

# 2016 NORTH DAKOTA HIGHWAY SAFETY PLAN



**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

## **Mission Statement**

*The Safety Division develops, implements, and evaluates the effectiveness of programs designed to reduce crashes and related fatalities, injuries, and property damage.*

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## **ATTACHMENTS**

- Attachment 1 - Certification and Assurance (Appendix A)
- Attachment 2 - Highway Safety Program Cost Summary and Project List (Appendix B)
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## **NORTH DAKOTA SECTION 405 APPLICATION**

### Certifications and Assurances for National Priority Safety Program Grants

- Part 1 - Occupant Protection Grants (23 CFR 1200.21)
- Part 2 - State Traffic Safety Information System Improvement Grants (23 CFR 1200.22)
- Part 3 - Impaired Driving Countermeasures Grants (23 CFR 1200.23)

# NORTH DAKOTA DEPARTMENT OF TRANSPORTATION TRAFFIC SAFETY OFFICE 2016 NORTH DAKOTA HIGHWAY SAFETY PLAN

## 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 one million 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 2010 – 2.7 percent or three times the national rate.

The “oil boom” has impacted North Dakota in many ways including: an influx of population state-wide 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 2013, 148 people died on North Dakota roads.

Historically (dating back to 1979), North Dakota's motor vehicle fatality rate had been consistently lower than the national fatality rate. But, between 2006 and 2008 North Dakota was almost identical to the National Fatality Rate and in 2009 North Dakota spiked in conjunction with the oil production and population increase as depicted in Figure 1.

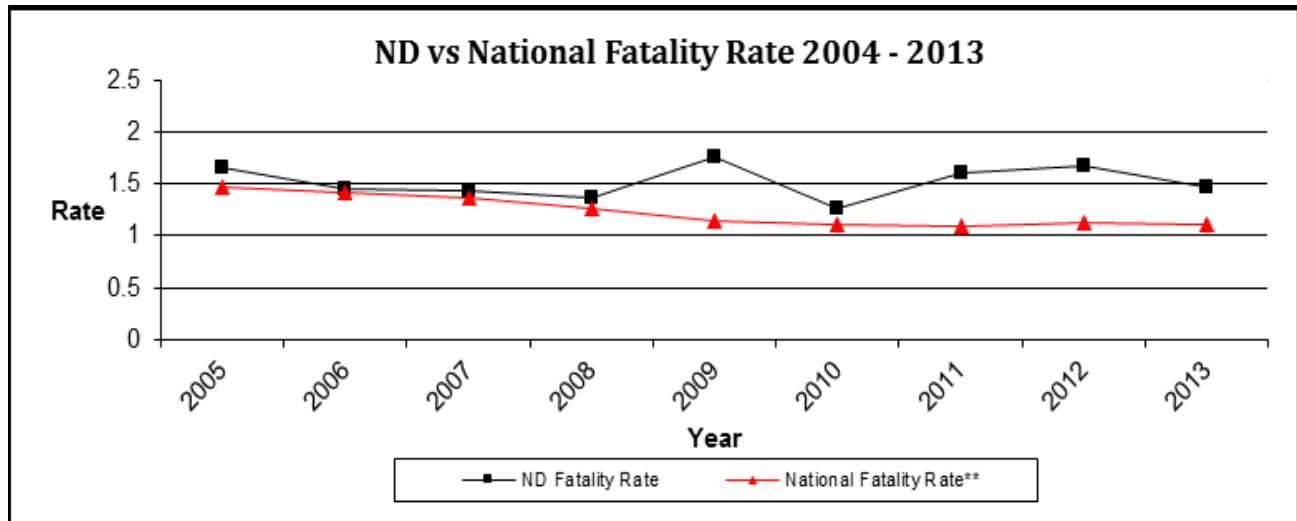


Figure 1

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 2013, 85.1 percent of fatal crashes occurred on rural roads. Through the North Dakota SHSP, greater emphasis and resources is being committed to implementing identified safety strategies on the rural roads where these crashes are occurring.

The vehicles most prevalently involved in fatal crashes in order of frequency include pickup/van/utility truck (accounting for 44.0 percent of fatal crashes in 2013), followed by passenger vehicle, truck tractor, trucks, and motorcycles.

Fatal crashes in North Dakota occur sporadically in terms of month of year, day of week, and time of day. A three-year crash data analysis (2011-2013) shows that fatal crashes appear to occur more regularly during weekend nights (Friday-Sunday) and during the following times: 4 p.m. to 6 p.m.; 11 p.m. to 2 a.m.

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

- Male drivers aged 18-34 account for 33.0 percent of North Dakota's licensed drivers in 2013 and 32 percent of drivers involved in fatal crashes. The main contributing factors to these crashes are:
  - » Non-seat belt use – males aged 18-34 accounted for 52.0 percent of all unbelted fatal crash occupants in 2013.
  - » Speed – males aged 18-34 accounted for 54.0 percent of drivers in speed-related fatal crashes in 2013.
  - » Alcohol use – males aged 18-34 accounted for 36.0 percent of impaired drivers involved in fatal crashes in 2013.

## Crash Data Summary

- Teenage drivers aged 14-19 represent 6.0 percent of all licensed drivers in North Dakota but accounted for 11.5 percent of all crashes but less than one percent of fatal crashes in 2013.
  - » 50 percent of teen fatality victims in 2013 were unbelted at the time of the crash.

### Recent Data Impacting Performance Goals

North Dakota is experiencing rapid growth in Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles. The North Dakota population has increased almost 100,000 from 2008 and has increased at an average rate of 2.7 percent per year since 2010 (refer to Figure 2). North Dakota's number of licensed drivers has shown drastic increases. Since 2008 the number of licensed drivers in the state has increase by 59,419 and has increased at an average rate of 2.1 percent per year since to 2008 (refer to Figure 3). VMT in North Dakota may have the biggest impact on traffic crashes and because of oil related traffic has seen some of our largest increases. VMT has increased 2.8 billion miles since 2008 and at an average rate per year since 2008 of 5.4 percent (refer to Figure 4). The number of registered vehicle in the state has increased by 173,858 since 2008 at a rate of 6.0 percent per year (refer to Figure 5).

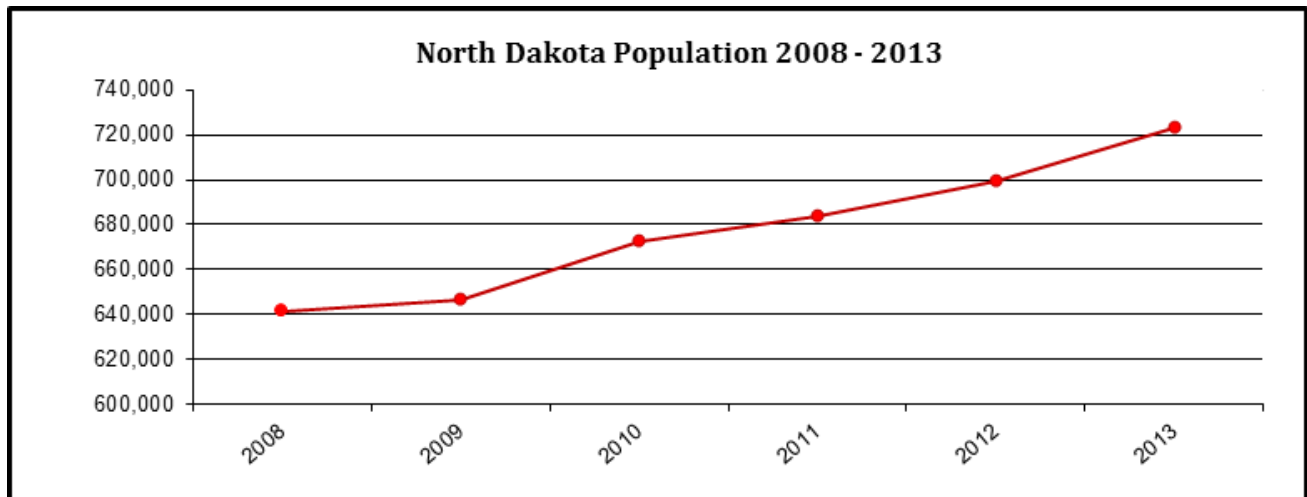


Figure 2

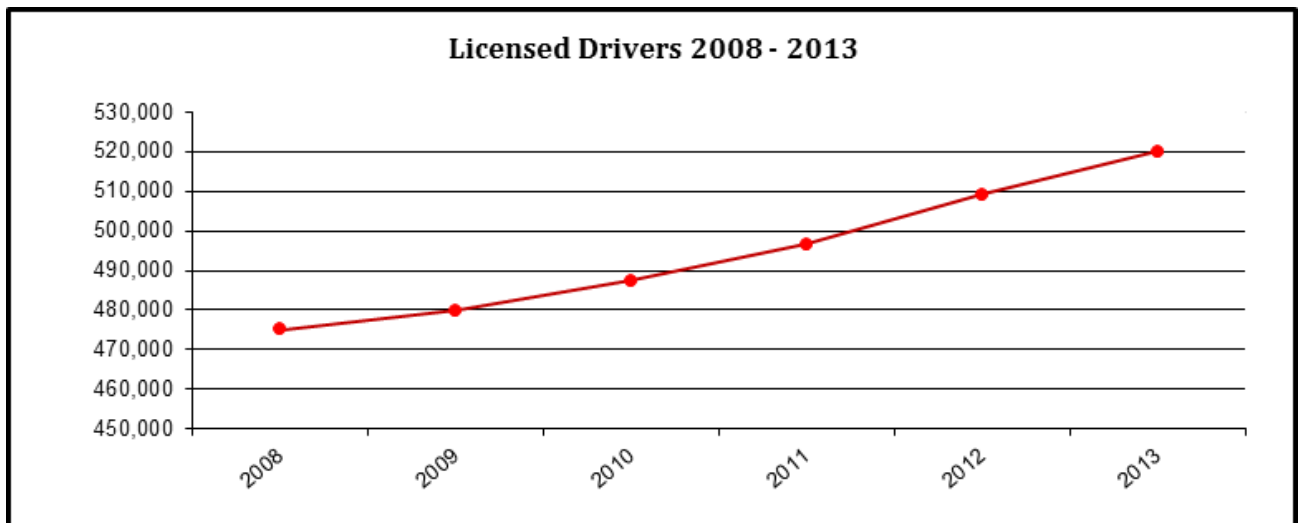


Figure 3

# Crash Data Summary

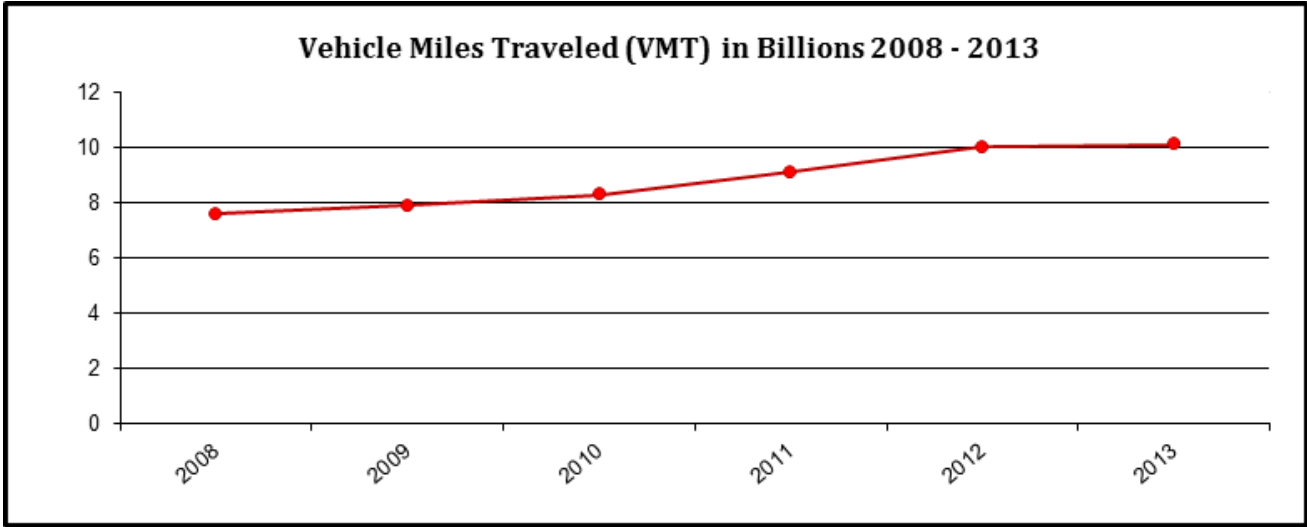


Figure 4

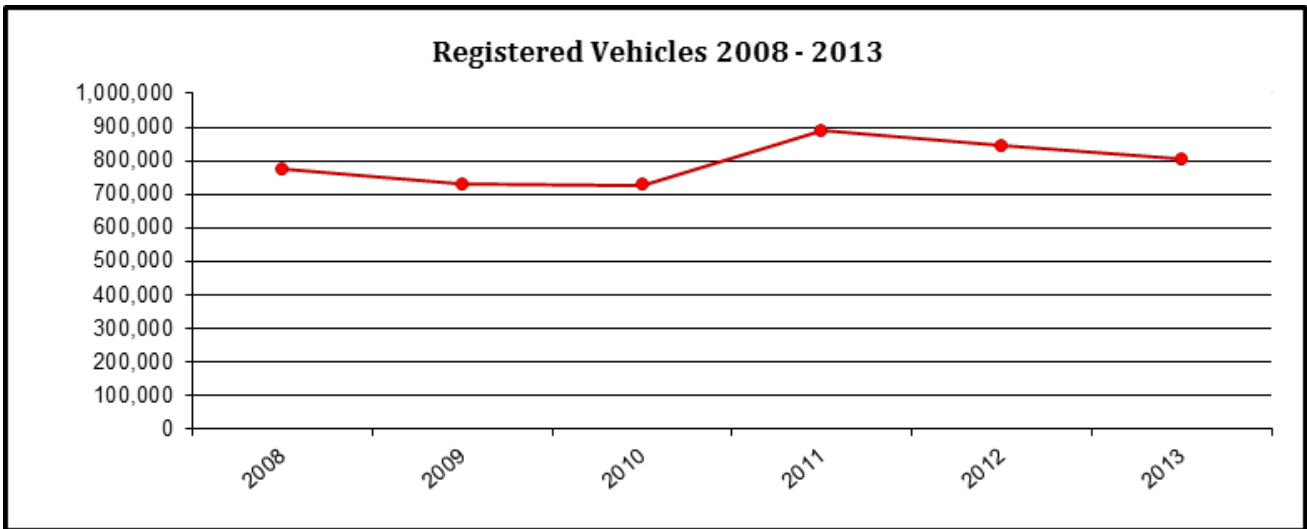


Figure 5

## North Dakota Profile

North Dakota is geographically located in the Upper Midwest. The 2013 Census estimate for North Dakota population was 739,482, this is an increase of 10.0 percent from 2010. North Dakota has 53 counties and 357 municipalities distributed over 69,000 square miles with an average of 9.7 people per square mile. Approximately 90.0 percent of North Dakota's population is White, 5.4 percent Native American, 2.9 percent Hispanic and 1.8 percent Black or African American (2013 U.S. Census Bureau estimates). According to the U.S. Census, approximately 29.0 percent of the population is under 18, 57.0 percent is 19 to 64 and 14.0 percent is 65 and older. There are 106,673 miles of roads in the state. Of the total only 7,378 are state highway system, 18,698 are county highway system and 56,867 are other rural roads. In 2013 there were 520,083 licensed drivers and 804,332 registered vehicles in North Dakota.



# Planning Process

## 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, evidence-based strategies and coordination between the HSP and SHSP in North Dakota.

### *The North Dakota Highway Safety Plan*

North Dakota's HSP is administered through the NDDOT Safety Division Traffic Safety Office (TSO). The highway safety planning process is circular and continuous as identified in Figure 6.

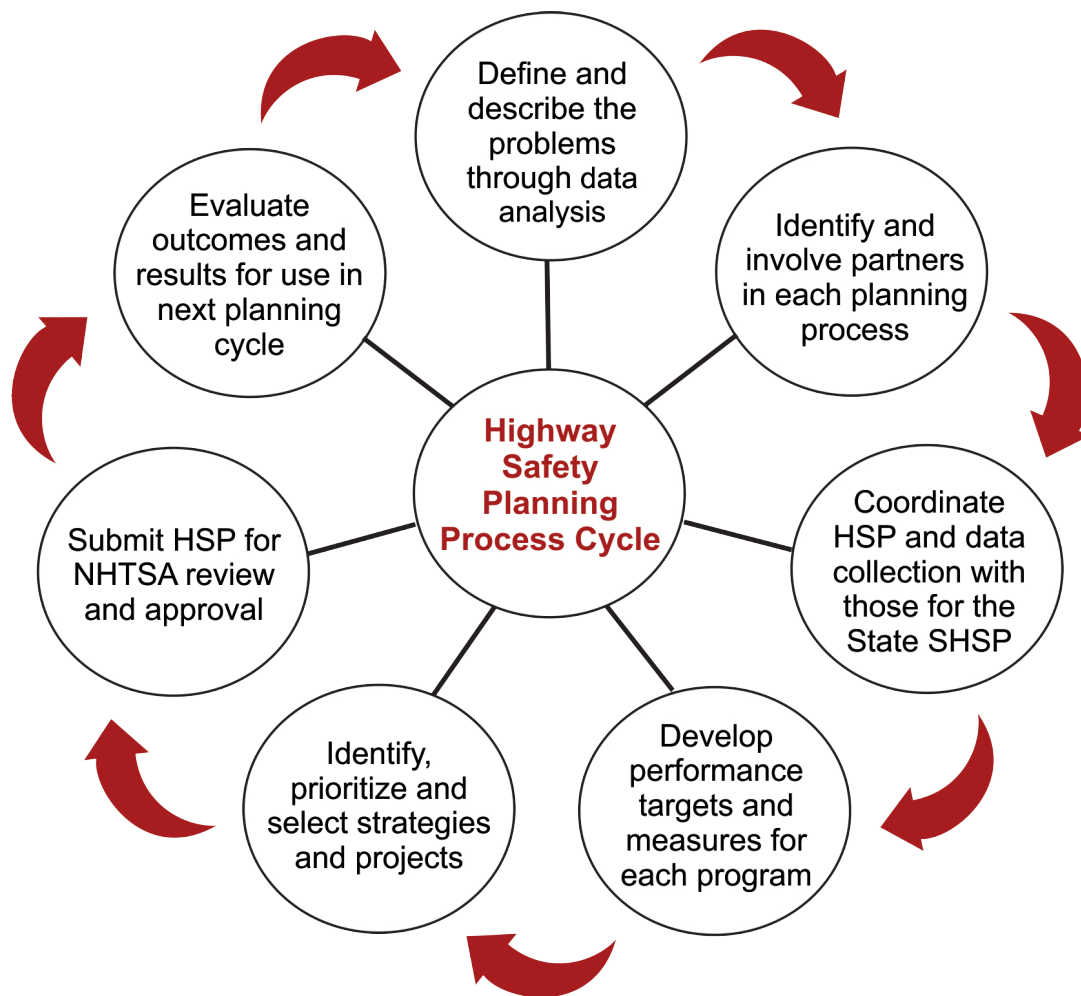


Figure 6

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.

## Planning Process

**Table 1**

Date	Activity
January - June	<p>Review previous year program results.</p> <p>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.</p>
March - April	<p>As funding allows, solicit Request for Proposals (RFPs) and/or Request for Applications (RFAs) from subgrantees. Post any solicitation announcements to the TSO webpage.</p>
April - June	<p>Continue data analysis to include the review of state traffic crash data from the most recent year and other related data sources.</p> <p>If projects are solicited, establish a Grant Review Committee(s) to review and score proposals/ applications received in response to the solicitation.</p> <p>Select projects for inclusion in the HSP.</p> <p>Determine revenue estimates and draft an initial HSP budget.</p> <p>Draft the HSP for internal review.</p> <p>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.</p> <p>Finalize HSP budget.</p> <p>Conduct TSO final internal review of HSP for compliance with federal requirements, completeness and accuracy.</p> <p>Submit HSP for approval by Safety Division Director/Governor's Representative.</p>
July 1	<p>Submit the final HSP to NHTSA by July 1 deadline.</p>
July - September	<p>Begin to draft TSO grant agreements/contracts.</p> <p>Notify successful subgrantees and develop final grant agreements/contracts.</p> <p>Submit grant agreements/contracts for Department approval.</p>
October 1	<p>Implement HSP, grants and contracts.</p>
November	<p>Begin preparation of annual evaluation report for previous fiscal year.</p>
December 31	<p>Submit annual evaluation report to NHTSA Region 8 Office.</p>

# Problem Identification

## North Dakota's Problem Identification

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

- Understand the crash problem and causation factors
- Develop effective strategies 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 10 years of available crash data
- Fatal Analysis Reporting System (FARS)
- Driver license data
- Motor vehicle data
- Vehicle miles traveled (VMT) 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 in-

## Problem Identification

tervals throughout the fiscal year. In the months prior to HSP development, data are specifically analyzed to determine the five Ws of problem identification (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, Priority Emphasis Area Subcommittees, 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.

North Dakota's Strategic Highway Safety Plan (link)

[https://www.dot.nd.gov/divisions/safety/docs/ND\\_SHSP\\_final\\_2013-09-09.pdf](https://www.dot.nd.gov/divisions/safety/docs/ND_SHSP_final_2013-09-09.pdf)

### Enforcement Plan

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

Table 2 on the following page shows North Dakota total crashes, injuries, and fatalities by county in 2013.

