray. This project not only impacted the school with elementary and high school students, but also the entire community and the surrounding schools. The class “B” system of basketball is huge in ND and, with this arena, the project affected at least eight other school systems, parents, and fans who travel to see these games.

Cost

\$1,500

Funding Source(s)

NDDOT, Office of Traffic Safety, and matching funds from non-federal dollars from the safe communities’ program.

Contact Information

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Agency	Community Action Partnership
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Project Title

Pickup The Habit

Target Group

18- to 39-year-old male pickup truck drivers

Program Area

Occupant Protection

Problem Statement

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

Objective(s)

To educate male pickup-truck drivers and those close to them on the dangers of rollovers, and to increase awareness on the effectiveness of safety belts.

Strategies

Region III in North Dakota consists of six counties. These counties are mostly rural, and there are a large number of pickups on the roadways. Crash statistics for the Region showed that 18- to 39-year-old male drivers were most commonly injured or killed as a result of traffic crashes. When researched further, studies showed that pickup drivers, in particular, are less likely to buckle up.

The Region III Safe Communities Coalition prepared a display to target these drivers and those close to them. The display consisted of a toy pickup that "hailed" miniature candy bars wrapped with, "**Do Buckle Don't Booze**" (DBDB) or "**Click It or Ticket**" (CIOT), and a pledge box. A laptop computer was set up with a video clip, running continuously, of a pickup rolling over as wedding vows were recited off-screen. Fact sheets were provided, indicating the regional and county numbers of fatal crashes that involved unbuckled, male pickup drivers. Mini Frisbees were also set out with the CIOT message on them. The toy pickup drew audiences, as people thought that they could register to win it. As they came closer, they realized that the box was a "Pledge Box". In order to receive a free candy bar from the box of the pickup, individuals were asked to sign the "Safety Belt Pledge." Before signing, most individuals read the fact sheets and looked over the rest of the display. Very few people left the booth without signing the pledge. As they signed the pledge, they heard the vows and in turn watched the video clip, many of them more than once.

This display has been set up at various locations in Region III. Agriculture shows, trade shows, and health fairs have been used for this project. These shows consistently bring in male pickup drivers, along with spouses, children, and girlfriends.

Results

New partnerships were formed. Special Olympics helped wrap candy bars and did various other tasks. Most people who viewed the display signed the Safety Belt Pledge. Females quite often went to find “their men” to show them the display. Men showed very positive reactions and comments such as, “Wow, I didn’t know that pickups weren’t as safe as I thought,” or, “I guess I should buckle up all the time, not just when my kids are with me,” were heard. There was an increase of 16.2% safety belt use in pickup trucks.

Cost

Less than \$200; the candy was donated.

Funding Source(s)

NDDOT, Office of Traffic Safety

Contact Information

Name	Kimberly Lemieux
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Looking to the Future

Significant Challenges to be addressed

1. North Dakota experienced a 20% increase in fatalities in 2005. The challenge will be to reduce the number of fatalities, which will bring us in line with the 1.0 fatalities per VMT for 2008.
2. Continue to strive for increased seat belt use by all occupants, which will reduce fatalities and serious injuries.
3. The number of DUI arrests is on the rise and the need for dedicated resources for public information and law enforcement will be a challenge for 2006, as past dedicated funding will no longer be available.
4. To deter alcohol-related crashes statewide through the Safe Communities network. The development of a video and toolkit entitled, "Last Call" will help drivers understand the risks and consequences of driving while impaired by alcohol or drugs, and will help drivers develop techniques to avoid these risks.
5. North Dakota's safety belt use rate was observed to be 76.3% in 2005. This was an 8.9% increase from 2004 and has been on a continuous increase, but still remains below the national average.
6. The development of occupant protection programs for ages 8 and up needs to be addressed.
7. Males aged 18-34 who drive pickup trucks remain the lowest seat belt users within the state.

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

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

2005 Legislative Review and Update

HB 1054 – Relating to Issuance of Temporary Restricted Licenses

Allows the Drivers License & Traffic Safety Division to issue a temporary restricted license to a repeat DUI offender providing the offender is participating in the drug court program and has not committed an offense for a period of 365 days and the request is accompanied by a recommendation from the district court.

HB 1088 – Relating to the state toxicologist and crime lab.