## Problem Identification

**Table 2**

2013 Crashes by County								
County	PDO Crashes	Injury Crashes	Total Injuries	Fatal Crashes	Total Fatalities	Total Crashes	Total Rate per MVMT	VMT by County
Adams	45	10	12	1	1	56	1.77	31,725,000
Barnes	285	73	106	4	6	362	1.48	245,035,000
Benson	49	13	16	0	0	62	0.61	101,754,000
Billings	47	12	14	2	2	61	0.56	109,675,000
Bottineau	95	20	28	1	1	116	1.08	107,571,000
Bowman	30	10	18	1	1	41	0.73	56,543,000
Burke	62	10	13	3	3	75	1.03	72,663,000
Burleigh	2,195	580	813	2	2	2,777	4.22	658,586,000
Cass	3,022	920	1,221	2	2	3,944	2.69	1,464,677,000
Cavalier	44	5	6	0	0	49	0.83	58,924,000
Dickey	68	17	27	1	1	86	1.51	56,884,000
Divide	62	24	36	2	3	88	0.93	94,277,000
Dunn	173	34	46	4	4	211	1.05	201,306,000
Eddy	27	5	6	0	0	32	1.06	30,070,000
Emmons	41	12	21	0	0	53	0.92	57,410,000
Foster	43	10	12	0	0	53	1.13	47,017,000
Golden Valley	26	9	11	1	1	36	0.67	53,420,000
Grand Forks	1,231	350	483	5	5	1,586	2.48	639,779,000
Grant	22	13	15	2	2	37	0.94	39,408,000
Griggs	22	6	9	0	0	28	0.88	31,822,000
Hettinger	23	11	13	1	1	35	0.89	39,253,000
Kidder	71	21	24	1	1	93	0.72	129,736,000
LaMoure	91	7	12	2	2	100	1.80	55,521,000
Logan	23	7	6	0	0	30	1.23	24,349,000
McHenry	115	28	39	1	1	144	1.03	139,245,000
McIntosh	24	10	17	0	0	34	1.06	32,092,000
McKenzie	417	190	255	22	24	629	1.14	550,318,000
McLean	155	55	82	1	1	211	0.94	225,096,000
Mercer	136	23	34	2	2	161	1.63	98,483,000
Morton	549	108	160	3	3	660	1.53	432,609,000
Mountrail	222	97	132	4	6	323	0.87	370,946,000
Nelson	67	17	23	2	2	86	1.26	68,481,000
Oliver	19	10	11	0	0	29	0.90	32,255,000
Pembina	127	31	42	2	4	160	1.20	133,777,000
Pierce	35	7	9	1	1	43	0.76	56,841,000
Ramsey	253	50	70	2	2	305	1.98	154,392,000
Ransom	48	13	14	2	2	63	1.20	52,538,000
Renville	49	13	23	0	0	62	1.22	50,746,000
Richland	250	80	114	2	2	332	1.20	277,635,000
Rolette	39	12	21	4	4	55	0.55	99,680,000
Sargent	35	10	8	0	0	45	0.76	58,977,000
Sheridan	26	4	6	0	0	30	1.15	26,046,000

## Problem Identification

Sioux	3	3	5	2	2	8	0.20	39,506,000
Slope	13	6	10	1	1	20	0.63	31,814,000
Stark	697	107	149	6	6	810	1.89	428,359,000
Steele	21	4	6	0	0	25	0.69	36,387,000
Stutsman	531	133	200	2	2	666	1.97	337,489,000
Towner	17	0	0	0	0	17	0.42	40,685,000
Traill	132	31	41	1	1	164	0.76	214,867,000
Walsh	165	55	70	1	1	221	1.34	165,458,000
Ward	1,493	307	429	16	18	1,816	2.50	726,824,000
Wells	120	18	22	0	0	138	1.68	81,968,000
Williams	1,388	300	412	21	25	1,709	2.34	728,827,000
Statewide	14,943	3,901	5,372	133	148	18,977	1.88	10,092,942,000

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

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

### **Deployment of Resources Based on Data Analysis and Planned High Visibility Enforcement (HVE) Strategies to Support National Mobilizations**

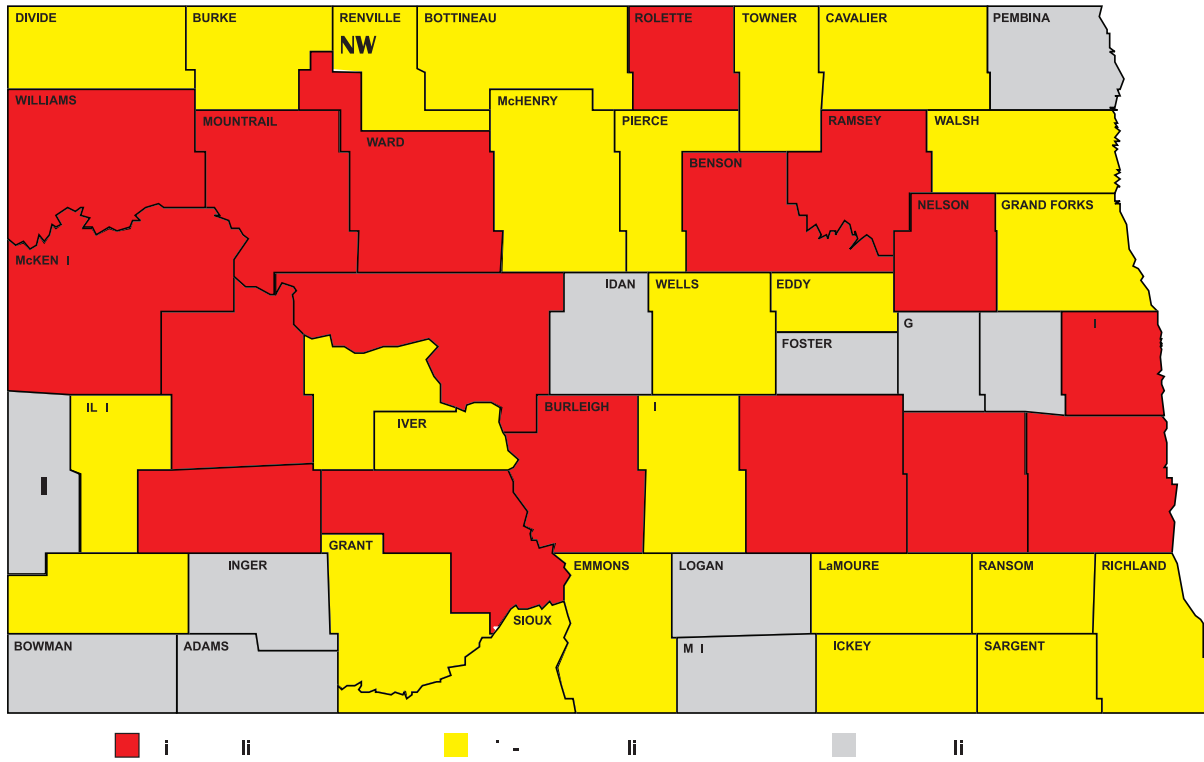
North Dakota’s FY 2016 enforcement plan, as described on the following pages, is designed to assure high visibility of law enforcement in a sustained, data-driven approach. The enforcement plan includes the deployment of resources and high visibility enforcement strategies for occupant protection, impaired driving, distracted driving, and underage drinking campaigns to be conducted in FY 2016.

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 55 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 five or more fatalities over a three-year period and secondary in yellow as having fewer than five fatalities but five or more serious injuries over the same three-year period.

During defined HVE 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.

# Enforcement Plan



**Figure 7**

Overtime grants for occupant protection, distracted driving, impaired driving, and underage drinking will be provided by the TSO in FY 2016 to the law enforcement agencies listed in Table 3.

**Table 3**

Counties Per Region	County Sheriff Department Participating (Yes/No)	Participating City Police Departments in the Region	Population by County and/or Participating Cities
<b>Northwest Region – Williston</b>			
Burke	Yes		1,968
Divide	Yes		2,071
McKenzie	No	Watford City	6,360
Mountrail	No	Stanley	2,060
Williams	Yes	Tioga, Williston	22,398
Three Affiliated Tribes	No		Population included in county census data.
<b>Northwest Region – Minot</b>			
Bottineau	No		
McHenry	Yes		5,395
McLean	Yes		8,962
Renville	No		
Ward	Yes	Burlington, Minot, Surrey	61,675

## Enforcement Plan

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	No		
Spirit Lake Reservation	No		Population included in county census data.
Turtle Mountain Reservation	No		
Northeast Region – Grand Forks			
Grand Forks	Yes	Grand Forks, University of North Dakota	66,861
Nelson	Yes		3,126
Pembina	Yes		7,413
Walsh	Yes		11,104
Southwest Region – Dickinson			
Adams	Yes		2,360
Billings	Yes		783
Bowman	No		
Dunn	No		
Hettinger	No		
Stark	Yes	Dickinson	24,199
Southwest Region – Bismarck			
Burleigh	Yes	Bismarck, Lincoln	81,308
Emmons	No		
Grant	Yes		2,394
Kidder	No	Steele	
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	No		
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, West Fargo	149,778
Ransom	Yes	Lisbon	5,457
Richland	No	Wahpeton	7,853 (city)
Sargent	Yes		3,890
Steele	Yes		1,975
Traill	Yes		8,121



## Enforcement Plan

Total North Dakota Population (2010 Census)			672,591
Total Population Covered Through HVE – FY16			591,702 (88%)

As demonstrated in Table 3, North Dakota will collectively serve 88 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 four 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, and 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 will collaborate with the TSO to conduct 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. The TSO is aware the number of citations is down. The TSO is actively working with law enforcement to increase these citation numbers. This information will be tracked on an annual basis to insure this strategy remains effective.

#### ***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.

## Enforcement Plan

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 at its 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 occupant protection 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 coordinate with the TSO to conduct 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.

### ***Distracted Driving***

Participating law enforcement agencies will conduct a Distracted Driving high visibility enforcement effort during April, National Distracted Driving month and September in FY 2016. These enforcement efforts will have an emphasis on detecting illegal use of a cell phone or other electronic devices while driving.

Participating agencies will be required to attend a distracted driving enforcement training that will provide an interpretation of North Dakota's distracted driving law and methods for detecting distracted drivers. Traffic Safety Resource Prosecutors and city/county prosecutors will conduct this training.

At a minimum, participating agencies will: (1) conduct high visibility enforcement within corridors and times where the occurrence of distracted driving is the 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 distracted 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 collaborate with the TSO to conduct 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 of distracted driving.

### ***Underage Drinking Enforcement***

Participating agencies will conduct enforcement of North Dakota's underage drinking laws during the months of October, April and May. Agencies will be required to focus on high-incident times at which underage drinking and access to alcohol is prevalent in their communities. Enforcement activities will include, but will not be limited to saturation patrol, party patrols, compliance checks, and parking lot surveillance stings. Agencies may also use the overtime funds received to conduct responsible beverage server training in their jurisdiction.

At a minimum participating agencies will: (1) conduct underage drinking enforcement within their jurisdiction at times when the occurrence of underage drinking laws are being violated is the great-

## Enforcement Plan

est, (2) coordinate with the TSO to complete earned media requirements (e.g. provide statistics from the enforcement effort and submit a post enforcement news release, (3) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime enforcement funds and submit that log with the reimbursement request.

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

### **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 TSO is continuously evaluating the effectiveness of the current enforcement programs in place and the strategies used for deployment of the resources. The TSO will use the Core Performance Measures as a baseline and will monitor annually. The TSO conducts an annual onsite visit to assure Grant Coordinators are aware of their contractual obligation and deploying resources at times and locations that best reflect their crash data.

## Enforcement Plan

The TSO will use the Core Performance Measures as a guide in determining program effectiveness. In addition to monitoring the Core Performance Measures each agency performance will be tracked after each required quarterly enforcement event to assure that they are performing at a level commensurate with identified standards as established by the TSO. Agencies evaluated at lesser performance levels will be given an opportunity to improve performance and will be asked to reevaluate their deployment strategies to ensure they are data-driven. Agencies will have the ability to access their performance levels 24/7 through the Law Enforcement Web Reporting (LEWR) web site.

The TSO will continually monitor process and outcomes related to high visibility enforcement and will work toward continuous quality improvement until progress is achieved. In establishment of the FY 16 performance goals, consideration was given to 2014 state data.

# Performance Plan

North Dakota HSP Performance Status				
Core Performance Measure	2015 Performance Target (three-year average)	Three-year average 2011-2013	Status	Comments
C1: Number of fatalities from traffic crashes	152	155.3	Not met	Fatalities dropped from 170 in 2012 to 148 in 2013
C2: Number of serious injuries from traffic crashes	340	518	Not met	Serious injuries dropped from 575 in 2012 to 517 in 2013
C3: Fatalities per vehicle mile traveled (VMT)	1.59	1.59	Met	Fatalities per VMT dropped from 1.69 in 2012 to 1.47 in 2013
C4: Number of unrestrained passenger vehicle occupant fatalities	85	77	Met	Unrestrained passenger vehicle occupant fatalities dropped from 89 in 2012 to 66 in 2013
C5: Number of fatalities involving a driver or motorcycle operator with a .08 BAC or above	56	65.6	Not met	Impaired driving fatalities dropped from 72 in 2012 to 62 in 2013
C6: Number of speed related fatalities	60	57.3	Met	Speed related fatalities dropped from 62 in 2012 to 59 in 2013
C7: Number of motorcycle fatalities	13	13	Met	Motorcycle fatalities dropped from 16 in 2012 to 9 in 2013
C8: Number of unhelmeted motorcycle fatalities	9	8	Met	Unhelmeted motorcycle fatalities dropped from 11 in 2012 to 3 in 2013
C9: Number of drivers age 20 and younger involved in fatal crashes	19	21.6	Not met	Drivers age 20 and younger dropped from 23 in 2012 to 20 in 2013
C10: Number of pedestrian fatalities	2	5.6	Not met	Pedestrian fatalities dropped from 7 in 2012 to 1 in 2013
C11: Number of bicyclist fatalities	0	0.67	Not met	Bicycle fatalities increased from 0 in 2012 to 1 in 2013
Behavior Measures				
Program Area	2012 Data	2013 Data		
B1: Observed seat belt usage	80.9	77.7		
Activity Measures				
Program Area	2012 Data	2013 Data		
A1: Seat belt citations	3,612	3,036		
A2: Impaired driving citations	677	571		
A3: Speeding citations	7,188	5,486		
A4: Number of citations from law enforcement that comply with the validation rules of the State Repository for transfer to the courts and driver records	New Measure	60,706		

## Performance Plan

<i>A5: Percentage of misused car seats during checks</i>	New Measure	75%		
<i>Other (Distracted Driving)</i>		2013 (Texting) 59%	2013 (Talking) 68%	

### **Core Outcome Performance and Behavior Goals**

- C1: Decrease the number of traffic fatalities by 2.5 percent from a three-year (2011-2013) average of 55.3 to three-year average (2012-2014) of 151.4 by December 31, 2016.
- C2: Decrease the number of serious traffic injuries by 1.0 percent from a three-year (2011-2013) average of 518 to three-year average (2012-2014) of 512.8 by December 31, 2016.
- C3: Decrease the rate of fatalities per VMT by 2.0 percent from a three-year (2011-2013) average of 1.59 to three-year average (2012-2014) of 1.56 by December 31, 2016.
- C4: Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.0 percent from a three-year (2011-2013) average of 77.3 to three-year average (2012-2014) of 76.2 by December 31, 2016.
- C5: Decrease the number of traffic fatalities involving a driver or motorcycle operator with a .08 BAC or above by 2.0 percent from a three-year (2011-2013) average of 65.6 to three-year average (2012-2014) of 64.3 by December 31, 2016.
- C6: Decrease the number of speed related traffic fatalities by 1.0 percent from a three-year (2011-2013) average of 50.0 to three-year average (2012-2014) of 49.5 by December 31, 2016.
- C7: Decrease the number of motorcyclist fatalities by 1.0 percent from a three-year (2011-2013) average of 13.0 to three-year average (2012-2014) of 12.7 by December 31, 2016.
- C8: Decrease the number of unhelmeted motorcyclist fatalities by 1.0 percent from a three-year (2011-2013) average of 8.0 to three-year average (2012-2014) of 7.92 by December 31, 2016.
- C9: Decrease the number of drivers age 20 and younger involved fatal crashes from a three-year (2011-2013) average of 21.6 by 1.0 percent to a three-year 2012-2014 average of 21.5 percent by December 31, 2016.
- C10: Decrease the number of pedestrian fatalities by 1.0 percent from a three-year (2011-2013) average of 5.67 to three-year average (2012-2014) of 5.61 by December 31, 2016.
- C11: Maintain the number of bicyclist fatalities three-year average of one or less.
- B1: Increase the percent of observed occupants using a seat belts from 77.7 by 1.0 percent to 78.4.

### **Core Outcome Problem Identification, State Calculations and Countermeasures**

#### **C1 Traffic Fatalities**

##### ***Problem Identification***

The number of traffic fatalities has fluctuated over the past six years however, the general trend is moving upward. In 2013 there were 148 traffic fatalities in North Dakota and one person died in a traffic crash every 2.5 days compared to 2008 with only one fatality every 3.5 days. Only 55.7 percent of the traffic fatalities in 2013 held a North Dakota driver's license. The three-year average of fatali-

## Performance Plan

ties has seen an increase of 33.5 percent since 2008-2010 (refer to Figure 8). North Dakota is experiencing growth in many areas including population, licensed drivers, number of registered vehicles and vehicle miles traveled, but the one area that cannot afford to experience growth is traffic fatalities.

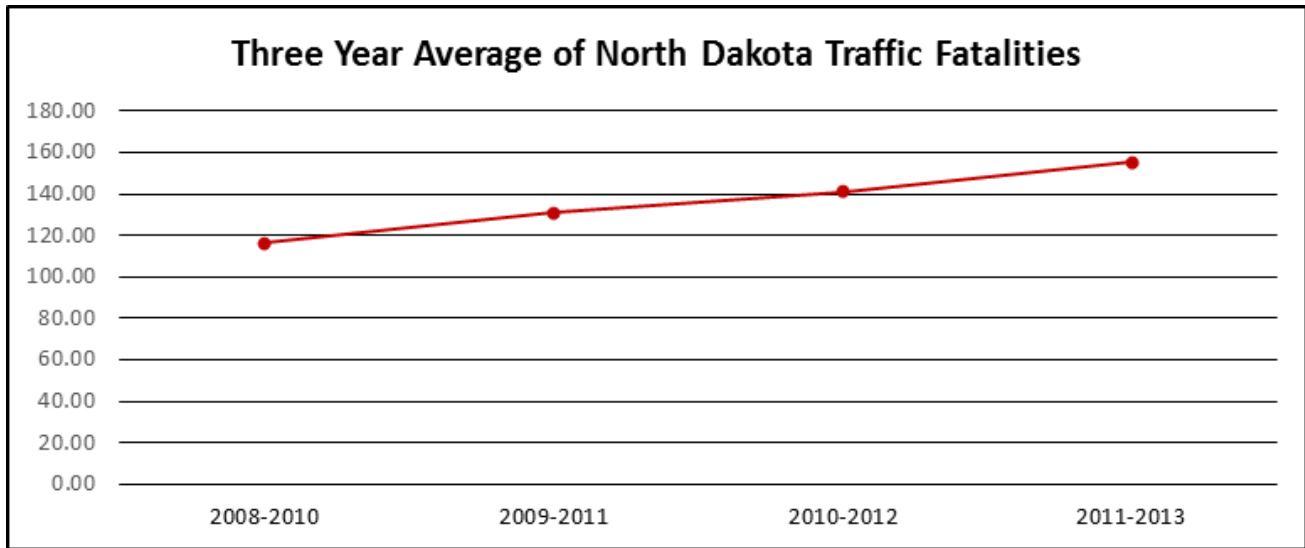


Figure 8

Figure 9 below depicts the trend line indicating a projected increase in the number of motor vehicle fatalities in North Dakota. Through strategies identified in this HSP, the TSO hopes to mitigate the projected increase.

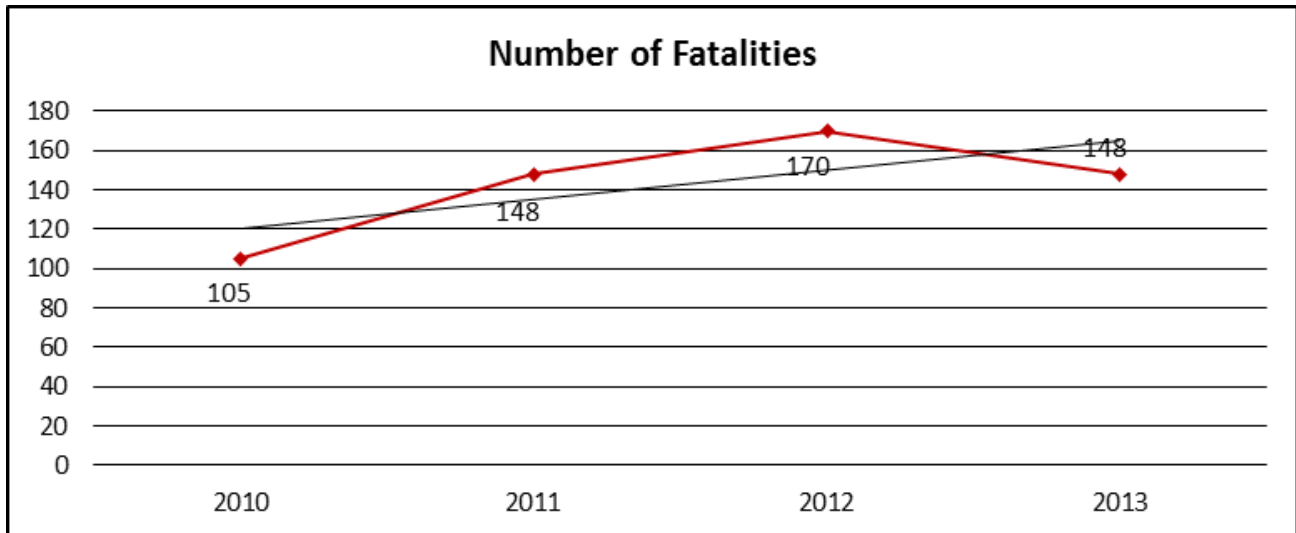


Figure 9

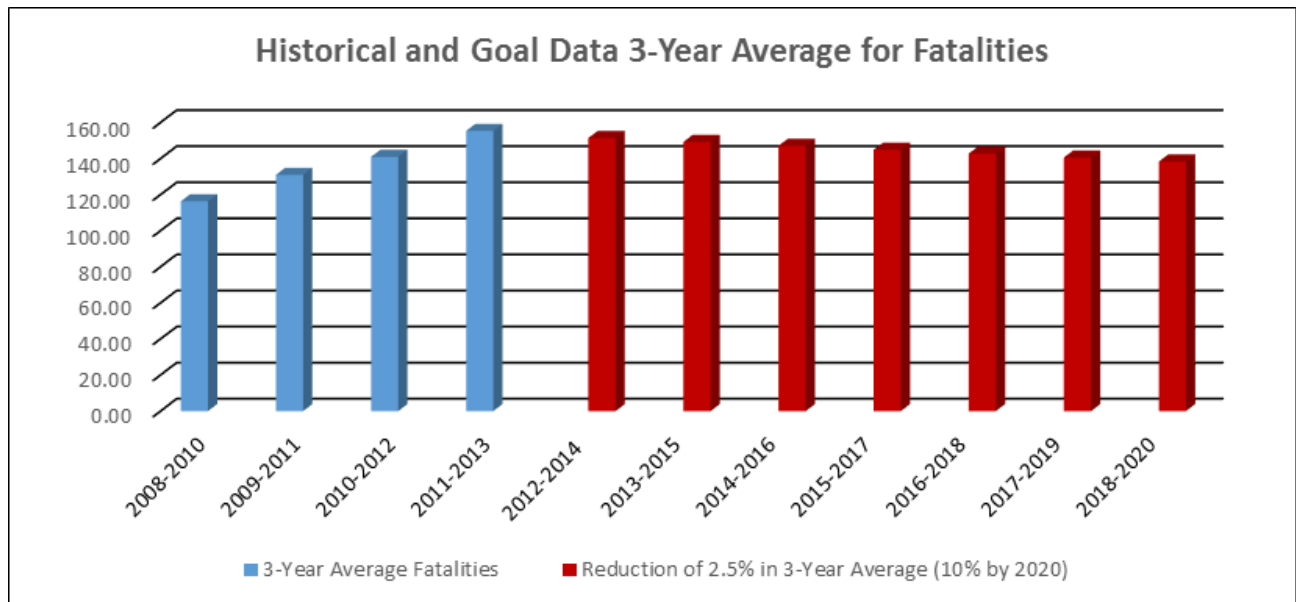
## *Performance Measure*

### **2016 Performance Goals**

Decrease the number of traffic fatalities by 2.5 percent from a three-year (2011-2013) average of 155.3 to three-year average (2012-2014) of 151.4 by December 31, 2016.

### *State Goal Calculation*

North Dakota's goals for traffic fatalities is based on three year averages. North Dakota has set a goal of 10.0 percent decrease in traffic fatalities by 2020. This goal equates to a 2.5 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.5 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 151.4 traffic fatalities or 136 or fewer for 2014 (refer to Figure 10).



**Figure 10**

## **C1 Countermeasures**

### *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.

CP1609-02 – 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.

CP1609-06 – Program Evaluation (NDSU-UGPTI). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to



## Performance Plan

occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1609-07 – Annual Traffic Safety Partner Summit (Vendor/Fiscal Agent). *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.

### **PA1601-01 – Program Management**

**Budget: \$150,000 section 402 PA**

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 Managers 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.

### **CP1609-01 – Program Management (Program Manager)**

**Budget: \$75,000 section 402CP**

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

### **CP1609-02 – County and Corporate Outreach Program**

**(North Dakota Association of Counties)**

**Budget: \$300,000 section 402 CP**

Project activities will include media advocacy, training, community mobilization, environmental strategies, and other activities through coordination with the counties, corporations, and other entities on a statewide basis. The goal is to form a broad network of traffic safety advocates statewide to advance these strategies. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, 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; (2) within the counties including law enforcement, social services,

## Performance Plan

public health and other health care services, and other entities; (3) through sports venues; and (4) through businesses/corporations statewide.

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. This program also applies to core performance measures: C4, C5, and Distracting Driving.

**CP1609-06 – Program Evaluation (NDSU- UGPTI)**  
**Budget: \$ 70,000 section 402 CP**

The North Dakota State University Upper Great Plains Transportation Institute 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, sub-consultant fees, operating expenses, and an approved indirect cost rate.

**CP1609-07 – Annual Traffic Safety Partner Summit (Vendor/Fiscal Agent)**  
**Budget: \$100,000 section 402 CP**

The NDDOT will conduct its third annual Strategic Highway Safety Plan (SHSP) conference in North Dakota. The conference provides 4E stakeholders in education, enforcement, engineering, and emergency medical services with information and best practices in traffic safety. Participants are also informed of the status of SHSP implementation and crash data results. Professional continuing education credits are provided. The conference will occur in April 2016.

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

**Table 5**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PA1601-01	P & A	\$150,000	402 PA
CP1609-01	Program Management	\$ 75,000	402 CP
CP1609-02	County & Corporate Outreach	\$300,000	402 CP
CP1609-06	Program Evaluation	\$ 70,000	402 CP
CP1609-07	Annual Traffic Safety Partner Summit	\$100,000	402 CP
<b>402 Total</b>		\$695,000	
<b>Total All Funds</b>		\$695,000	

## C2 Serious Injuries

### *Problem Identification*

The number of serious injuries in North Dakota has steadily and significantly increased over the past six years. In 2013 there were 517 serious injuries in traffic crashes on North Dakota roads. The three-year average for serious injuries increased 54.2 percent since 2008-2010 from an average of 336.0 to 518.0 in 2011-2013.

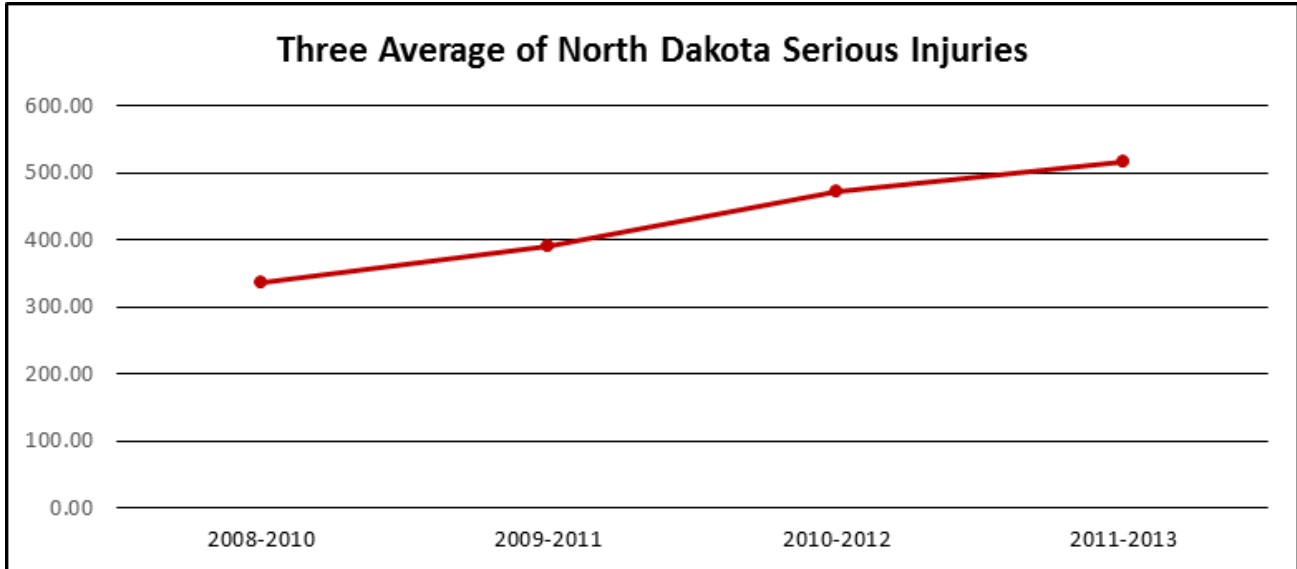


Figure 11

The number of serious injuries in North Dakota has increased 74.6 percent in the last six years and is trended to increase in the future.

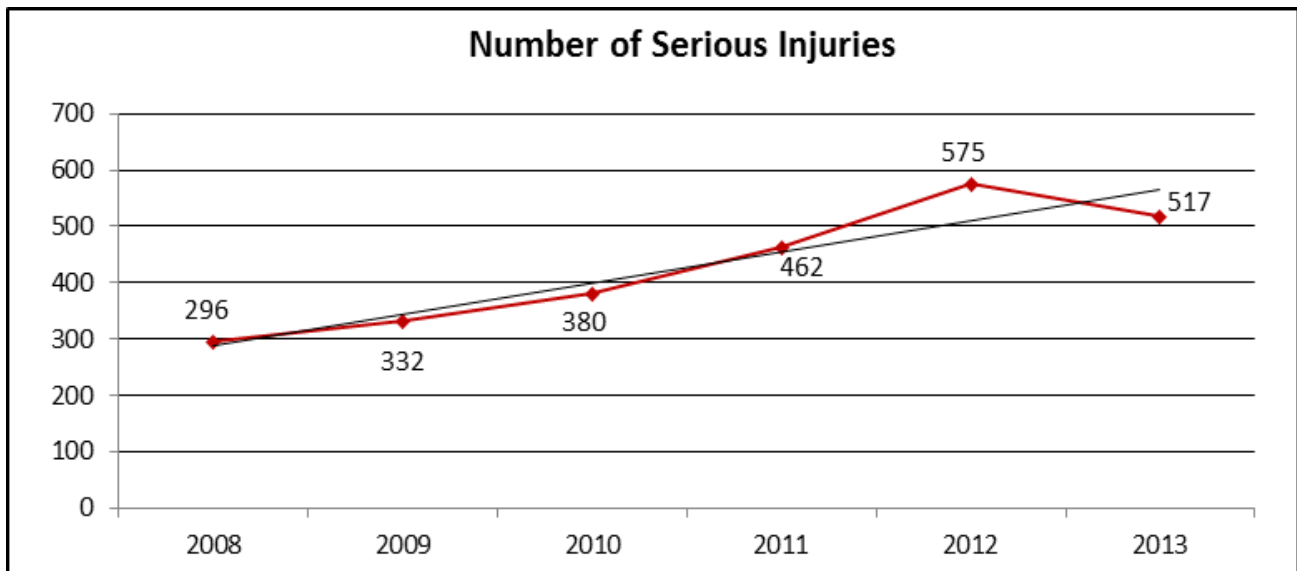


Figure 12

## *Performance Measure*

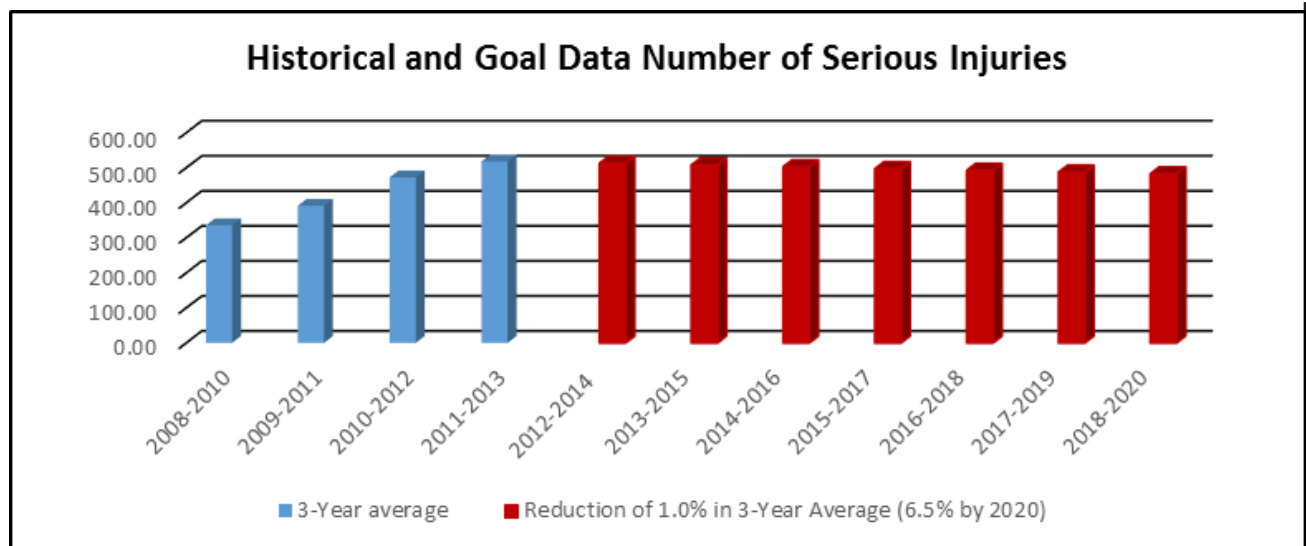
### **2016 Performance Goals**

Decrease the number of serious traffic injuries by 1.0 percent from a three-year (2011-2013) average of 518 to three-year average (2012-2014) of 512.8 by December 31, 2016.

### *State Goal Calculation*

#### **Serious Injuries**

North Dakota's goals for serious injuries is based on three-year averages. North Dakota has set a goal of 6.5 percent decrease in serious injuries by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 512.8 serious injuries or 517 or less serious injuries for 2014.



**Figure 13**

## **C3 Fatalities per VMT**

### *Problem Identification*

North Dakota has experienced tremendous economic growth over the last five years, along with that growth the state has seen unprecedented increases in VMT. Most of these increases are due to oil expiration and production in the state. As depicted in Figure 4 on page 4 the state has had a 32.7 percent increase in VMT since 2008. However the rate of fatalities per VMT has not kept pace with these increases, in fact North Dakota has seen a decline in the rate of fatalities per VMT over the last few years.

## Performance Plan

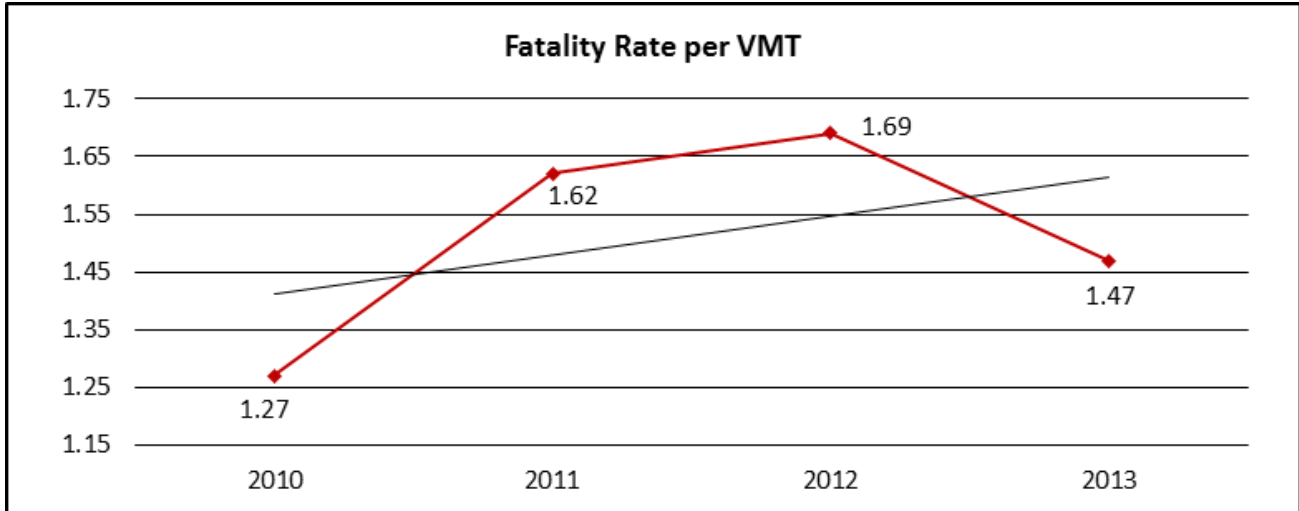


Figure 14

With the decline in fatality rate in 2013, North Dakota feels that the increasing trend can be reversed and that our three-year average should start to stabilize and decline over time.

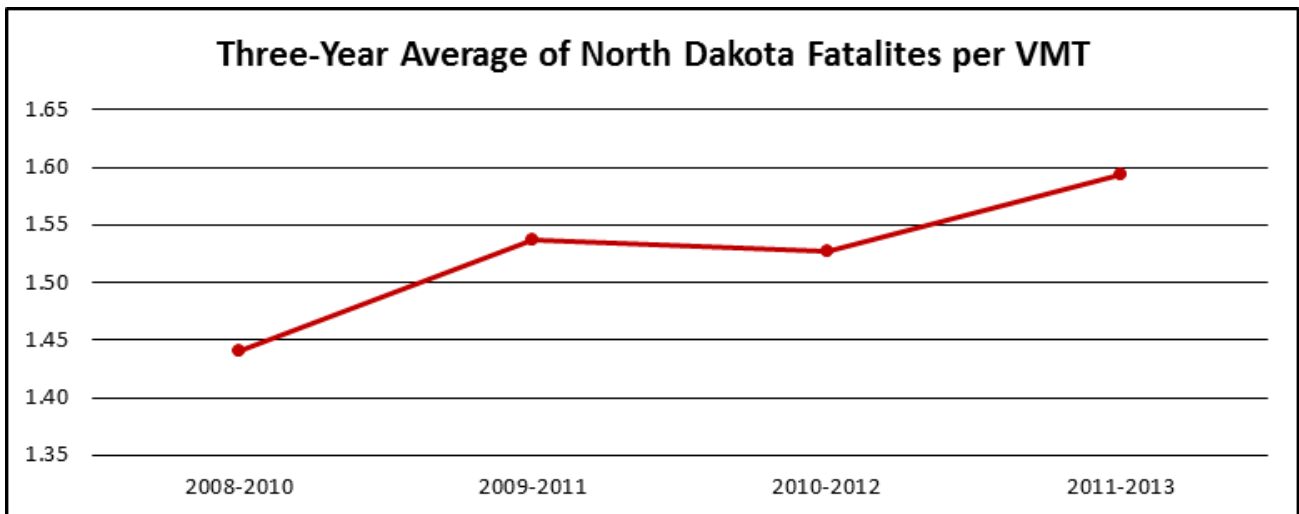


Figure 15

### *Performance Measure*

#### **2016 Performance Goals**

Decrease the number of fatalities per VMT by 2.0 percent from a three-year (2011-2013) average of 1.59 to three-year average (2012-2014) of 1.56 by December 31, 2016.

### *State Goal Calculation*

North Dakota's goals for fatalities per VMT is based on three-year averages. North Dakota has set a goal of 13.0 percent decrease by 2020. This goal equates to a 2.0 percent reduction in the three-year average every year. The TSO feels this goal is very attainable because the vehicle miles travel is increasing at a greater rate than the number of fatalities within the state. In order to meet the long term goal the three-year average rate for 2012-2014 will need to be 1.56 or a rate of 1.29 or less for 2014 (refer to Figure 16).

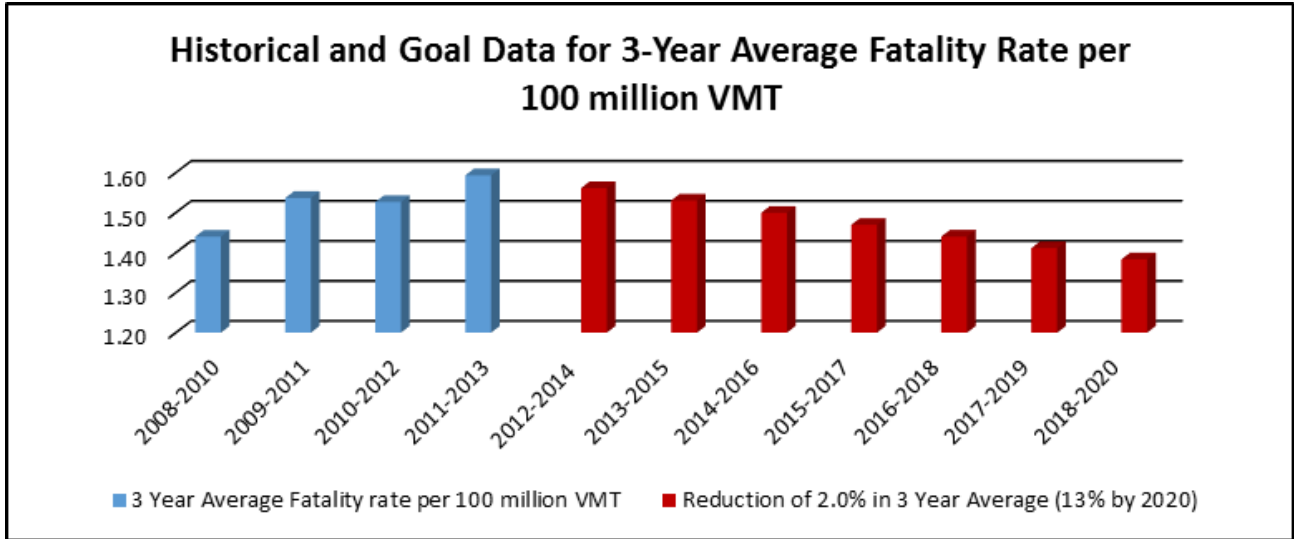


Figure 16

## C4 Occupant Protection

### *Problem Identification*

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic crash fatality. 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. On average from 2008 to 2013, 64 percent of passenger vehicle fatalities were unrestrained, however 2013 was North Dakota’s best year in the last six with only 56.1 percent of the fatalities noted as not restrained.

### Percent of Unrestrained Fatalities in Passenger Vehicles

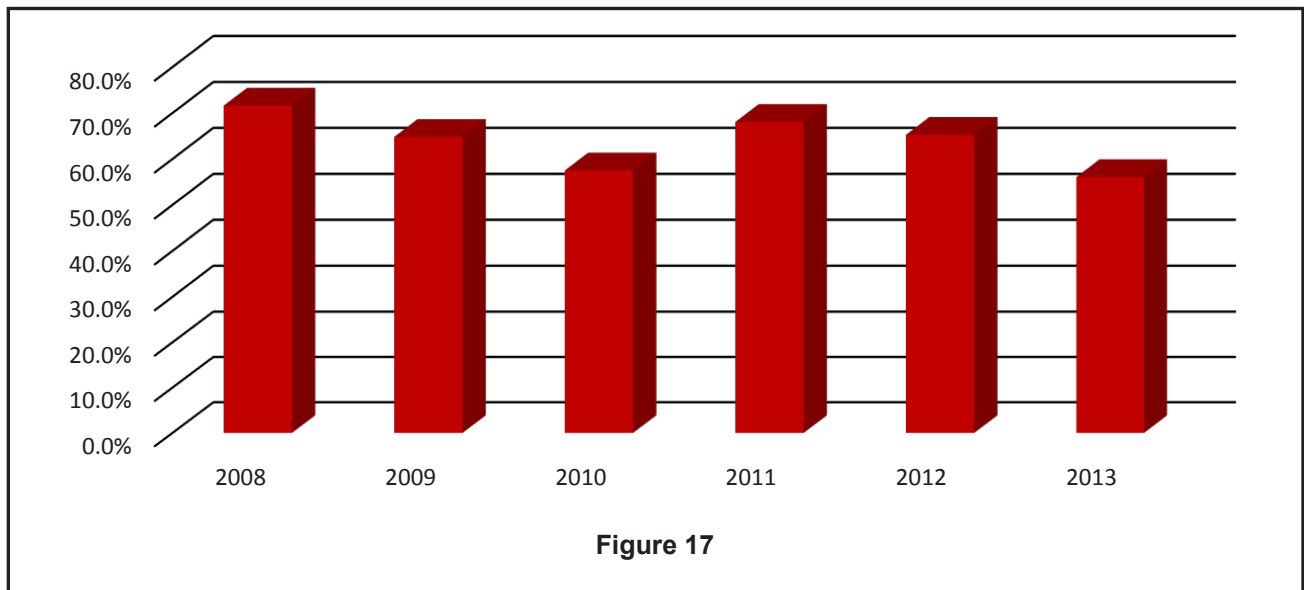


Figure 17

## Performance Plan

A fatal crash means that at least one person involved in the crash received a fatal injury. However in most fatal crashes in North Dakota there are more people involved than just those that receive the fatal injuries. Drilling down into data on all people involved in these crashes can provide a clearer understanding of why some receive fatal injuries and some receive no injuries at all.

In 2013, there were 287 people involved in passenger vehicle fatal crashes. Of those, 133 sustained fatal injuries. The remaining 156 people received a variety of injuries ranging from none to incapacitating.

Of the 133 that received fatal injuries, 75 did not have restraint in use and of those 41 were partially or totally ejected from their vehicles.

There were 23 people who received incapacitating injuries in these fatal crashes. Ten of the 23 had restraints in use eight did not and five were unknown. Of the eight who were not using restraints two were totally ejected from the vehicle.

There were 40 people who received non-incapacitating injuries, 18 had restraints in use, 15 did not, and three were unknown. Three of the 15 that were not restrained were totally ejected from the vehicle.

There were 15 people who received Possible-Claimed injuries. Twelve of these individual were using lap and shoulder restraints. None of the 15 were either partially or total ejected from the vehicle.

There were 72 people in these fatal crashes that did not receive any injuries, 55 were wearing lap and shoulder restraints and none of the 72 were either partially or total ejected from the vehicle.

By conducting a general comparison of the injury severity it can be seen that the number one difference is the use of lap and shoulder restraints. The following graphs display the percentage of restraint usage of individuals ejected (both partially and totally) and percentage of injury status of those individuals who did not have restraints in use.