Moves the state toxicologist under the state crime lab and the Office of the Attorney General. Allows the director or an employee to testify at preliminary hearings and trials.

HB 1095 – Speed zones in construction areas.

Allows for differing limits to be established for different times of the day within highway construction zones. Also places the maximum speed limit reduction between any two signs posted in a highway construction zone may not exceed 30 MPH.

HB 1096 – Interference with official traffic-control device or railroad sign or signal.

A person may not attempt to or alter, deface, injure, knock down, remove, or interfere with the operation of any official traffic-control device or any railroad sign or signal or any inscription, shield, or insignia.

HB 1098 – Accident report forms

Allows the department to send a copy of a crash report to the registered owner of each vehicle involved in a reportable crash, without the owner requesting such a copy.

HB 1136 – Surrender of Driver License, Hazardous Material Definition, and CDL lifetime disqualification

Eliminates the requirement for drivers to surrender their driver license when their driving privileges are SUSPENDED.

Updates the definition of Hazardous Material to “any material that has been designated a hazardous under 49 U.S.C. 5103 and is required to be placarded under subpart F of 49 CFR part 172 or any quantity of a material listed as a select agent or toxin in 42 CFR part 73.” Disqualifies for a lifetime any CDL holder who is convicted of two or more violations or combination of violations for driving under the influence, leaving the scene of an accident or use of a vehicle to commit a felony.

HB 1225 – Definition of habitual drunkard.

The director has good cause to believe that an individual is a habitual drunkard if the individual has three or more convictions for violating NDCC 39-08-01 or equivalent ordinance, or three or more administrative suspensions under NDCC 39-20 within a five year period. An individual

who is a habitual drunkard may provide the director with adequate proof of the removal of the habit which may include satisfactory completion of a licensed alcohol treatment program.

HB 1286 – Access to public records.

Section 2 – allows law enforcement to sell the front page of crash reports for a fee of \$2.

Section 4 – A public entity may charge up to .25¢ per impression of a paper copy. Paper copy means a one-sided or a two-sided duplicated copy of a size not more than 8 1/2 X 14 inches. May charge for the actual cost of postage. May impose a fee not exceeding \$25 per hour per request, excluding the first hour, for locating records if locating the records requires more than one hour.

HB 1287 – Ingesting a controlled substance.

A person who intentionally ingests, inhales, or otherwise takes into the body a controlled substance, unless the substance was obtained directly from a practitioner or pursuant to a valid prescription or order of a practitioner while acting in the course of the practitioner's profession practice is guilty of a class A misdemeanor.

HB 1327 – Use of ATV for weed control.

A person performing pest control or survey work for a political subdivision may operate an AVT on the bottom, back slope, inside slope or shoulder of a highway.

Emergency Clause – law effective March 22, 2005

HB 1342 – ATV's

Defines an ATV as an "off-highway vehicle". Separates "off-highway vehicles" into three classes. Allows registered "off-highway vehicles" to be operated on gravel, dirt, or loose surface roadways, paved county or township roadway if the "off-highway vehicle" is towing an implement of husbandry and does not exceed the speed of 25 MPH or may operate a registered "off-highway vehicle" on a paved county or township roadway designated and posted at a speed not to exceed 45 MPH.

Three classes of "Off-highway vehicle" are:

Class I – does not qualify as road capable under 39-21 and 39-27, has a seat or a saddle designed to be straddled by the operator, and has handlebars for steering control of two wheels.

Class II – is less than fifty inches in width, travels on three or more low-pressure tires, has a saddle designed to be straddled by the operator, and has handlebars for steering control.

Class III – weighs less than eight thousand pounds, travels on four or more tires, has a seat and a wheel for steering control, and is designated for or capable of cross-country on or over land, water, sand, snow, ice, marsh, swampland, or other natural terrain, unless registered by the department under chapter 39-04.

HB 1383 – Power Hour and 2 AM Closing

Person turns 21 years of age after 3 AM on the date 21 years after a person's date of birth. Allows businesses that serve alcohol beverages to stay open until 2 AM.

HB 1396 – Legislative Council Study – DUI

Requests the legislative council to study DUI, repeat offenses, prevention, enforcement and penalties.

HB 1412 – Another ATV Bill

Allows passengers to ride on an ATV provided the vehicle is equipped and recommended by the manufacturer to carry passengers and the passenger is carried as recommended by the manufacturer.

HCR 3013

Requests the legislative council to study the causes and factors that reduce the severity of motor vehicle crashes.

SB 2067 – Power Hour Bill Number 2

Person turns 21 years of age after 8 AM on the date 21 years after a person's date of birth. Because this bill was passed after HB 1383 this bill has precedence, therefore, a person is not 21 years of age until 8 AM on their 21st birthday.
Emergency Clause – law effective April 12, 2005.

SB 2099 – Drivers License & Traffic Safety Division Clean-up

Section 1. – Clarifies that a conviction also includes convictions received from tribal courts or courts from another state.

Section 2. – Clarifies that a hearing officer's recommended decision must be rendered within two days of the conclusion of the hearing.

Section 3. – Places all driving under suspension violations under NDCC 39-06-42.

Section 4. - Corrects the language in NDCC 39-16-03.1 from ten one-hundredths of one percent to eight one-hundredths.

Section 5. – Corrects the language in NDCC 39-20-01 regarding the revocation of driving privileges for refusal of a chemical test from up to three years to up to four years.

Section 6. – Clarifies the language in NDCC 39-20-04(2)(f) adding "or equivalent ordinance."

Section 7. – Clarifies the language regarding the length of suspension of driving privileges for a violation of "Zero Tolerance" law, and also clarifies the language regarding the length of suspension of driving privileges for a second time offender and a BAC .18 or greater.

Section 8. – Repeals section 39-16-30 and 39-16.1-21. These sections dealt with driving under suspension . Refer to Section 3.

SB 2102 – Repeat DUI offenders and license plates.

Upon a second or subsequent offense within five years, the court **MUST** order the motor vehicle number plates of all the motor vehicles owned and operated by the offender at the time of the offense to be impounded for the duration of the period of suspension or revocation of the offender's driving privileges. The impounded plates must be sent to the director who must retain them for the period of suspension or revocation. The court may make an exception to this section, on an individual basis, to avoid undue hardship to an individual who is completely dependent on the motor vehicle for the necessities of life, including a family member of the convicted individual and a co-owner of the motor vehicle, but not including the offender.

SB 2106 – Access to driver records by Job Service

Allows Job Service access to driver records for purposes of verifying applicant's name, date of birth and social security number. This process would be by electronic means.

SB 2112 – Organ Donor listed on ND issued ID Cards.

Allows the Drivers License & Traffic Safety Division to issue an identification card with "DONOR" on it.

SB 2116 – Electronic records and signatures.

Clarifies the definition of electronic records and electronic signatures. Also clarifies the legalities of electronic records and electronic signatures.

SB 2141 – Boating Under the Influence.

Makes it illegal to operate a motorboat or vessel, or to manipulate water skis, surfboards, or similar devices with a BAC of .10. Penalties are loss of privileges for 91 days for first offense, 365 days for second offense, and two years for a third or subsequent offense within five years. These time periods must be served between May 1 and October 1. If the individual is unable to serve the full time period in a single year, the person shall serve the remaining portion during the same time period in subsequent years.

Emergency Clause - law goes into effect May 1, 2005.

SB 2195 – Lodging expenses and meal allowances

Breakfast – from \$4 to \$5 – travel must begin prior to 7 AM.

Lunch – from \$6 to \$7.50

Dinner – from \$10 to \$12.50

Lodging – from \$45 to \$50 plus any additional state or local taxes,

SB 2205 – Snowmobile Operation

An individual twelve years of age or over may not operate a snowmobile without a driver license. For those individuals twelve years of age and over, without a driver license the

individual will have to have completed the snowmobile safety training course through ND Parks and Rec.

SB 2208 – Child Restraints

A violation of the child restraint law will now include a fee of \$25 dollars. Child restraints are required for children under seven years of age. Exceptions to this are children under age seven who are at least 57 inches tall and weigh at least 80 pounds.

SB 2298 – Bone Marrow Donor leave for State Employees

Up to 20 workdays may be granted to an employee for the purpose of donating an organ or bone marrow.

SB 2339 – Motorized Bicycle and Motorcycle Registration.

In addition to the fees required by NDCC 39-04-19 for motorized bicycle and motorcycles for registration, the fee for motorcycle safety education increased from \$5 to \$10.

SB 2372 – Request for Legislative Council Study

Requests the Legislative Council to study the feasibility and desirability of establishing an organization to support and coordinate private efforts to discourage destructive behavior, including alcohol and drug abuse and tobacco use.