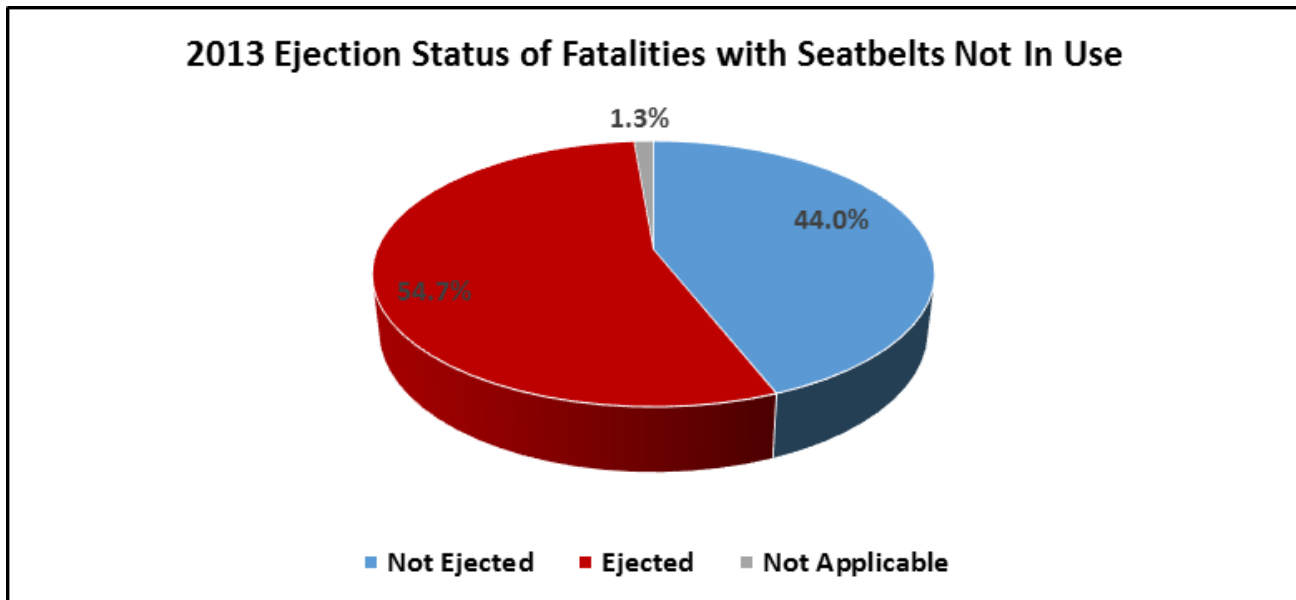
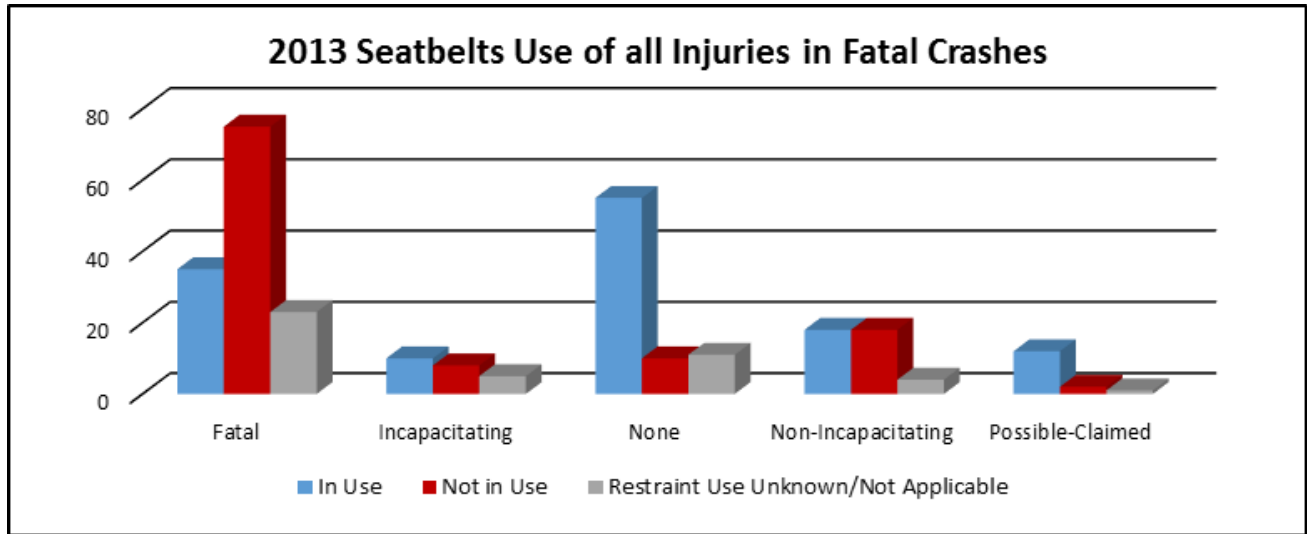


Figure 18



**Figure 19**

In 2013, 75 individuals, 56.3 percent of the passenger vehicle fatalities were unrestrained. This percentage has remained consistent since 2008 with an average of 64.4 percent of passenger vehicle fatalities being unrestrained over the last six years.

***Performance Measure***

**2016 Performance Goals**

Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.0 percent from a three-year (2011-2013) average of 77.3 to a three-year average (2012-2014) of 76.2 by December 31, 2016.

***State Goal Calculation***

North Dakota’s goals for unrestrained passenger vehicle occupants. North Dakota has set a goal of 6.5 percent decrease in unrestrained passenger vehicle occupant fatalities by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 76.23 unrestrained passenger vehicle occupant fatalities or 75 or less fatalities for 2014.



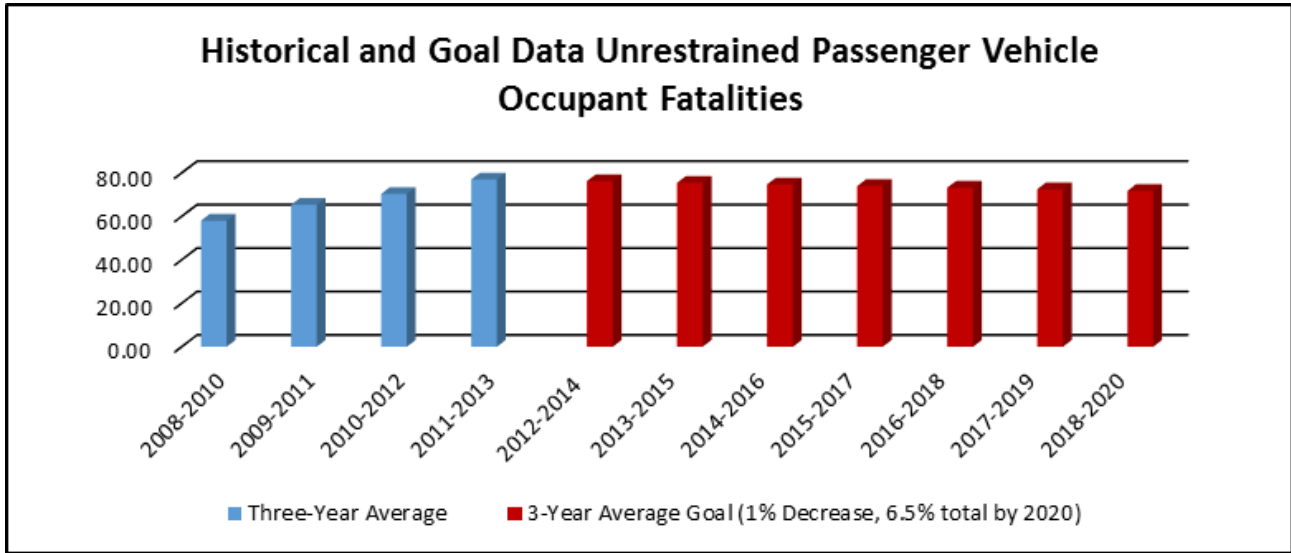


Figure 20

## C4 Countermeasures

### *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*. In addition to the below mentioned countermeasures, projects from B1 observed seat belt usage and A5 percentage of misused car seats. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

OP1605-05 – 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.

OP1605-06 – 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.

CP1609-03 – 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.

Other Funds – 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.

### **OP1605-01 – Program Management (Program Manager)**

**Budget: \$40,000 section 402 OP**

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.

## Performance Plan

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

### **OP1605-05 – Overtime Enforcement (Law Enforcement Agencies)**

**Budget: \$399,130 section 405 M2HVE**

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 2016.

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

### **OP1605-06 – Enforcement Media – Paid/Earned/PI&E (Media Vendor)**

**Budget: \$399,130 section 405 M2PE**

The TSO will coordinate all media and outreach activities in support of scheduled occupant protection high visibility enforcement to increase public awareness.

The TSO will contract with a media firm to develop, print, and purchase media and materials to support occupant protection enforcement targeting non-users with a priority emphasis on males age 14 to 34 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. North Dakota will use the Click It or Ticket message on all enforcement materials.

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 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.

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

### **CP1609-03 – Tribal Outreach Programs (North Dakota Tribes)**

**Budget: \$200,000 section 402 CP**

Native Americans comprise 5.4 percent of North Dakota's population. 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

## Performance Plan

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.

### **CP1609-05 – Native American Media**

#### **Paid/Earned Media and PI&E (Public Information and Education) (Media Vendor)**

**Budget: \$200,000 section 402CP**

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.

### **CP1609-09 – Traffic Safety Partner Network (Media Vendor)**

**Budget: \$273,275 section 402 CP**

Corporations/businesses throughout the state will be offered the opportunity to become a member of a network of corporations/businesses working together to strengthen their commitment to ensuring motor vehicle safety throughout the state.

TSO staff and grantees will work to identify and recruit corporations/businesses for participation. Participating businesses will receive technical assistance and resources to educate their employees about traffic safety and to strengthen internal traffic safety policies to change employee behavior both on and off the job.

Businesses will, in turn, become part of a network of traffic safety advocates that can be called upon to assist other traffic safety stakeholders statewide with media advocacy, community mobilization, implementation of environmental strategies, and other activities. The goal is to form a broad network

## Performance Plan

of traffic safety advocates statewide to advance traffic safety. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, speed, and distracted driving.

Costs are for PI&E material development through the TSO's media vendor and other costs associated with the projects.

### **Other Funds – Tween Seat Belt Outreach Program – NDSU Extension Service**

#### **Budget: \$10,000 – other**

The North Dakota State University (NDSU) Extension Service 4-H Youth Development Program will continue to administer its tween seat belt outreach program to increase seat belt use among pre-driving youth in North Dakota.

The project uses a curriculum from the University of Michigan's 4-H Youth Development entitled *Take a Second, Save a Lifetime* and adapted for use in North Dakota. Parent education materials are employed as an adjunct to the curriculum to enhance the educational experience of the youth through parent education.

The program began as a pilot project in three regions of the state in both school and 4-H club settings. A pre- and post-test survey administered to youth and parents in the intervention groups and control groups compared knowledge, attitudes, and behaviors (KAB) related to seat belt use pre- and post-intervention. The survey proved the program was successful in positively changing KAB of pre-driving youth and seat belt use. Fatal crashes/fatalities are also tracked by community for evaluation purposes.

In FY 2016, NDSU Extension Service will expand the program in additional regions in the state. This program will also apply to core performance measure C9.

### ***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 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.*** 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 to 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.*** 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 to 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.*** This will occur through sustained Click It or Ticket high visibility enforcement.

# Performance Plan

**Table 6**

<b>Occupant Protection Program Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source/Code</b>
OP1605-01	Program Management	\$ 40,000	402 OP
OP1605-05	Overtime Enforcement	\$ 399,130	405 M2HVE
OP1605-06	Enforcement Media – Paid/Earned/ PI&E	\$ 399,130	405 M2PE
CP1609-03	Tribal Outreach Program	\$ 200,000	402 CP
CP1609-05	Native American Media Paid/ Earned/ PI & E	\$ 200,000	402 CP
CP1609-09	Traffic Safety Partner Network Program	\$ 273,275	402 CP
Other Funds	Tween Seat Belt Outreach Program	\$ 10,000	NDSU Extension Service
<b>402 Total</b>		<b>\$ 713,275</b>	
<b>405 Total</b>		<b>\$ 798,260</b>	
<b>Other Funds Total</b>		<b>\$ 10,000</b>	
<b>Total All Funds</b>		<b>\$1,521,535</b>	

## C5 Fatalities Involving an Operator with .08 BAC or Above

### *Problem Identification*

Although it is a criminal offense to operate a motor vehicle with a blood alcohol content of .08 or higher it is one of the most consistent behaviors over time contributing to fatalities in North Dakota. In 2013, the state had 62 fatalities involving an operator with a BAC of .08 or higher (refer to Figure 21). This number is a 31.9 percent increase from 2008 (refer to Figure 22). Operators with a BAC of .08 higher contribute to approximately 57.0 percent of North Dakota’s fatalities on an annual bases. The three-year average has continued on an upward trend and needs to be reversed.

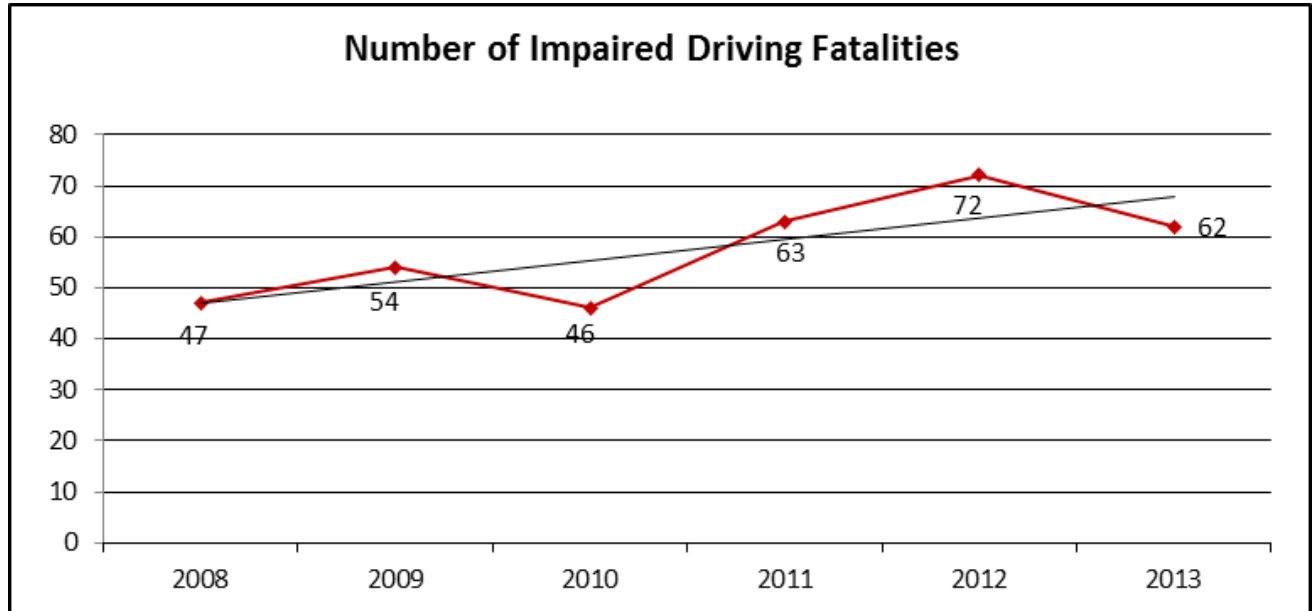


Figure 21

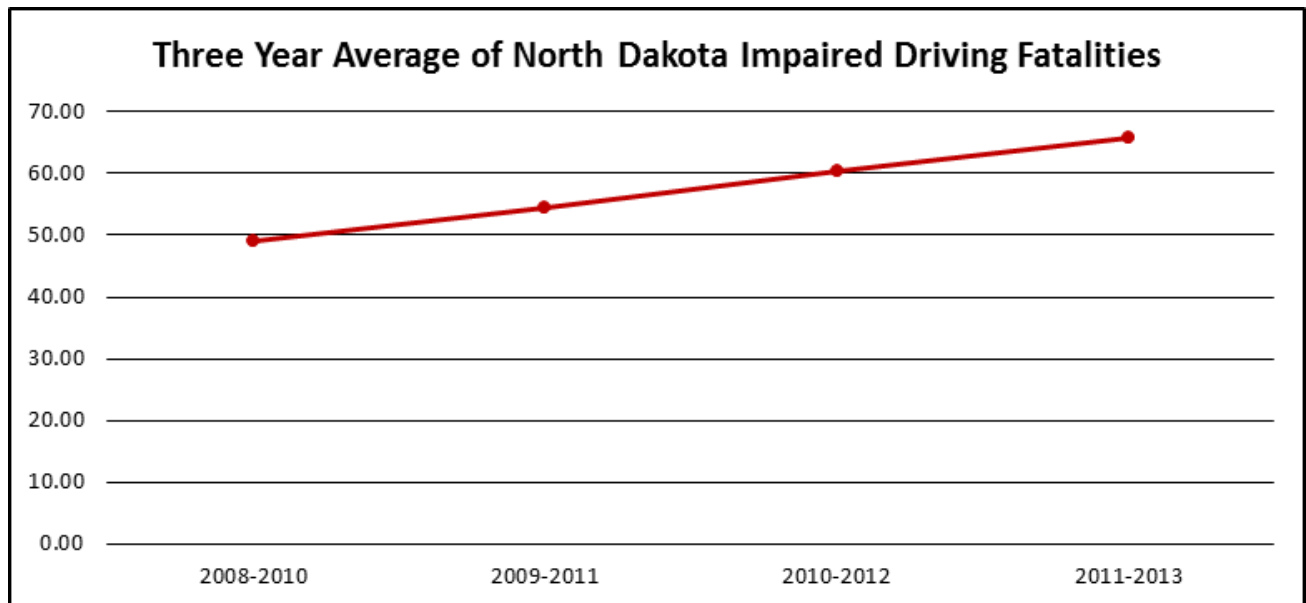


Figure 22

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above from a three-year average (2011-2013) of 65.6 (2012-2014) of 64.3 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above is based on a three-year average. North Dakota has set a goal of 8.5 percent decrease in fatalities related to impaired drivers by 2020. This goal equates to a 2.0 percent reduction in the three year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 64.3 impaired driver traffic fatalities or 58 or less fatalities for 2014 (refer to Figure 23).

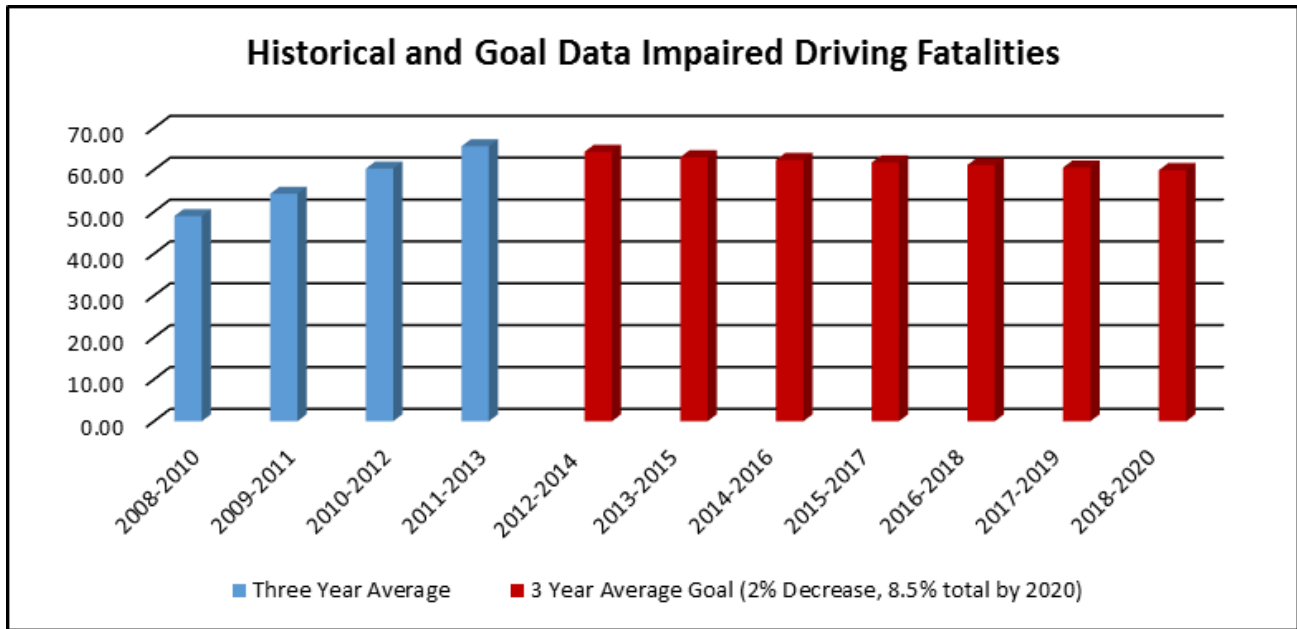


Figure 23

## C5 Countermeasures

### *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.

ID1610-02 – 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.

ID1610-03 – 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.

ID1610-05 – 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.

CP1609-10 – Attitudinal Dynamics of Driving Implementation Project. DWI court's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions.

DDC-ADD is a behavioral modification course that helps violators make a direct connection between their attitude and their choice to make poor decisions, and teaches them to take responsibility for their actions.

*To support the reduction of drug-impaired driving as a component of North Dakota's comprehensive impaired driving program, the North Dakota Department of Transportation, Safety Division, Traffic Safety Office, will use FY 2016 NHTSA Section 405(d) funds for all allowable program costs identified within 23 U.S. C. § 405(d)(1)(A).*

*With a large percent of officers trained to detect the drug impaired driver, there is an increase in the number of requests that State Toxicology laboratory receives for drug analysis for highway safety purposes. The average increase of requests for drug analysis for the past 10 years have been approximately 7.0 percent.*

### **ID1610-01 – Program Management (Program Manager)**

**Budget: \$75,000 section 402 AL**

Technical assistance and resources will be provided to contractors and other entities to advance impaired driving prevention activities at the state and community level. This position will also address enforcement and adjudication of laws regarding driving while impaired by alcohol and/or drugs.

Costs are associated with the direct management of the program including salary, travel, and other direct costs.

### **ID1610-02 – Overtime DUI Enforcement (Law Enforcement Agencies)**

**Budget: \$676,873 section 405 M4HVE**

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, sus-



## Performance Plan

tained 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.

### **ID1610-03 – Enforcement Media – Paid/Earned /PI&E (Media Vendor)**

**Budget: \$676,873 section 405 M4PEM**

This project will provide for the paid media, earned media, and PI&E to complement impaired driving high visibility enforcement. 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 message 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.

### **ID1610-05 – Video Camera Surveillance Systems (Law Enforcement Agencies)**

**Budget: \$300,000 section 405 M4OT**

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 50 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.

## Performance Plan

### **ID1610-06 – Alcohol-Testing Equipment (State Toxicology Lab)**

**Budget: \$300,000 section 405 M4BAC**

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

Equipment (over \$5,000)

- Intoxilyzer 8000 breath testing devices used to obtain evidentiary samples in the field. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results. (Quantity = 29, Cost/Unit \$7,875, Total Cost \$205,755)

Equipment (under \$5,000)

- 2100 Simulator Trade-In (Quantity = 4, Cost/Unit \$ \$3,460 Total Cost \$ 3,450)
  - 34C Simulator Trade-In for 2100 (Quantity = 4, Cost/Unit \$ \$3,460 Total Cost \$ 3,450)
  - Locking Device (Quantity = 29, Cost/Unit \$780, Total Cost \$ 22,620)
  - Custom Report for BAC in Chromeleon ( Consultant 6 days @ \$1,600 per day, Total Cost \$9,600)
  - Training Total Cost \$27,175
    - » Uncertainty ASCLD/LAB Class 200 – one analyst
    - » IACT Meeting/Training for Alcohol – two analysts
    - » Chromeleon CDS Training (new software for Blood Alcohol Analysis Training – two analysts
    - » Training for Transition – Training on how to transition the software – one analyst
    - » CMI Users Group – two analysts
- The laboratory needs to stay current in the forensic toxicology field; without continuing education to update the analysts the laboratory will fall behind in the advancing technologies.

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

### **ID1610-07 – Traffic Safety Resource Prosecutor (North Dakota Association of Counties)**

**Budget: \$300,000 section 405 M4TR**

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.

TSRPs will also provide training, technical assistance, and resources for other programs including occupant protection, distracted driving, speed, etc. Section 402 funds will be used for these services.

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

## Performance Plan

### **ID1610-08 – Program Evaluation (NDSU UGPTI)**

**Budget: \$50,000 section 405 M4OT**

Program evaluation supports the TSO's planning, program development, and resource allocation decisions. The North Dakota State University Upper Great Plains Transportation Institute (UGPTI) will 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. UGPTI will also conduct:

- An analysis of alcohol/drug-related crash, driver and other data sets upon request to meet specific needs of the TSO
- An evaluation of select impaired driving strategies as identified by the TSO

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

### **ID1610-09 – DUI Training/Events Coordination (Vendor/Fiscal Agent)**

**Budget: \$50,000 section 405 M4TR**

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.

### **ID1610-10 – Impaired Driving Assessment (Vendor/Fiscal Agent)**

**Budget: \$35,000 section 402 AL**

The TSO will host a NHTSA assessment of North Dakota's impaired driving program to identify opportunities to advance the program beyond its current capacity.

Project costs include event coordination fees, conference room rental, travel and associated expenses, stipends for team members, equipment rental, printing and other miscellaneous expenses.

### **CP1609-10 – Attitudinal Dynamics of Driving Implementation Project**

**Budget \$22,000 section 402CP**

## Performance Plan

DDC-ADD is designed to be an instructional intervention course for drivers who receive multiple traffic citations, a DUI, or drivers who are at fault in a vehicle collision. The psychology of this course is adopted from “Choice Theory” by Dr. William Glasser. Attitudinal Dynamics of Driving is used extensively for court referrals, and also as a diversion program for people with DUI violations, excessive points, or any violation of law including minor alcohol violations, theft and other poor decisions. The North Dakota Safety Council will use the funds to develop the ADD course into a statewide program.

### **Other Funds**      *Parents LEAD*

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](http://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.

### ***North Dakota’s SHSP Impaired Driving Strategies***

The North Dakota SHSP identifies the following impaired driving strategies that are being pursued through SHSP implementation by stakeholders in FY 2016 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.*** 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.*** 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.

## Performance Plan

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

**Table 7**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
ID1610-01	Program Management	\$ 75,000	402 AL
ID1610-02	Overtime DUI Enforcement	\$ 676,873	405 M4HVE
ID1610-03	Enforcement Media – Paid/Earned/PI&E	\$ 676,873	405 M4PEM
ID1610-05	Video Camera Surveillance Systems	\$ 300,000	405 M4OT
ID1610-06	Alcohol-Testing Equipment	\$ 300,000	405 M4BAC
ID1610-07	Traffic Safety Resource Prosecutor	\$ 300,000	405 M4TR
ID1610-08	Program Evaluation	\$ 50,000	405 M4OT
ID1610-09	DUI Training/Events Coordination	\$ 50,000	405 M4TR
ID1610-10	Impaired Driving Assessment	\$ 35,000	402 AL
ID1609-10	Attitudinal Dynamics of Driving Implementation Project	\$ 22,000	402 CP
Other Funds	Parents LEAD	\$ 180,000	State Funds
<b>402 Total</b>		\$ 132,000	
<b>405 Total</b>		\$2,353,746	
<b>Other Funds</b>		\$ 180,000	
<b>Total All Funds</b>		\$2,665,746	

### C6 Speed-Related Fatalities

#### Problem Identification

The number of speed-related fatalities has continued to increase in North Dakota (refer to Figure 24). Since 2008 North Dakota has seen a 110.0 percent increase in speed-related fatalities. Approximately 30.0 percent of all traffic fatalities in the last six years are speed-related. In 2013, 59 people were killed in speed-related crashes, the average age was 34.7, 78.4 percent were males and 54.9 percent of the fatalities were alcohol-related.

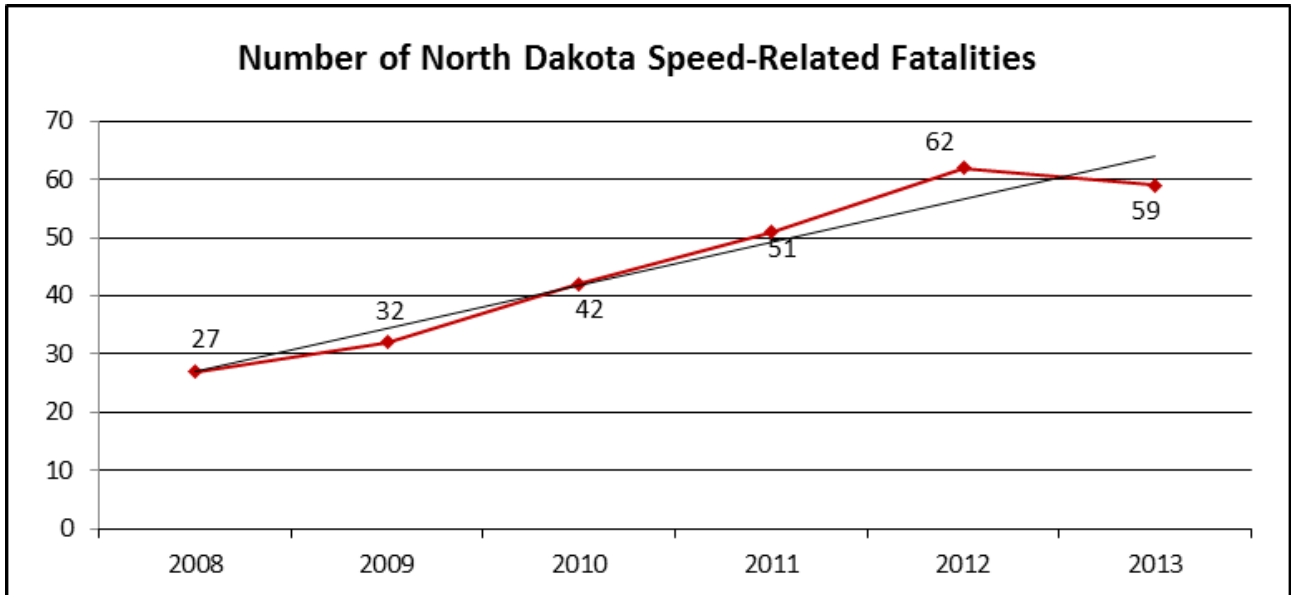


Figure 24

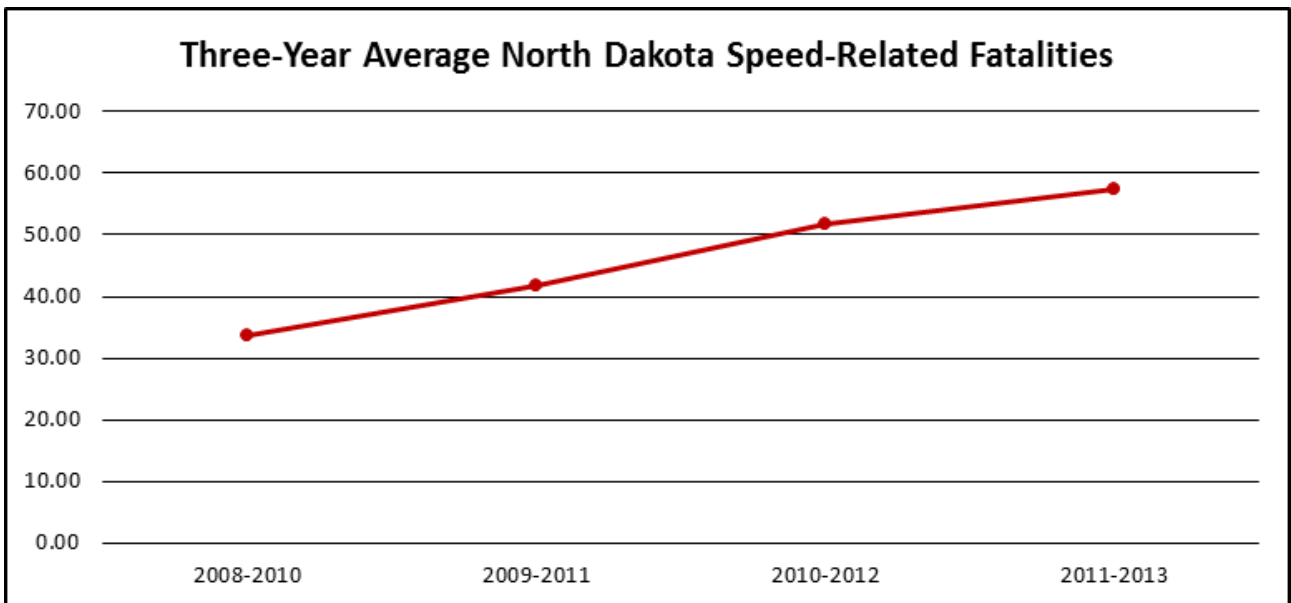


Figure 25

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of speed-related fatalities by 1.0 percent from a three-year average (2011-2013) of 57.3 to a three-year average (2012-2014) of 56.7 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for speed-related fatalities is based on a three year average. North Dakota has set a goal of 7.0 percent decrease in speed-related fatalities by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 56.7 speed-related fatalities or less and 49 or less fatalities for 2014.

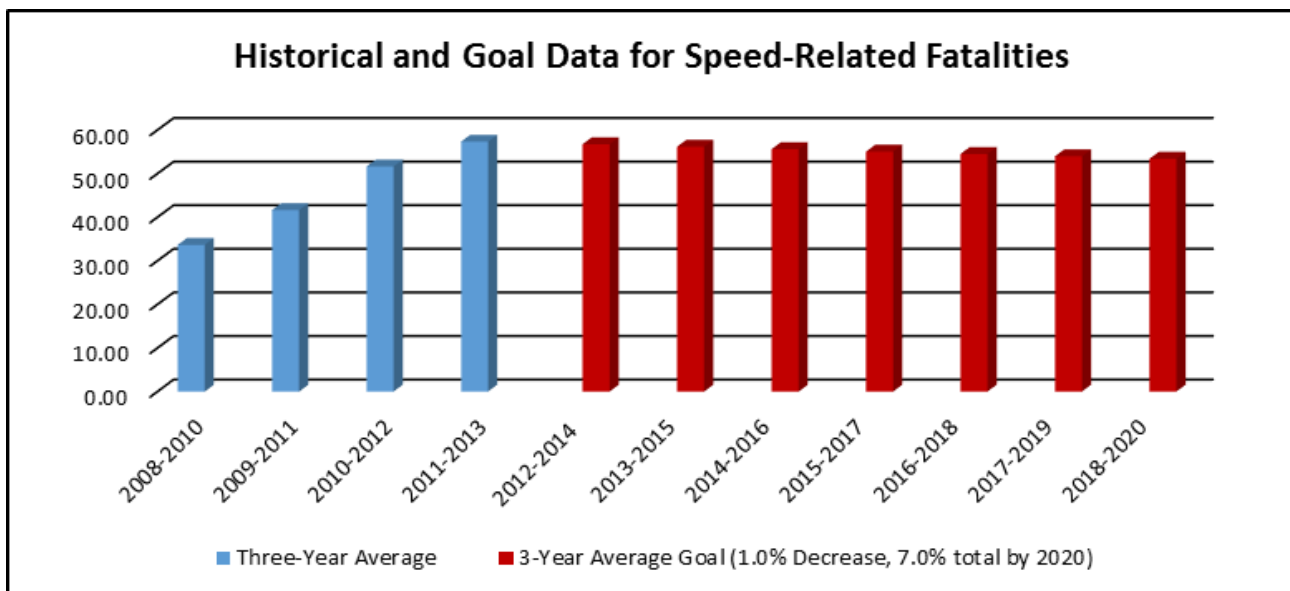


Figure 26

## C6 Countermeasures

### Evidence-Base

Radar equipment to law enforcement supports high-visibility enforcement which 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*.

CP1609-04 – Oil Country Partnership – 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

### SC1607-01 – Program Management (Program Manager)

**Budget: \$2,000 section 402 SC**

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

## Performance Plan

### **SC1607-02 – Radar Equipment to Law Enforcement (Law Enforcement Agencies)**

**Budget: \$200,000 section 402 SC**

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 enforcement 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.

### **CP1609-04 – Oil Country Partnership – Paid/Earned/PI&E (Media Vendor)**

**Budget: \$138,000 section 402 CP**

A partnership including the NDDOT, the North Dakota Highway Patrol, and the North Dakota Petroleum Council has been working together to develop a media campaign to target the motoring public in North Dakota's oil-producing counties and a set of traffic safety problems common to fatal and serious injury crashes in these counties including speed/aggressive driving, lack of seat belt use, and inappropriate passing.

Funds will be used to develop and 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 campaign including paid media placement.

### **Other Funds      Motor Carrier Enforcement (North Dakota Highway Patrol)**

The North Dakota Highway Patrol (NDHP) will conduct a TACT-like (Ticketing Aggressive Cars and Trucks) high visibility enforcement program.

Funds are for the NDHP to conduct high visibility enforcement on overtime in areas of the state more prominently impacted by speed-related fatal and serious crashes.

### ***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 2015 and using other state and federal resources yet to be determined.

- ***Educate 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.***



## Performance Plan

- *Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns.*
- *Address the perception of widespread speeding by heavy vehicles by first conducting a state-wide 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.**

**Table 8**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
SC1607-01	Program Management	\$ 2,000	402 SC
SC1607-02	Radar for State and Local Law Enforcement	\$200,000	402 SC
CP1609-04	Oil Country Partnership	\$138,000	402 CP
Other Funds	Motor Carrier Enforcement	\$126,000	Federal Motor Carriers Safety Administration (FMCSA)
<b>402 Total</b>		\$330,000	
<b>Other Funds Total</b>		\$126,000	
<b>Total All Funds</b>		\$456,000	

### C7 Motorcycle Fatalities

#### Problem Identification

The number of motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 11 motorcycle fatalities per year. Approximately, 72.0 percent of all motorcycle fatalities in the last six years have been unhelmeted. In 2013, nine people were killed in motorcycle-related crashes – all were males – and 33.0 percent (3 of 9) were not wearing a helmet at the time of the crash. Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

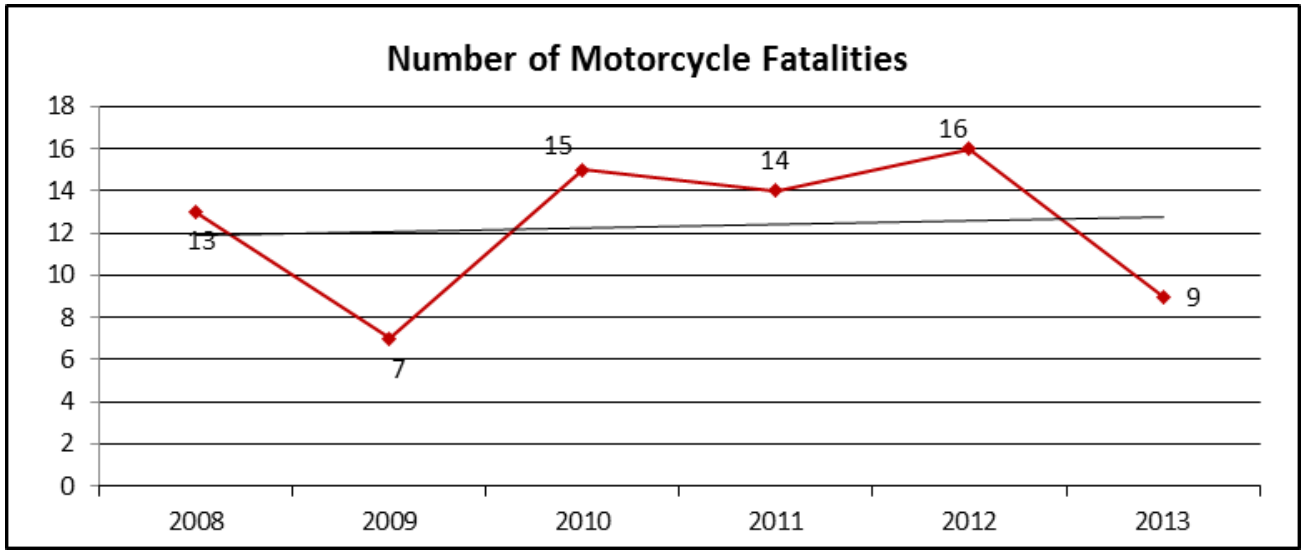


Figure 27

Motorcycle crashes in North Dakota have fluctuated since 2008 when 266 crashes were reported and 2013, 239 crashes occurred.

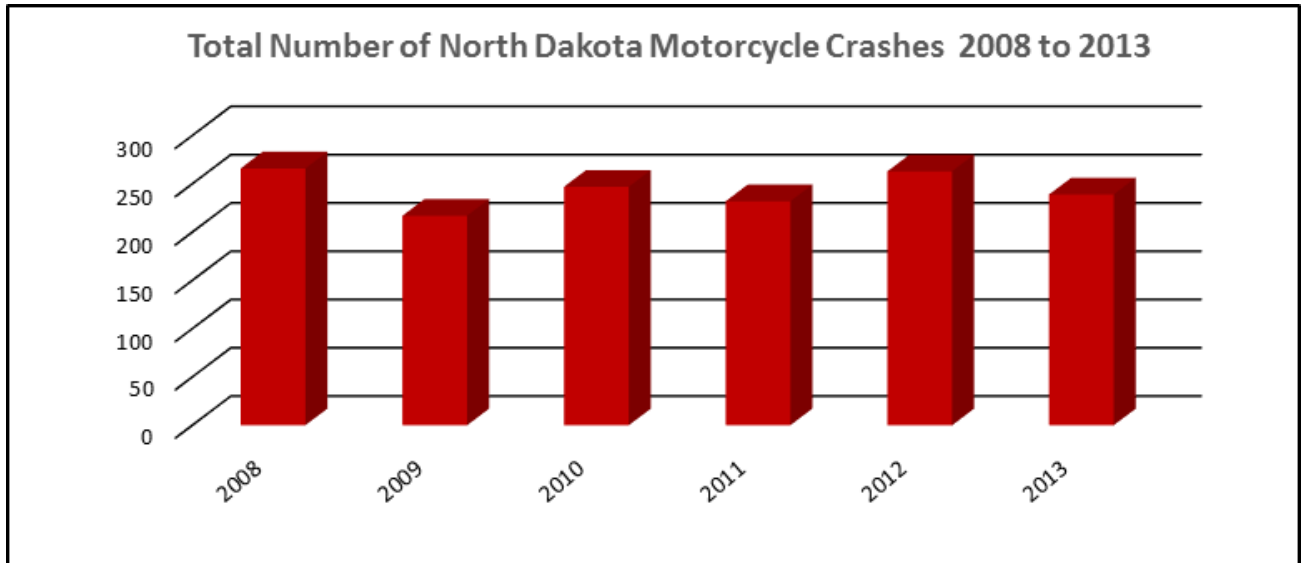


Figure 28

## Performance Plan

Over the past six years, the number of registered motorcycles in the state has increased by 24.4 percent and the number of motorcycle licensed drivers has increased by 27.6 percent (refer to Figure 29).

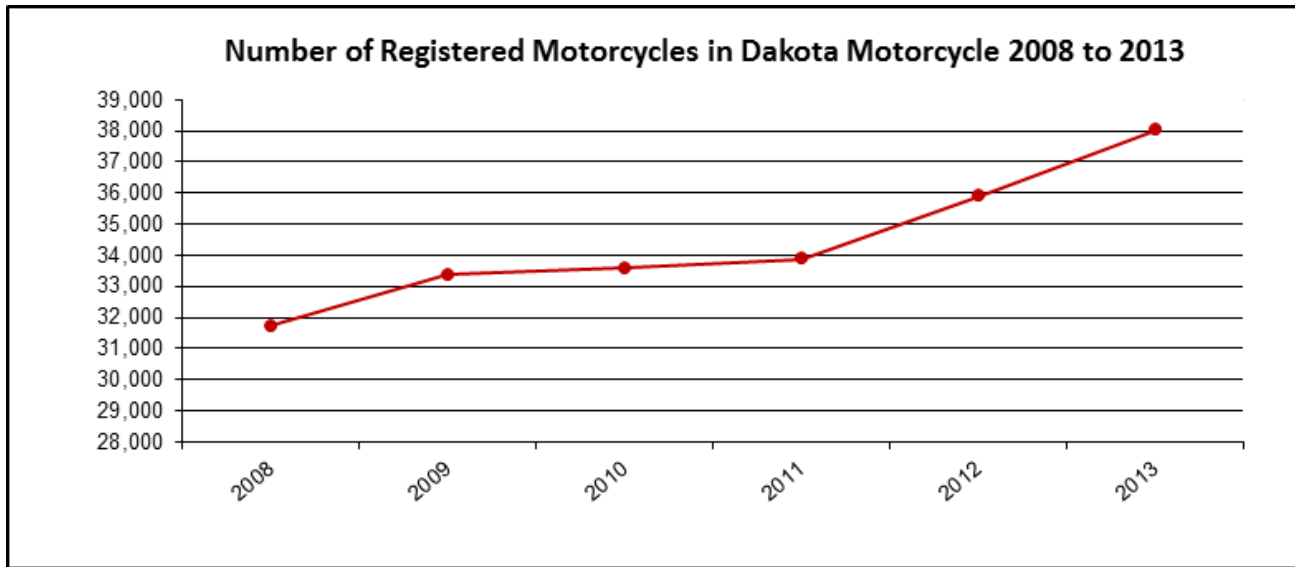


Figure 29

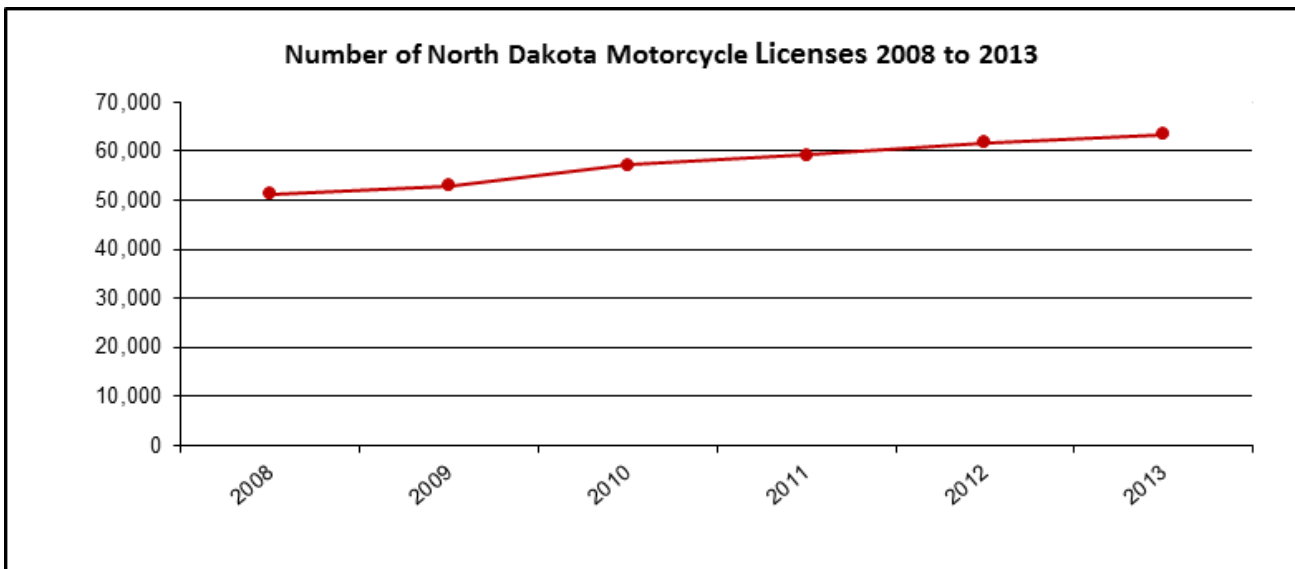


Figure 30

Although, the number of Registered Motorcycles and Licensed Drivers has steadily increased over the last six years, North Dakota motorcycle crashes have seen a slight decrease over time. In addition, North Dakota's three-year average for motorcycle fatalities is the same as the 2008 through 2010 at 11.67 percent.