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

Highway Cost Summary

2005-HCS-22

Posted: 12/29/2005

State: North Dakota

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Report Date: 12/29/2005

Not Posted In DELPHI

Program Area	Project	Description	HSP Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2005-00-00-00		\$37,320.00	\$37,320.00	\$37,320.00	-\$3.18	\$37,316.82	\$0.00
	Planning and Administration Total		\$37,320.00	\$37,320.00	\$37,320.00	-\$3.18	\$37,316.82	\$0.00
Alcohol								
	AL-2005-00-00-00		\$187,400.00	\$17,000.00	\$182,200.00	-\$77,610.78	\$104,589.22	\$63,091.00
	Alcohol Total		\$187,400.00	\$17,000.00	\$182,200.00	-\$77,610.78	\$104,589.22	\$63,091.00
Emergency Medical Services								
	EM-2005-00-00-00		\$107,000.00	\$245,229.62	\$107,000.00	-\$1,711.50	\$105,288.50	\$16,188.00
	Emergency Medical Services Total		\$107,000.00	\$245,229.62	\$107,000.00	-\$1,711.50	\$105,288.50	\$16,188.00
Motorcycle Safety								
	MC-2005-00-00-00		\$70,000.00	\$139,101.00	\$70,000.00	-\$13,068.32	\$56,931.68	\$32,000.00
	Motorcycle Safety Total		\$70,000.00	\$139,101.00	\$70,000.00	-\$13,068.32	\$56,931.68	\$32,000.00
Occupant Protection								
	OP-2005-00-00-00		\$292,100.00	\$145,000.00	\$292,100.00	-\$83,325.46	\$208,774.54	\$158,037.00
	Occupant Protection Total		\$292,100.00	\$145,000.00	\$292,100.00	-\$83,325.46	\$208,774.54	\$158,037.00
Pedestrian/Bicycle Safety								
	PS-2005-00-00-00		\$10,000.00	\$0.00	\$10,000.00	-\$5,092.00	\$4,908.00	\$3,680.00
	Pedestrian/Bicycle Safety Total		\$10,000.00	\$0.00	\$10,000.00	-\$5,092.00	\$4,908.00	\$3,680.00
Police Traffic Services								
	PT-2005-00-00-00		\$142,700.00	\$10,780.00	\$142,700.00	-\$25,219.60	\$117,480.40	\$47,700.00
	Police Traffic Services Total		\$142,700.00	\$10,780.00	\$142,700.00	-\$25,219.60	\$117,480.40	\$47,700.00
Traffic Records								
	TR-2005-00-00-00		\$152,680.00	\$1,000.00	\$152,680.00	-\$101,878.71	\$50,801.29	\$0.00

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Program Area	Project	Description	HSP Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Traffic Records Total			\$152,680.00	\$1,000.00	\$152,680.00	-\$101,878.71	\$50,801.29	\$0.00
Safe Communities								
	SA-2005-00-00-00		\$458,600.00	\$716,873.17	\$436,082.30	-\$130,968.70	\$305,113.60	\$211,901.00
Safe Communities Total			\$458,600.00	\$716,873.17	\$436,082.30	-\$130,968.70	\$305,113.60	\$211,901.00
NHTSA 402 Total			\$1,457,800.00	\$1,312,303.79	\$1,430,082.30	-\$438,878.25	\$991,204.05	\$532,597.00
New 410 Alcohol								
	J8-2005-00-00-00		\$634,146.87	\$1,902,440.61	\$632,958.87	-\$258,841.87	\$374,117.00	\$129,102.00
New 410 Alcohol Total			\$634,146.87	\$1,902,440.61	\$632,958.87	-\$258,841.87	\$374,117.00	\$129,102.00
411 Data Program								
	J9-2005-00-00-00		\$418,000.00	\$159,131.94	\$57,993.45	\$0.00	\$57,993.45	\$57,993.45
411 Data Program Total			\$418,000.00	\$159,131.94	\$57,993.45	\$0.00	\$57,993.45	\$57,993.45
157 Incentive Funds								
	157AL-2005-00-00-00		\$52,109.01	\$2,705.00	\$52,109.01	-\$49,404.39	\$2,704.62	\$2,704.00
157 Alcohol Total			\$52,109.01	\$2,705.00	\$52,109.01	-\$49,404.39	\$2,704.62	\$2,704.00
157 Police Traffic Services								
	157PT-2005-00-00-00		\$6,506.57	\$15,000.00	\$6,506.57	-\$2,506.57	\$4,000.00	\$1,500.00
157 Police Traffic Services Total			\$6,506.57	\$15,000.00	\$6,506.57	-\$2,506.57	\$4,000.00	\$1,500.00
157 Incentive Funds Total			\$58,615.58	\$17,705.00	\$58,615.58	-\$51,910.96	\$6,704.62	\$4,204.00
157 Innovative Funds 2003								
	IN3-2005-00-00-00		\$3,057.33	\$0.00	\$3,057.33	\$0.00	\$3,057.33	\$0.00
157 Innovative FY 2003 Total			\$3,057.33	\$0.00	\$3,057.33	\$0.00	\$3,057.33	\$0.00
157 Innovative Funds 2003 Total			\$3,057.33	\$0.00	\$3,057.33	\$0.00	\$3,057.33	\$0.00
157 Innovative Funds 2004								
	IN4-2005-00-00-00		\$138,500.00	\$7,000.00	\$138,473.73	\$0.00	\$138,473.73	\$68,000.00