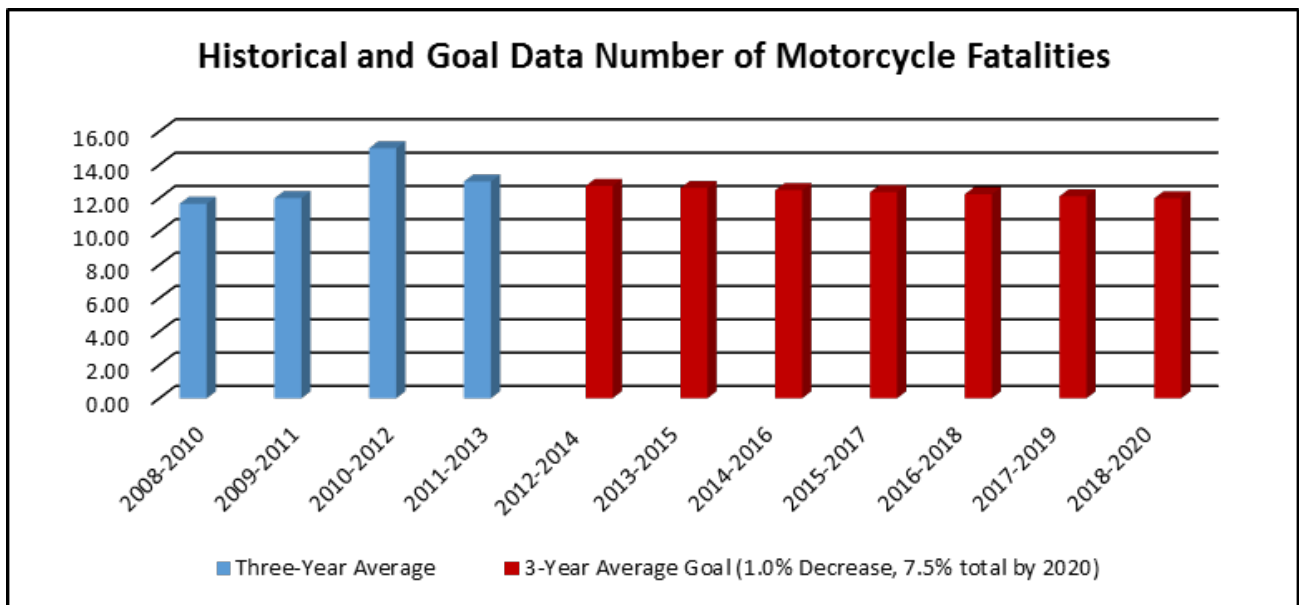
## *Performance Measure*

### **2016 Performance Goals**

Decrease the number of motorcyclist fatalities from a three-year (2011-2013) average of 13 by 1.0 percent to three-year average (2012-2014) of 12.7 percent by December 31, 2016.

### *State Goal Calculation*

North Dakota’s goals for the number of motorcycle fatalities is based on three year averages. North Dakota has set a goal of 7.5 percent decrease in motorcycle fatalities by 2020. This goal equates to a 1.0 percent reduction in the three year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Motorcycle Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Motorcycles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three year average for 2012-2014 will need to be 12.74 motorcycle fatalities or 13 or less fatalities for 2014 (refer to Figure 31).



**Figure 31**

## **C7 Countermeasures**

### *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.

MC1699-01 – 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.

MC1606-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh*

## Performance Plan

*Edition, 2013*, Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

### **MC1606-01 – Program Management (Program Manager)**

**Budget: \$10,000 section 402 MC**

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.

### **MC1699-01 – Motorcycle Safety Education Program (ABATE of North Dakota)**

**Budget: \$550,000 State funds**

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 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.

### **MC1606-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota)**

**Budget: \$ 25,000 section 402 MC**

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.

All funds are provided to the NDMSP administrator – ABATE of North Dakota – for these purposes.

# Performance Plan

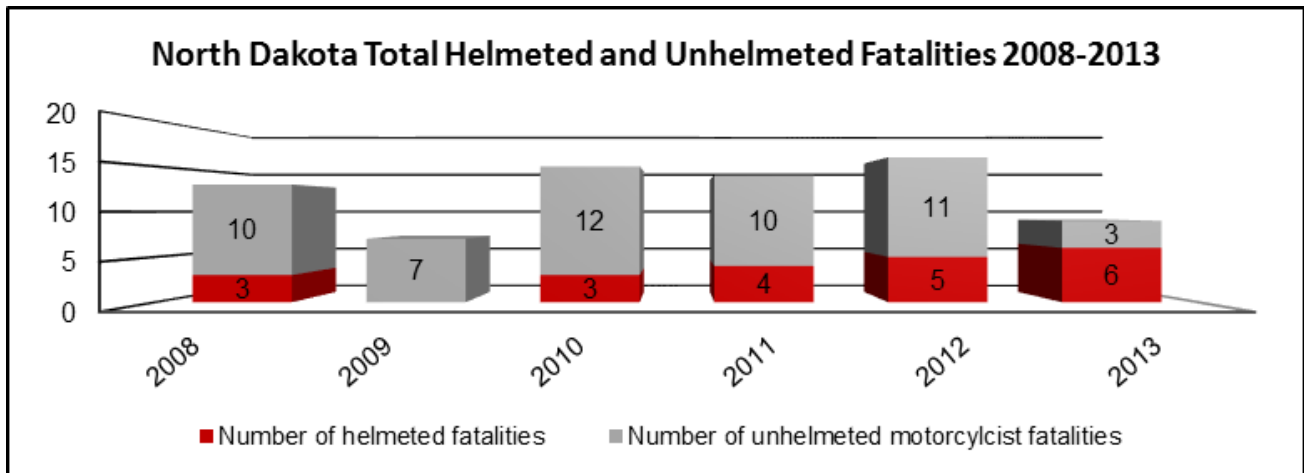
**Table 9**

Motorcycle Safety Program Area: Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
MC1606-01	Program Management	\$ 10,000	402 MC
MC1699-01	Motorcycle Safety Education Program	\$550,000	State Funds
MC1606-02	Statewide Awareness/Education Campaign	\$ 25,000	402 MC
<b>402 Total</b>		<b>\$ 35,000</b>	
<b>State Total</b>		<b>\$550,000</b>	
<b>Total All Funds</b>		<b>\$585,000</b>	

## C8 Unhelmeted Motorcyclist Fatalities

### *Problem Identification*

The number of unhelmeted motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 11 motorcycle fatalities per year. Approximately, 72.0 percent of all motorcycle fatalities in the last six years have been unhelmeted. However, this percent did decline 2013, when nine people were killed in motorcycle-related crashes and 33.3 percent (3 of 9) were not wearing a helmet at the time of the crash (refer to Figure 32).



**Figure 32**

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease number of unhelmeted motorcyclist fatalities from a three-year (2011-2013) average of 8.0 by 1 percent to a three-year 2012-2014 average of 7.9 percent by December 31, 2016.

### State Goal Calculation

North Dakota's goals for the number of unhelmeted motorcycle fatalities is based on three-year averages. For the percentage of unhelmeted motorcycle fatalities North Dakota has elected to set the goal of 7.0 percent decrease to 7.46 percent by 2020. This equates to a 1 percent decrease in three-year averages every year and a rate of at least 7.92 for 2012-2014. In order to meet the long term goal the three-year average for 2012-2014 will need to be nine fatalities or less for 2014 (refer to Figure 33).

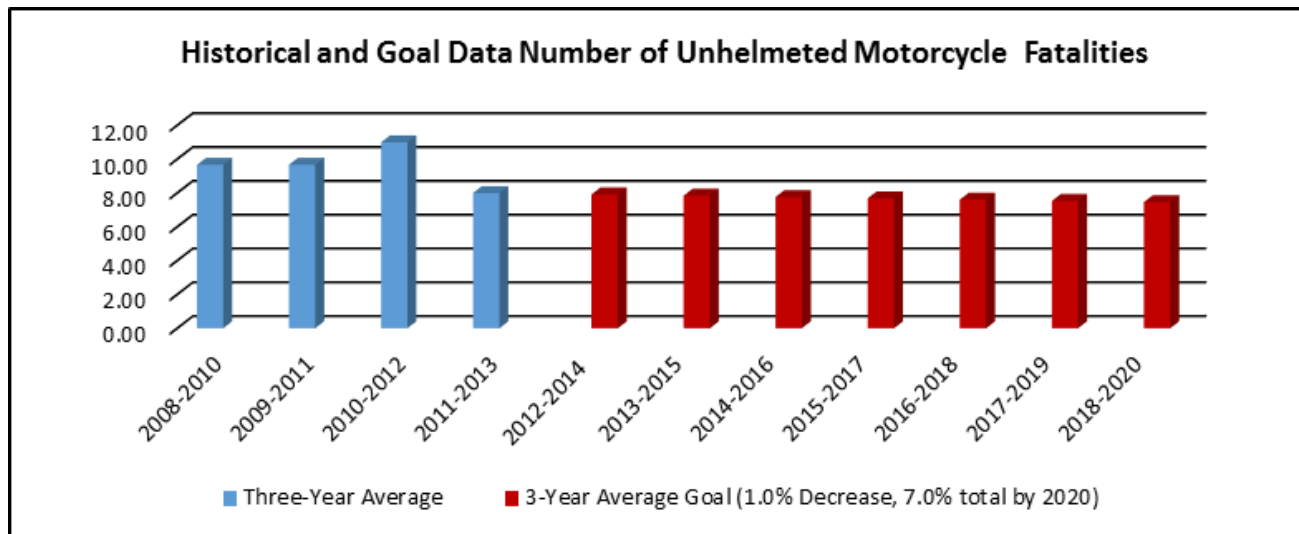


Figure 33

## C8 Countermeasures

### 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.

MC1606-03 – 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.

**MC1506-03 – Motorcycle Safety Education – Paid Media and Outreach (Media Vendor)**  
**Budget: \$125,000 section 402 MC**

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.

## Performance Plan

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

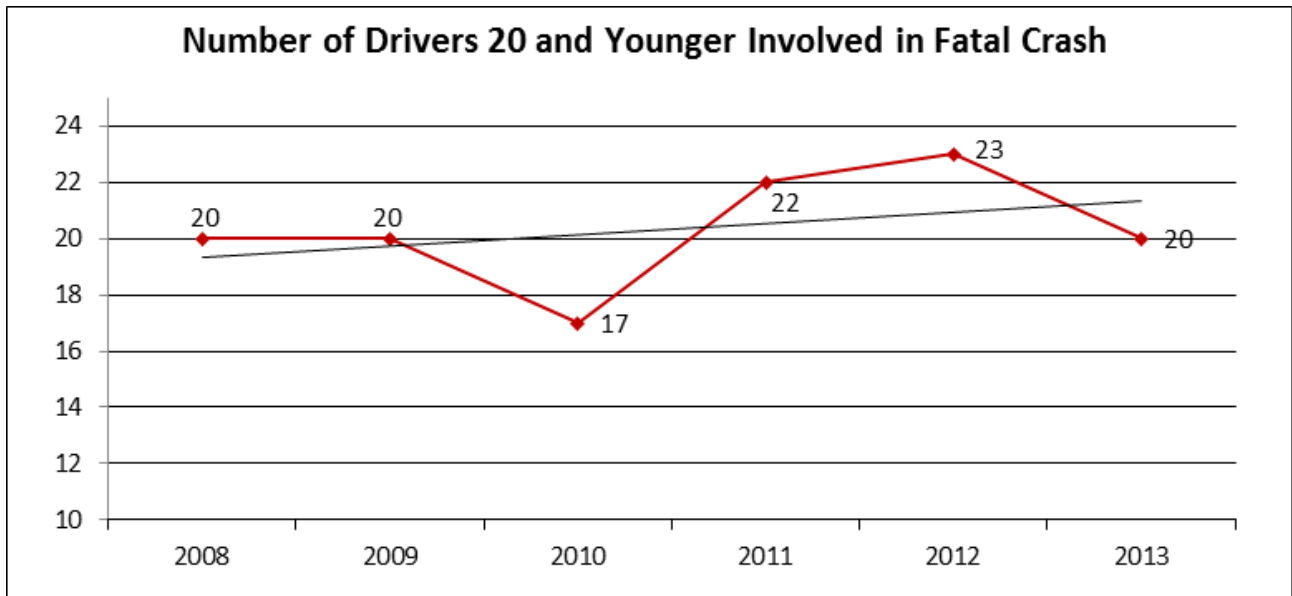
**Table 10**

Motorcycle Safety Program Area: Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
MC1606-03	Motorcycle Safety Education – Paid Media and Outreach	\$125,000	402 MC
<b>402 Total</b>		\$125,000	
<b>Total All Funds</b>		\$125,000	

### C9 Drivers Age 20 and Younger Involved in Fatal Crashes

#### *Problem Identification*

The number drivers age 20 and younger involved in fatal crashes has fluctuated over the past six years, however, the general trend is moving upward (refer to Figure 34). The number of drivers 20 and younger involved in fatal crashes has averaged 20.3 over time. Although, there has been a slight trend upward and the three-year average has seen a 14.0 percent increase since 2008-2010, the state has not seen major increases in this area like it has in other measures (refer to Figure 35).



**Figure 34**



# Performance Plan

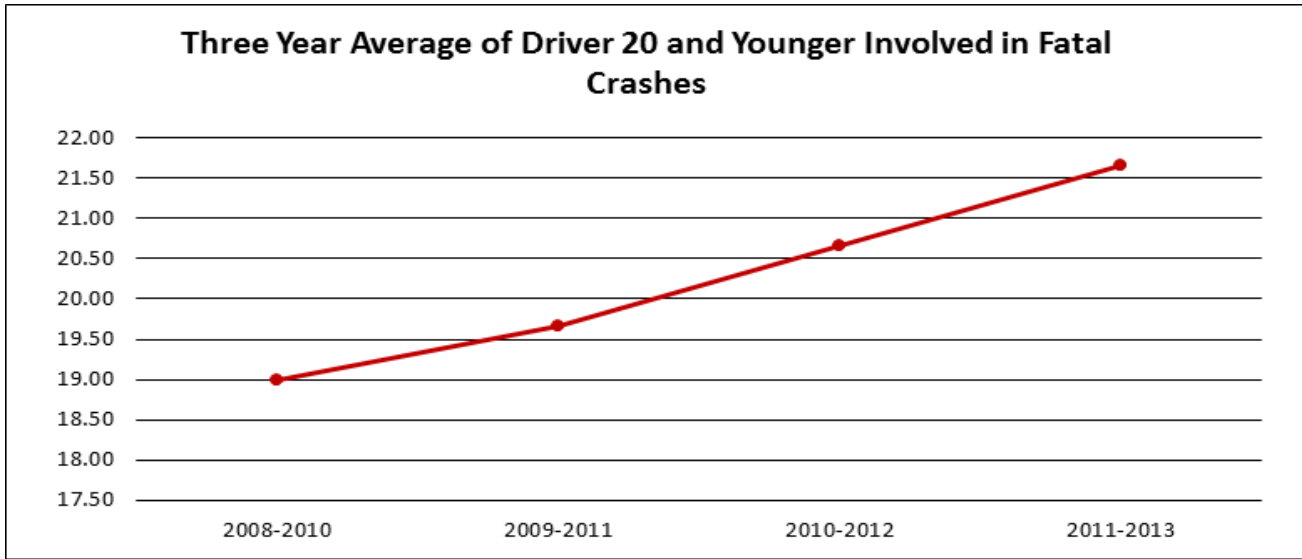


Figure 35

## Performance Measure

### 2016 Performance Goals

Decrease the number of drivers age 20 and younger involved fatal crashes from a three-year (2011-2013) average of 21.6 by 1.0 percent to a three-year 2012-2014 average of 21.5 percent by December 31, 2016.

### State Goal Calculation

North Dakota's goals for the number of drivers age 20 and younger involved fatal crashes is based on three-year averages. For the percentage of number of drivers age 20 and younger involved fatal crashes North Dakota has elected to set the goal of 6.8 percent decrease to 20.2 three-year average by 2020. This equates to a 1.0 percent decrease in three-year averages every year and at least 21.5 for 2012-2014 three-year average (refer to Figure 36).

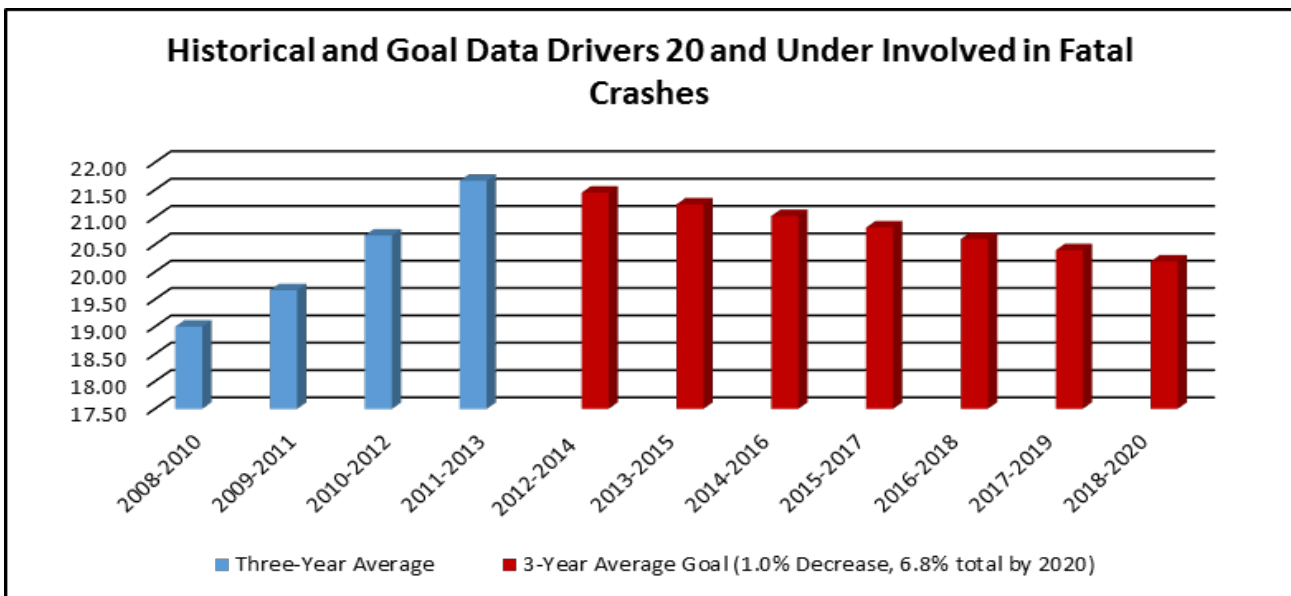


Figure 36

## C9 Countermeasures

### *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*.

TSP1608-02 – Teen Media and Outreach (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.

DE1608-01 – 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.

### **TSP1608-01 – Program Management (Program Manager)**

**Budget: \$35,000 section 402 TSP**

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

### **TSP1608-02 – Teen Media and Outreach (Media Vendor and Fiscal Agent)**

**Budget: \$200,000 section 402 TSP**

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 North Dakota's *Code for the Road* campaign.

This program is guided by the Young Drivers subcommittee of the ND Strategic Highway Safety Plan established by the TSO.

Following are activities and projects planned for implementation in FY 2016 through the campaign.

***Code for the Road Campaign Materials.*** The media portion of the campaign will include print, social media, and other materials and venues as suggested by the advisory group to reach teens.

***Mini-Grants for School-Based Teen Outreach.*** Mini-grants will be offered to schools throughout the state for them to conduct peer-led program outreach. 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, mini-grants to schools, travel, stipends, project materials, and other costs associated with the projects.

### **DE1608-01 – Driver's Education Curriculum and Support (Vendor/Fiscal Agent)**

**Budget: \$75,000 section 402 DE**

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, impaired and distracted

## Performance Plan

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 improving the curriculum and delivery as necessary and continuing to promote, distribute and provide technical assistance to driver education instructors related to the curriculum.

The project will also provide funding in support of the NDDTSEA Annual Conference for education and training to driver education instructors related to the curriculum and delivery and other topics important to delivering quality driver education.

Funds will be used to reimburse a third-party vendor/fiscal agent for 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.

### **Other Funds**      *Driving Skills for Life*

The TSO will conduct the sixth 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, (2) while being distracted as someone texts them, and (3) while taking a selfie photo while driving.

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

**Table 11**

Budget Summary (Federal)			
Project Number	Project Title	Budget	Budget Source/Code
TSP1608-01	Program Management	\$ 35,000	402 TSP
TSP1608-02	Teen Media and Outreach	\$200,000	402 TSP
DE1608-01	Driver's Education Curriculum and Support	\$ 75,000	402 DE
Other Funds	<i>Driving Skills for Life</i>	\$ 20,000	Grant through Ford Motor Company/GHSA*
<b>402 Total</b>		\$310,000	
<b>Other Funds Total</b>		\$ 20,000	
<b>Total All Funds</b>		\$330,000	
* Governors Highway Safety Administration			

**C10 Pedestrian Fatalities**

*Problem Identification*

The number of North Dakota pedestrian fatalities has averaged 4.3 percent of total fatalities over the last six years. The general trend in the pedestrian fatalities in the state is downward and its low point for the last six years was 2013 with one (refer to Figure 37). However the three-year average has remained fairly consistent between five and a half and seven and a half over the last six years (refer to Figure 38). The average age of the pedestrian fatalities is 35 and the majority occur in rural areas.

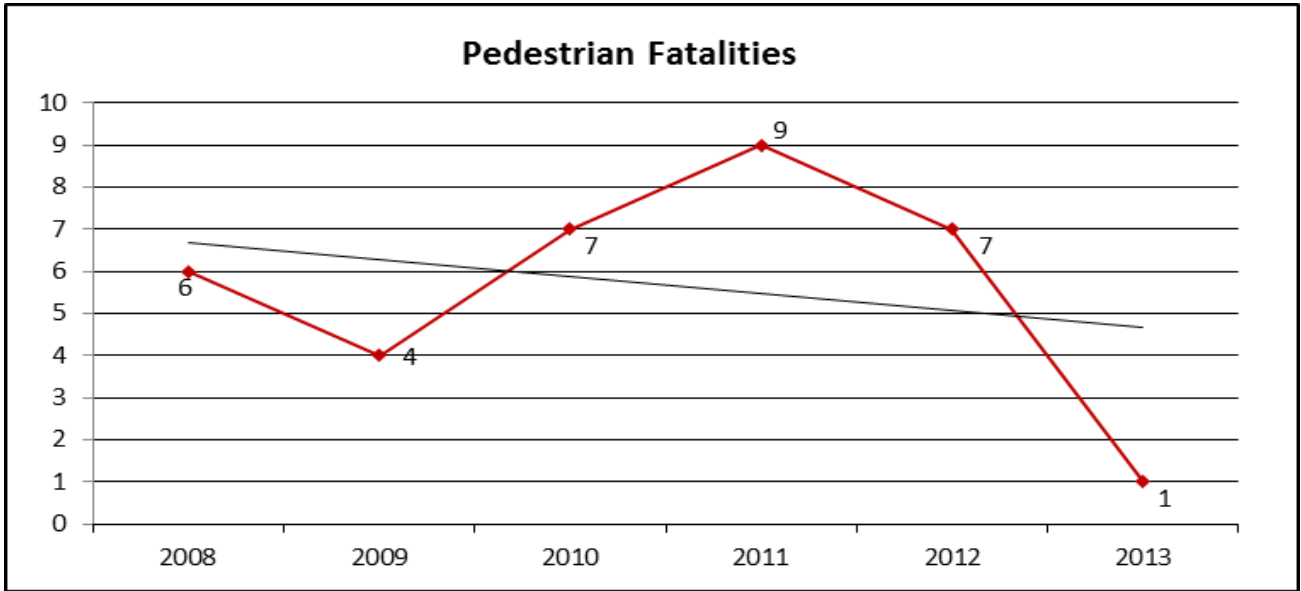


Figure 37

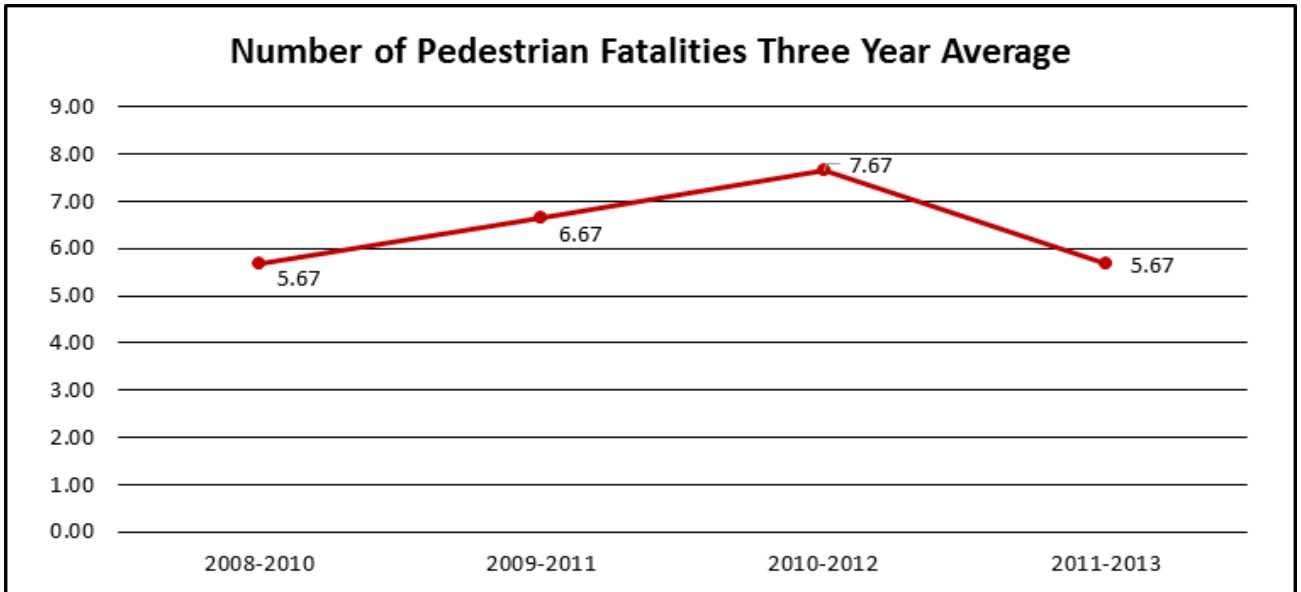


Figure 38

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of pedestrian fatalities from a three-year (2011-2013) average of 5.67 by 1.0 percent to a three-year 2012-2014 average of 5.61 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for the number of pedestrian fatalities is based on three-year averages. For the number of pedestrian fatalities North Dakota has elected to set the goal of 6.8 percent decrease to 5.2 three-year average by 2020. This equates to a 1.0 percent decrease in three-year averages every year and at least 21.5 for 2012-2014 (refer to Figure 39).

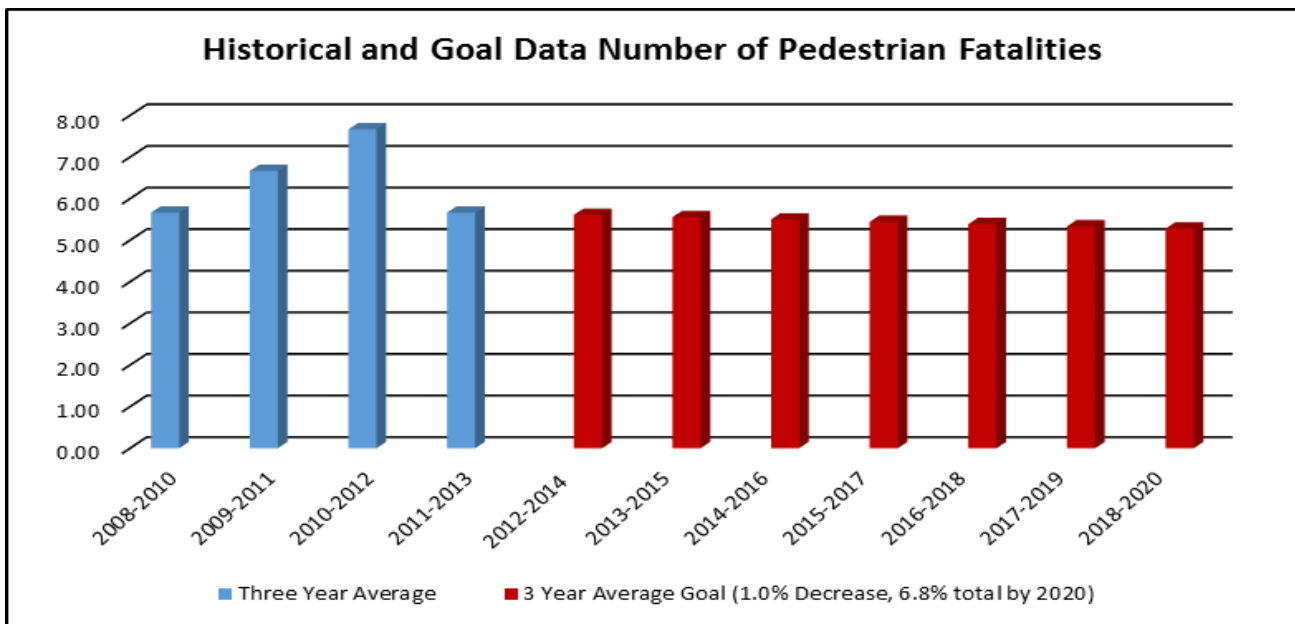


Figure 39

## C10 Countermeasures

### Other Funds Media – Paid/Earned/PI&E – Pedestrian Safety

This project provides for paid and earned media and PI&E for motorist and pedestrian awareness to “Share the Road.” 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.

Funds are for the TSO’s media vendor to develop and implement pedestrian safety campaigns including paid media placement.

Table 12

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Pedestrian Safety	\$75,000	Federal Highway Administration
<b>Total All Funds</b>		\$75,000	

## C11 Bicyclist Fatalities

### *Problem Identification*

The number of North Dakota bicycle fatalities has averaged less than 1.0 percent of total fatalities over the last six years. The general trend in the bicycle fatalities in the state is downward and its low point for the last six years was 2012 with zero (refer to Figure 40). However the three-year average has remained fairly consistent between one or less over the past six years (refer to Figure 41).

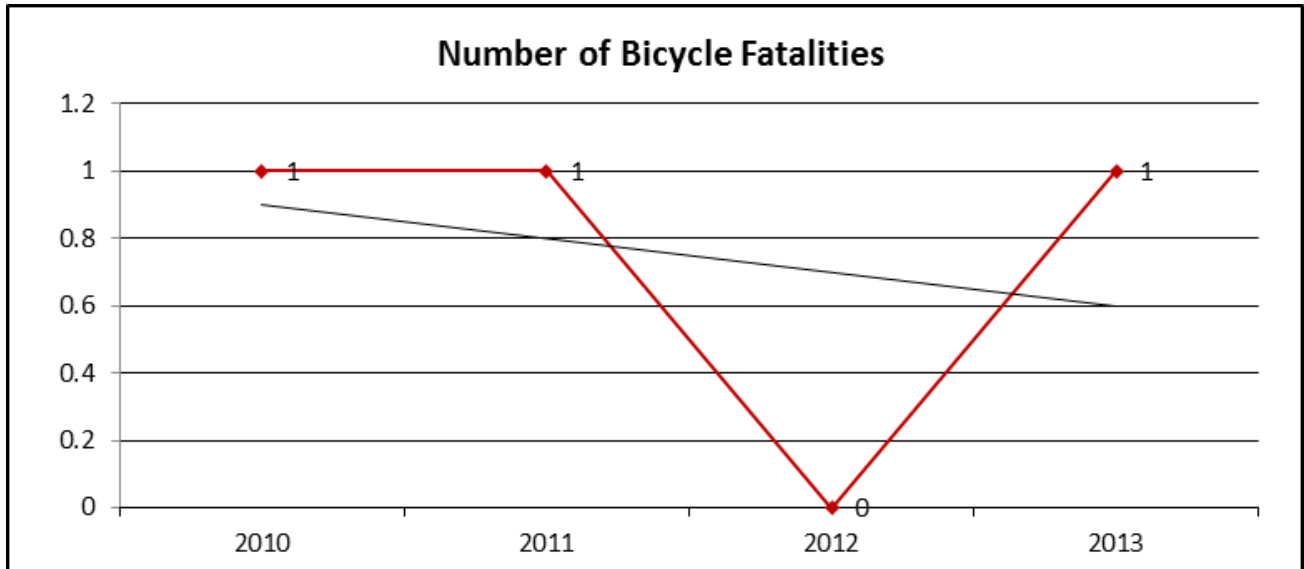


Figure 40

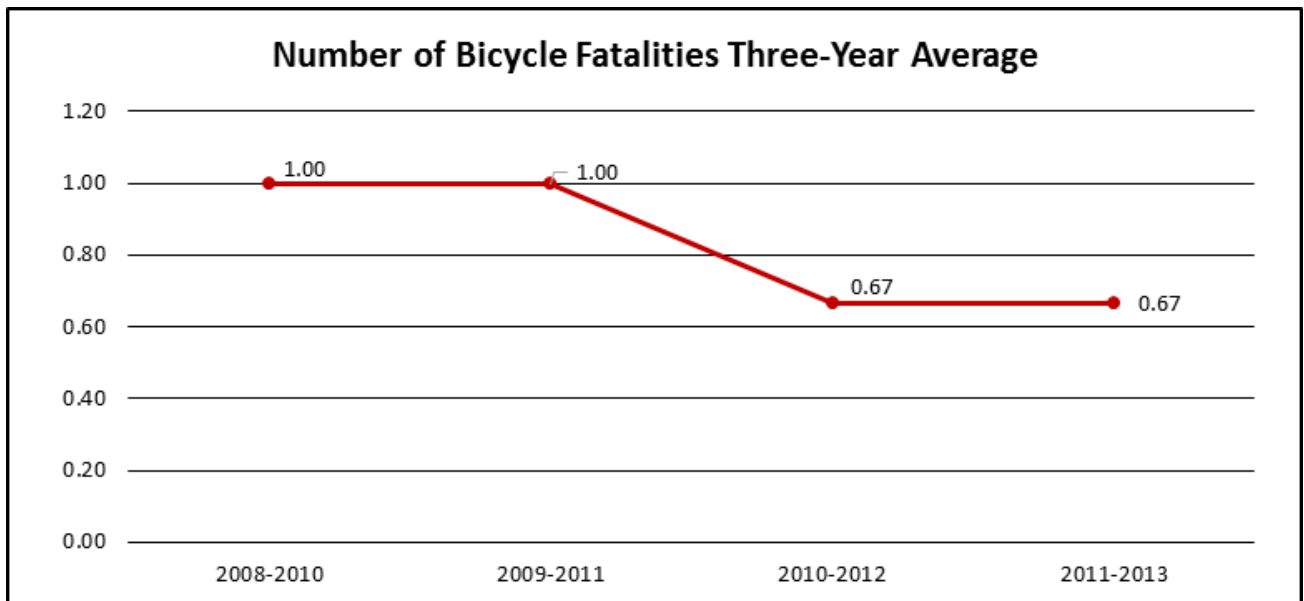


Figure 41

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Reduce the number of bicycle fatalities three-year (2011-2013) average of 0.67 by 1.0 percent to a 2012-2014 three-year average of 0.66 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for the number of bicycle fatalities is based on three-year averages. For the number of bicycle fatalities North Dakota has elected to set the goal of zero for three-year average by 2020. Because the numbers for this goal are normally one or zero it is very difficult to conduct trend analysis, therefore the state elected to set the goal at the lowest total in the last three-year period.

### C11 Countermeasures

#### Other Fund      Media – Paid/Earned/PI&E – Bicycle Safety

This project provides for paid and earned media and PI&E for motorist and bicyclist awareness to “Share the Road.” 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.

Funds are for the TSO's media vendor to develop and implement bicycle safety campaigns including paid media placement.

**Table 13**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Bicycle Safety	\$75,000	Federal Highway Administration
<b>Total All Funds</b>		\$75,000	

## Overserved Seat Belt Usage

### B1 Behavior Core Measure

**Table 14**

Behavior Measures		
Program Area	2012 Data	2013 Data
B1 Observed seat belt usage	80.9	77.7

### Problem Identification

As stated earlier under occupant protection the proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic crash fatality. 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. On average from 2008 to 2013, 64 percent of passenger vehicle fatalities were unrestrained, however, 2013 was North Dakota's best year in the last six years with only 56.1 percent of the fatalities noted as not restrained. In 2013, 75 individuals, 56.3 percent of the passenger vehicle fatalities, were unrestrained. This percentage has remained consistent since 2008 with an average of 64.4 percent of passenger vehicle fatalities being unrestrained over the last six years.

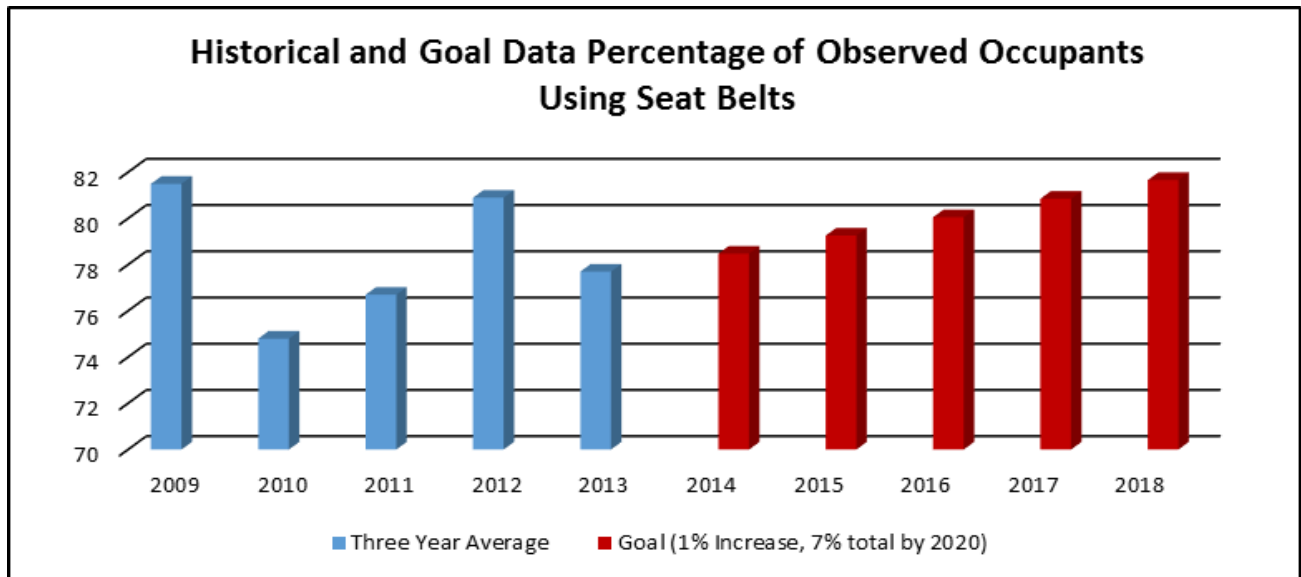
*Performance Measure*

**2016 Performance Goals**

Increase the percent of observed occupants using a seat belt from 77.7 (2013) by 1.0 percent to 78.4 (2014).

*State Goal Calculation*

For the percentage of observed occupants using seat belts North Dakota has elected to set the goal of 7.2 percent increase to 83.3 percent by 2020. This equates to a 1.0 percent increase each year and an observation rate of at least 78.48 for 2014.



**Figure 42**

**B1 Behavioral Countermeasures**

*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.

**OP1605-03 – Annual Statewide Observational Seat Belt Survey (NDSU UGPTI)**

**Budget: \$50,000 section 405 M2X**

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 an approved indirect cost rate.

**OP1605-04 – Observational Seat Belt Survey of Rural Roadways (NDSU UGPTI)**

**Budget: \$20,000 section 405 M2X**



## Performance Plan

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 an approved indirect cost rate.

**Table 15**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1605-03	Annual Statewide Observational Seat Belt Survey	\$50,000	405 M2X
OP1605-04	Observational Seat Belt Survey of Rural Roadways	\$20,000	405 M2X
<b>405 Total</b>		\$70,000	
<b>Total All Funds</b>		\$70,000	

### Core Activity Measures A1-A3

**Table 16**

Activity Measures		
Program Area	2012 Data	2013 Data
A1 Seat belt citations	3,612	3,036
A2 Impaired driving citations	677	571
A3 Speeding citations	7,188	5,486

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

### Countermeasures Core Activity Measures

#### *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*.

CP1609-08 – Mini-Grants to School Resource Officers (Schools). *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, school programs, and high visibility enforcement.

#### **PT1602-01 – Program Management (Program Manager)**

**Budget: \$10,000 section 402 PT**

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.

## Performance Plan

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

### **PT1602-02 – Law Enforcement Liaison (Contract Position)**

**Budget: \$75,000 section 402 PT**

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, conduct on-site monitoring, 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.

### **PT1602-03 – Web-Based Law Enforcement Reporting System (NDDOT Information Technology)**

**Budget: \$30,000 section 402 PT**

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.

### **PT1602-04 – Law Enforcement Training (Vendor/Fiscal Agent)**

**Budget: \$75,000 section 402 PT**

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.

**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 Alcohol, Seat Belts and Speed Intervention to Support Traffic Safety (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.

**Distracted Driving Enforcement.** This program provide training to North Dakota law enforcement officers related to North Dakota's distracted driving law and enforcement of the law. Coordination for this training will be made with the Traffic Safety Resource Prosecutor.

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.

### **CP1609-08 – Mini-Grants to School Resource Officers (Schools)**

**Budget: \$50,000 section 402 CP**

## Performance Plan

Schools throughout the state will be offered the opportunity to apply for a grant for use by school resource officers to develop and implement projects to increase student seat belt use and deter distracted driving and speed/aggressive driving.

Projects will consist of various types of student education and outreach including peer-to-peer activities and parent education to establish positive social norms around these issues. Enforcement through the School Resource Officers will enforce positive driver and occupant behaviors on school grounds.

Costs are for PI&E material development and distribution, and other costs associated with the projects.

**Table 17**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PT1602-01	Program Management	\$ 10,000	402 PT
PT1602-02	Law Enforcement Liaison	\$ 75,000	402 PT
PT1602-03	Maintenance of Web-Based Law Enforcement Reporting System	\$ 30,000	402 PT
PT1602-04	Law Enforcement Training	\$ 75,000	402 PT
CP1609-08	Mini-Grant to SRO	\$ 50,000	402 CP
<b>402 Total</b>		\$240,000	
<b>Total All Funds</b>		\$240,000	

### A4 Core Activity Measure

**Table 18**

Activity Measures		
Program Area	2012 Data	2013 Data
A4 Number of citations from Law enforcement that comply with the validation rules of the State Repository for transfer to the courts and driver records.	New Measure	60,706

#### *Activity Measures*

A4 is a new activity measure to measure success in the Traffic Records program area. 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.

#### *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.

## A4 Countermeasures

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.

### **TR1604-02 – Crash Data System Enhancement (NDDOT Information Technology)**

**Budget: \$107,500 section 405 M3DA**

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 – ArcMap, Cognos, and TraCS – 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 and enhancements to crash data accuracy.

The report generation segment of the CRS – Cognos and TraCS – have 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.

### **TR1604-03 – TraCS (Information Technology Vendor)**

**Budget: \$538,430 section 405 M3DA**

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.) and the TraCS Web conversion. 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.

## Performance Plan

TraCS will be updated to collect additional MMUCC elements and attributes as determined through the TRCC.

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

**TR1604-04 – Annual TraCS License Fee (Software Licensor – State of Iowa)**

**Budget: \$80,000 section 405 M3DA**

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 \$79,000.

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

**TR1604-05 – EMS Data Analyst (North Dakota Department of Health)**

**Budget: \$85,000 section 405 M3DA**

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.

**Table 19**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
TR1604-01	Program Management	\$ 7,500	402 TR
TR1604-02	Crash Data System Enhancement	\$ 107,500	405 M3DA
TR1604-03	TraCS	\$ 538,430	405 M3DA
TR1604-04	Annual TraCS License Fee	\$ 80,000	405 M3DA
TR1604-05	EMS Data Analyis	\$ 85,000	405 M3DA
Other Funds	Program Management (Salaries)	\$ 200,000	Federal Highway Administration
<b>Other Funds</b>		<b>\$ 200,000</b>	
<b>Total All Funds</b>		<b>\$1,018,430</b>	

## A5 Core Activity Measures

**Table 20**

Activity Measures		
Program Area	2012 Data	2013 Data
A5 Percentage of misused car seats during checks.	New Measure	75%

### *Activity Measures*

#### *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.

OP1605-02 – 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.