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Program Area	Project	Description	HSP Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
157 Innovative FY 2004 Total			\$138,500.00	\$7,000.00	\$138,473.73	\$0.00	\$138,473.73	\$68,000.00
157 Innovative Paid Media FY 2004								
	IPM4-2005-00-00-00		\$10,552.89	\$0.00	\$10,552.87	\$0.00	\$10,552.87	\$0.00
157 Innovative Paid Media FY 2004 Total			\$10,552.89	\$0.00	\$10,552.87	\$0.00	\$10,552.87	\$0.00
157 Innovative Funds 2004 Total			\$149,052.89	\$7,000.00	\$149,026.60	\$0.00	\$149,026.60	\$68,000.00
157 Innovative Funds 2005								
	IN5-2005-00-00-00		\$150,000.00	\$3,000.00	\$150,000.00	-\$52,695.92	\$97,304.08	\$97,304.08
157 Innovative FY 2005 Total			\$150,000.00	\$3,000.00	\$150,000.00	-\$52,695.92	\$97,304.08	\$97,304.08
157 Innovative Paid Media FY 2005								
	IPM5-2005-00-00-00		\$100,000.00	\$0.00	\$100,000.00	-\$10,394.90	\$89,605.10	\$30,000.00
157 Innovative Paid Media FY 2005 Total			\$100,000.00	\$0.00	\$100,000.00	-\$10,394.90	\$89,605.10	\$30,000.00
157 Innovative Funds 2005 Total			\$250,000.00	\$3,000.00	\$250,000.00	-\$63,090.82	\$186,909.18	\$127,304.08
164 Transfer Funds								
	164AL-2005-00-00-00		\$343,008.23	\$40,280.00	\$343,008.23	-\$179,144.23	\$163,864.00	\$163,864.00
164 Alcohol Total			\$343,008.23	\$40,280.00	\$343,008.23	-\$179,144.23	\$163,864.00	\$163,864.00
164 Paid Media								
	164PM-2005-00-00-00		\$120,494.83	\$0.00	\$120,494.83	-\$3,754.94	\$116,739.89	\$17,500.00
164 Paid Media Total			\$120,494.83	\$0.00	\$120,494.83	-\$3,754.94	\$116,739.89	\$17,500.00
164 Hazard Elimination								
	164HE-2005-00-00-00		\$8,857,000.00	\$0.00	\$7,191,166.61	-\$2,757,286.23	\$4,433,880.38	\$0.00
164 Hazard Elimination Total			\$8,857,000.00	\$0.00	\$7,191,166.61	-\$2,757,286.23	\$4,433,880.38	\$0.00
164 Transfer Funds Total			\$9,320,503.06	\$40,280.00	\$7,654,669.67	-\$2,940,185.40	\$4,714,484.27	\$181,364.00
NHTSA Total			\$12,291,175.73	\$3,441,861.34	\$10,236,403.80	-\$3,752,907.30	\$6,483,496.50	\$1,100,564.53
Total			\$12,291,175.73	\$3,441,861.34	\$10,236,403.80	-\$3,752,907.30	\$6,483,496.50	\$1,100,564.53