## **A5 Countermeasures**

### **OP1605-02 – CPS Program Administration (North Dakota Department of Health)**

**Budget: \$128,000 section 405 M2CPS**

**Budget: \$22,000 section 405 M2CSS**

The 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 to 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, one part-time contractor, and proxies across the state), travel, program materials, training, and child passenger safety seats for distribution to low-income parents.

# Performance Plan

**Table 21**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1605-02	Child Passenger Safety	\$128,000	405 M2CPS
OP1605-02	Child Passenger Safety Restraints	\$ 22,000	405 M2CSS
<b>405 Total</b>		\$150,000	
<b>Total All Funds</b>		\$150,000	

## Other Activity Measures

**Table 22**

Other Activity Measures				
Measure	2010	2011	2013	2013
<b>Distracted Driving</b>	<b>Not Collected</b>	<b>Not Collected</b>	<b>Not Collected</b>	
Percent of students who drove a car or other vehicle while texting or emailing while driving in the past 30 days				59%
Percent of students who drove a car or other vehicle who talked on a cell phone while driving in the past 30 days.				68%

The goal of the Distracted Driving program area is to decrease distracted driving crashes resulting in serious injury and death through improved prevention, education, enforcement, arrest, prosecution and adjudication of distracted driving offenders.

## Countermeasures

### *Evidence-Base*

DD1611-02– Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 1, Laws and Enforcement.

DD1611-03– Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 2.2 Communications and Outreach on Distracted Driving.

### **DD1611-01 – Program Management (Program Manager)**

**Budget: \$5,000 section 402 DD**

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

### **DD1611-02 – Overtime Enforcement (Law Enforcement Agencies)**

**Budget: \$75,000 section 405 M8DDLE**

Law enforcement agencies will conduct overtime enforcement of North Dakota’s anti-texting law.

## Performance Plan

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.

**DD1611-03 – Media – Paid/Earned/PI&E (Media Vendor)**

**Budget: 75,000 section 405 M8PE**

The TSO will provide distracted driving enforcement messages to the public through paid and earned media 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 distracted driving enforcement efforts. 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 distracted driving.

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.

**Table 23**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
DD1611-01	Program Management	\$ 5,000	402 DD
DD1611-02	Child Passenger Safety Restraints	\$ 75,000	405 M8DDLE
DD1611-03	Overtime Enforcement	\$ 75,000	405 M8PE
<b>402 Total</b>	Media – Paid/Earned/PI&E	\$ 5,000	
<b>405 Total</b>		\$150,000	
<b>Total All Funds</b>		\$155,000	



# Attachments

ATTACHMENT 1  
CERTIFICATIONS AND ASSURANCES (APPENDIX A)

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

State: North Dakota

Fiscal Year: 2016

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 Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](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](http://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](http://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 crashes 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))

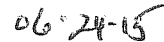
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**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



\_\_\_\_\_  
Date



\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

ATTACHMENT 2  
COST SUMMARY

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Highway Safety Plan Cost Summary**  
 2016-HSP-1  
 For Approval

State: North Dakota

Page: 1  
 Report Date: 06/04/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2016-00-00-00		\$ .00	\$150,000.00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$110,000.00	\$110,000.00	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$110,000.00</b>	<b>\$110,000.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$160,000.00	\$160,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$160,000.00</b>	<b>\$160,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$40,000.00</b>	<b>\$40,000.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$190,000.00	\$190,000.00	\$ .00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$190,000.00</b>	<b>\$190,000.00</b>	<b>\$ .00</b>
<b>Traffic Records</b>								
	TR-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$7,500.00	\$7,500.00	\$ .00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$7,500.00</b>	<b>\$7,500.00</b>	<b>\$ .00</b>
<b>Community Traffic Safety Project</b>								
	CP-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$1,418,275.00	\$1,418,275.00	\$ .00
	<b>Community Traffic Safety Project Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,418,275.00</b>	<b>\$1,418,275.00</b>	<b>\$ .00</b>
<b>Driver Education</b>								
	DE-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00

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

State: North Dakota

Highway Safety Plan Cost Summary

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Report Date: 06/04/2015

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	<b>Driver Education Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$ .00</b>
	<b>Speed Management</b>							
		SC-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$202,000.00	\$202,000.00	\$ .00
	<b>Speed Management Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$202,000.00</b>	<b>\$202,000.00</b>	<b>\$ .00</b>
	<b>Distracted Driving</b>							
		DD-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$ .00
	<b>Distracted Driving Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$5,000.00</b>	<b>\$5,000.00</b>	<b>\$ .00</b>
	<b>Teen Safety Program</b>							
		TSP-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$235,000.00	\$235,000.00	\$ .00
	<b>Teen Safety Program Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$235,000.00</b>	<b>\$235,000.00</b>	<b>\$ .00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>	<b>\$2,592,775.00</b>	<b>\$2,592,775.00</b>	<b>\$ .00</b>
	<b>MAP 21 405b OP Low</b>							
	<b>405b Low HVE</b>							
		M2HVE-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$399,130.00	\$399,130.00	\$ .00
	<b>405b Low HVE Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$399,130.00</b>	<b>\$399,130.00</b>	<b>\$ .00</b>
	<b>405b Low Public Education</b>							
		M2PE-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$399,130.00	\$399,130.00	\$ .00
	<b>405b Low Public Education Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$399,130.00</b>	<b>\$399,130.00</b>	<b>\$ .00</b>
	<b>405b Low Community CPS Services</b>							
		M2CPS-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$128,000.00	\$128,000.00	\$ .00
	<b>405b Low Community CPS Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$128,000.00</b>	<b>\$128,000.00</b>	<b>\$ .00</b>
	<b>405b Low CSS Purchase/Distribution</b>							
		M2CSS-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$22,000.00	\$22,000.00	\$ .00
	<b>405b Low CSS Purchase/Distribution Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$22,000.00</b>	<b>\$22,000.00</b>	<b>\$ .00</b>

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary**

State: North Dakota

**2016-HSP-1**

For Approval

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Report Date: 06/04/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>405b OP Low</b>								
	M2X-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$70,000.00	\$70,000.00	\$ .00
	<b>405b OP Low Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$70,000.00</b>	<b>\$70,000.00</b>	<b>\$ .00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,018,260.00</b>	<b>\$1,018,260.00</b>	<b>\$ .00</b>
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$810,930.00	\$810,930.00	\$ .00
	<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$810,930.00</b>	<b>\$810,930.00</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$810,930.00</b>	<b>\$810,930.00</b>	<b>\$ .00</b>
<b>MAP 21 405d Impaired Driving High</b>								
<b>405d High HVE</b>								
	M4HVE-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$676,873.00	\$676,873.00	\$ .00
	<b>405d High HVE Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$676,873.00</b>	<b>\$676,873.00</b>	<b>\$ .00</b>
<b>405d High BAC Testing/Reporting</b>								
	M4BAC-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$300,000.00	\$300,000.00	\$ .00
	<b>405d High BAC Testing/Reporting Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$300,000.00</b>	<b>\$300,000.00</b>	<b>\$ .00</b>
<b>405d High Paid/Earned Media</b>								
	M4PEM-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$676,873.00	\$676,873.00	\$ .00
	<b>405d High Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$676,873.00</b>	<b>\$676,873.00</b>	<b>\$ .00</b>
<b>405d High Training</b>								
	M4TR-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$350,000.00	\$350,000.00	\$ .00
	<b>405d High Training Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$350,000.00</b>	<b>\$350,000.00</b>	<b>\$ .00</b>
<b>405d High Other Based on Problem ID</b>								
	M4OT-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$350,000.00	\$350,000.00	\$ .00



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

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Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
		<b>405d High Other Based on Problem ID Total</b>	\$ .00	\$ .00	\$ .00	\$350,000.00	\$350,000.00	\$ .00
		<b>MAP 21 405d Impaired Driving High Total</b>	\$ .00	\$ .00	\$ .00	\$2,353,746.00	\$2,353,746.00	\$ .00
		<b>MAP 21 405e Distracted Driving</b>						
		<b>405e Public Education</b>						
		M8PE-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
		<b>405e Public Education Total</b>	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
		<b>405e DD Law Enforcement</b>						
		M8DDLE-2016-00-00-00	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
		<b>405e DD Law Enforcement Total</b>	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
		<b>MAP 21 405e Distracted Driving Total</b>	\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
		<b>NHTSA Total</b>	\$ .00	\$150,000.00	\$ .00	\$6,925,711.00	\$6,925,711.00	\$ .00
		<b>Total</b>	\$ .00	\$150,000.00	\$ .00	\$6,925,711.00	\$6,925,711.00	\$ .00

Updated: 06/16/15

FFY 2016

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
200		2001699	01	01		Director/Admin. Salaries, etc.				
DIRECTOR SALARY TOTALS										
402 P&A		PA1601	01	01		Program Management (Salary)	S	\$130,000.00		\$130,000.00
402 P&A		PA1601	01	02		Program Management (Travel & Misc)	O	\$20,000.00		\$20,000.00
402 PA TOTALS								\$150,000.00	\$0.00	\$150,000.00
402 PT		PT1602	01	01		Program Management (Salary)	S	\$8,000.00		\$8,000.00
402 PT		PT1602	01	02		Program Management (Travel & Misc)	O	\$2,000.00		\$2,000.00
402 PT	INSERT NO.	PT1602	02	01		LEL Program (NDSU UGPTI RTSSC)	712070	\$75,000.00	\$75,000.00	
402 PT		PT1602	03	01		Law Enf Web Report System Mtce (DOT-IT)	601005	\$30,000.00		\$30,000.00
402 PT	INSERT NO.	PT1602	04	01		Law Enf Training (Clearwater)	623175	\$75,000.00	\$75,000.00	
402 PT TOTALS								\$190,000.00	\$150,000.00	\$40,000.00
405 OP		OP1605	01	01		Program Management (Salary)	S	\$32,000.00		\$32,000.00
405 OP			01	02		Program Management (Travel & Misc)	O	\$8,000.00		\$8,000.00
405 M2CPS	INSERT NO.	OP1605	02	01		CPS Program Admin (ND Dept of Health)	722370	\$128,000.00	\$128,000.00	
405 M2CSS	INSERT NO.	OP1605	02	02		CPS Car Seats (ND Dept of Health)	722370	\$22,000.00	\$22,000.00	
405 M2X	INSERT NO.	OP1605	03	01		Statewide Safety Belt Survey (NDSU UGPTI)	712070	\$50,000.00	\$50,000.00	
405 M2X	INSERT NO.	OP1605	04	01		Rural Safety Belt Survey (NDSU UGPTI)	712070	\$20,000.00	\$20,000.00	
405 M2HVE		OP1605	05			LE Overtime		\$399,130.00	\$399,130.00	
405 M2HVE	INSERT NO.		01			HP NDHP	722361		\$191,130.00	
405 M2HVE	INSERT NO.		02	Yes		PD Beulah	712105		\$2,000.00	
405 M2HVE	INSERT NO.		03	Yes		PD Bismarck	712105		\$12,000.00	
405 M2HVE	INSERT NO.		04	Yes		PD Carrington	712105		\$3,000.00	
405 M2HVE	INSERT NO.		05	Yes		PD Devils Lake	712105		\$5,000.00	
405 M2HVE	INSERT NO.		06	Yes		PD Dickinson	712105		\$5,000.00	
405 M2HVE	INSERT NO.		07	Yes		PD Fargo	712105		\$12,000.00	
405 M2HVE	INSERT NO.		08	Yes		PD Grand Forks	712105		\$11,000.00	
405 M2HVE	INSERT NO.		09	Yes		PD Jamestown	712105		\$7,000.00	
405 M2HVE	INSERT NO.		10	Yes		PD Killdeer	712105		\$3,000.00	
405 M2HVE	INSERT NO.		11	Yes		PD Lincoln	712105		\$2,000.00	
405 M2HVE	INSERT NO.		12	Yes		PD Mandan	712105		\$3,000.00	
405 M2HVE	INSERT NO.		13	Yes		PD Minot	712105		\$8,000.00	
405 M2HVE	INSERT NO.		14	Yes		PD Napoleon	712105		\$2,000.00	
405 M2HVE	INSERT NO.		15	Yes		PD New Town	712105		\$4,000.00	
405 M2HVE	INSERT NO.		16			PD NDSU	712070		\$2,000.00	
405 M2HVE	INSERT NO.		17	Yes		PD Powers Lake	712105		\$2,000.00	
405 M2HVE	INSERT NO.		18	Yes		PD Rugby	712105		\$2,000.00	
405 M2HVE	INSERT NO.		19	Yes		PD Stanley	712105		\$3,000.00	
405 M2HVE	INSERT NO.		20	Yes		PD Surrey	712105		\$2,000.00	
405 M2HVE	INSERT NO.		21	Yes		PD Tioga	712105		\$2,000.00	
405 M2HVE	INSERT NO.		22			PD UND	712070		\$5,000.00	
405 M2HVE	INSERT NO.		23	Yes		PD Valley City	712105		\$9,000.00	
405 M2HVE	INSERT NO.		24	Yes		PD Watford City	712105		\$8,000.00	
405 M2HVE	INSERT NO.		25	Yes		PD West Fargo	712105		\$5,000.00	
405 M2HVE	INSERT NO.		26	Yes		PD Williston	712105		\$3,000.00	
SUBTOTAL FOR PDs									\$122,000.00	
405 M2HVE	INSERT NO.		27	Yes		SO Adams Co	712115		\$2,000.00	
405 M2HVE	INSERT NO.		28	Yes		SO Benson Co	712115		\$2,000.00	
405 M2HVE	INSERT NO.		29	Yes		SO Billings Co	712115		\$4,000.00	
405 M2HVE	INSERT NO.		30	Yes		SO Burke Co	712115		\$3,000.00	
405 M2HVE	INSERT NO.		31	Yes		SO Burleigh Co	712115		\$10,000.00	
405 M2HVE	INSERT NO.		32	Yes		SO Cass Co	712115		\$9,000.00	
405 M2HVE	INSERT NO.		33	Yes		SO Divide Co	712115		\$4,000.00	
405 M2HVE	INSERT NO.		34	Yes		SO Grand Forks Co	712115		\$10,000.00	
405 M2HVE	INSERT NO.		35	Yes		SO LaMoure Co	712115		\$2,000.00	
405 M2HVE	INSERT NO.		36	Yes		SO McLean Co	712115		\$3,000.00	
405 M2HVE	INSERT NO.		37	Yes		SO Morton Co	712115		\$5,000.00	
405 M2HVE	INSERT NO.		38	Yes		SO Pierce Co	712115		\$2,000.00	
405 M2HVE	INSERT NO.		39	Yes		SO Ransom Co	712115		\$5,000.00	
405 M2HVE	INSERT NO.		40	Yes		SO Stark Co	712115		\$9,000.00	
405 M2HVE	INSERT NO.		41	Yes		SO Traill Co	712115		\$4,000.00	
405 M2HVE	INSERT NO.		42	Yes		SO Ward Co	712115		\$6,000.00	
405 M2HVE	INSERT NO.		43	Yes		SO Williams Co	712115		\$6,000.00	
SUBTOTAL FOR SOs									\$86,000.00	
405 M2PE	12130865H	OP1605	06	01	Yes	Media - OP Enf. (Banik Communications)	623175	\$399,130.00	\$399,130.00	
OP GRAND TOTALS								\$1,068,260.00	\$1,018,260.00	\$50,000.00
OP TOTALS FOR 402								\$40,000.00	\$0.00	\$40,000.00
OP TOTALS FOR 405								\$1,018,260.00	\$1,018,260.00	\$0.00
OP TOTALS FOR 405 M2X								\$70,000.00	\$70,000.00	\$0.00
OP TOTALS FOR 405 M2HVE								\$399,130.00	\$399,130.00	\$0.00
OP TOTALS FOR 405 M2PE								\$399,130.00	\$399,130.00	\$0.00
DOUBLE CHECK 405 TOTALS								\$1,018,260.00	\$1,018,260.00	\$0.00
OP TOTALS FOR OTHER								\$10,000.00	\$0.00	\$10,000.00

Updated: 06/16/15

FFY 2016

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
Program	Number	PHSP								
402 MC		MC1606	01	01		Program Management (Salary)	S	\$8,000.00		\$8,000.00
402 MC		MC1606	01	02		Program Management (Travel & Misc)	O	\$2,000.00		\$2,000.00
402 MC	INSERT NO.	MC1606	02	01		MC Awareness / Ed Camp (ABATE)	712195	\$25,000.00	\$25,000.00	
402 MC	12130865H	MC1606	03	01		MC Safety Ed--Pd Med/Outreach (Banik Con	623175	\$125,000.00	\$125,000.00	
<b>402 MC TOTALS</b>								<b>\$160,000.00</b>	<b>\$150,000.00</b>	<b>\$10,000.00</b>
402 SC		SC1607	01	01		Program Management (Salary)	S	\$1,600.00		\$1,600.00
402 SC		SC1607	01	02		Program Management (Travel & Misc)	O	\$400.00		\$400.00
		SC1607	02			Local Law Enforcement Radar (Total)		\$200,000.00	\$200,000.00	
402 SC	INSERT NO.		01			ND Highway Patrol	722361		\$167,000.00	
402 SC	INSERT NO.		02	Yes		PD Bismarck	712105		\$3,000.00	
402 SC	INSERT NO.		03	Yes		PD Jamestown	712105		\$3,000.00	
402 SC	INSERT NO.		04	Yes		PD Lincoln	712105		\$1,500.00	
402 SC	INSERT NO.		05	Yes		PD Minot	712105		\$3,000.00	
402 SC	INSERT NO.		06	Yes		PD Valley City	712105		\$1,500.00	
402 SC	INSERT NO.		07	Yes		PD Williston	712105		\$3,000.00	
402 SC	INSERT NO.		08	Yes		SO Burleigh	712115		\$3,000.00	
402 SC	INSERT NO.		09	Yes		SO Divide	712115		\$1,500.00	
402 SC	INSERT NO.		10	Yes		SO Grand Forks	712115		\$3,000.00	
402 SC	INSERT NO.		11	Yes		SO Griggs	712115		\$1,500.00	
402 SC	INSERT NO.		12	Yes		SO Stark	712115		\$3,000.00	
402 SC	INSERT NO.		13	Yes		SO Stutsman	712115		\$3,000.00	
402 SC	INSERT NO.		14	Yes		SO Ward	712115		\$3,000.00	
<b>SC GRAND TOTALS</b>								<b>\$202,000.00</b>	<b>\$200,000.00</b>	<b>\$2,000.00</b>
<b>SC TOTALS FOR 402</b>								<b>\$202,000.00</b>	<b>\$200,000.00</b>	<b>\$2,000.00</b>
<b>SC TOTALS FOR 402 FMCSA</b>								<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
402 TSP		TSP1608	01	01		Program Management (Salary)	S	\$28,000.00		\$28,000.00
402 TSP		TSP1608	01	02		Program Management (Travel & Misc)	O	\$7,000.00		\$7,000.00
402 TSP	12130865G	TSP1608	02	01	Yes	Media (Banik) -- Teen (& Outreach)	623175	\$200,000.00	\$200,000.00	
402 DE		DE1608	01	01		Driver Ed Curriculum & Support (Clearwater)	623175	\$75,000.00	\$75,000.00	
<b>DE &amp; TSP GRAND TOTALS</b>								<b>\$310,000.00</b>	<b>\$275,000.00</b>	<b>\$35,000.00</b>
<b>DE TOTALS FOR 402</b>								<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$0.00</b>
<b>TSP TOTALS FOR 402</b>								<b>\$235,000.00</b>	<b>\$200,000.00</b>	<b>\$35,000.00</b>
<b>DE TOTALS FOR FORDMC</b>								<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
402 CP		CP1609	01	01		Program Management (Salary)	S	\$60,000.00		\$60,000.00
402 CP		CP1609	01	02		Program Management (Travel & Misc)	O	\$15,000.00		\$15,000.00
402 CP	12141459	CP1609	02	01	Yes	County Outreach Program (NDACO)	712180	\$300,000.00	\$300,000.00	
						Tribal Traffic Safety Programs		\$200,000.00	\$200,000.00	
402 CP	INSERT NO.	CP1609	03	01	Yes	Three Affiliated Tribes (TAT)	712090	\$50,000.00	\$50,000.00	
402 CP	INSERT NO.		02	Yes		Turtle Mountain Trans. Planning Dept.	712090	\$50,000.00	\$50,000.00	
402 CP	INSERT NO.		03	Yes		Standing Rock Sioux Tribe	712090	\$50,000.00	\$50,000.00	
402 CP	INSERT NO.		04	Yes		Spirit Lake Tribe	712090	\$50,000.00	\$50,000.00	
402 CP	12130865G	CP1609	04	01		Media - Oil Country Partnership (Banik Com)	623175	\$128,000.00	\$128,000.00	
402 CP	12130865G	CP1609	05	01		Media - Native American (Banik Comm)	623175	\$200,000.00	\$200,000.00	
402 CP	INSERT NO.	CP1609	06	01		Program Devel & Eval (NDSU UGPTI RTSS)	712070	\$70,000.00	\$70,000.00	
402 CP	INSERT NO.	CP1609	07	01		Annual TSP Summit (Clearwater)	623175	\$100,000.00	\$100,000.00	
402 CP						Mini-Grants to Schools for Distracted Driving				
402 CP		CP1609	08			Teen Outreach		\$50,000.00	\$50,000.00	
402 CP	INSERT NO.		01			Pingree-Buchanan Public School	712075		\$15,000.00	
402 CP	INSERT NO.		02			Red River High School	712075		\$20,000.00	
402 CP	INSERT NO.		03			Oakes Public School	712075		\$15,000.00	
402 CP		CP1609	09	01		TSP Network Program (Banik)	623175	\$273,275.00	\$273,275.00	
402 CP		CP1609	09	10		DDC-ADD (ND Safety Council)	623175	\$22,000.00	\$22,000.00	
<b>402 CP TOTALS</b>								<b>\$1,418,275.00</b>	<b>\$1,343,275.00</b>	<b>\$75,000.00</b>
FHWA		HES9999332	01	01		Program Management (Salary)	S	\$200,000.00		\$200,000.00
402 TR		TR1604	01	02		Program Management (Travel & Misc)	O	\$7,500.00		\$7,500.00
405 M3DA		TR1604	02	01		Crash Data Sys Enhance (NDDOT IT)	O	\$107,500.00		\$107,500.00
405 M3DA	12141411A	TR1604	03	01		TraCS IT Vendor (AGS)	623175	\$538,430.00	\$538,430.00	
405 M3DA		TR1604	04	01		TraCS License Fee	603030	\$80,000.00		\$80,000.00
405 M3DA	INSERT NO.	TR1604	05	01		EMS Data Analyst (NDDoH/EMS)	722370	\$85,000.00	\$85,000.00	
<b>TR GRAND TOTALS</b>								<b>\$1,018,430.00</b>	<b>\$623,430.00</b>	<b>\$395,000.00</b>
<b>TR TOTALS FOR FHWA</b>								<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>
<b>TR TOTALS FOR 402 &amp; 405</b>								<b>\$818,430.00</b>	<b>\$623,430.00</b>	<b>\$195,000.00</b>
402 AL		ID1610	01	01		Management (Salary)	S	\$60,000.00		\$60,000.00
402 AL		ID1610	01	02		Management (Travel & Misc)	O	\$15,000.00		\$15,000.00
405 M4HVE		ID1610	02			LE Overtime for ID (UA) Total		\$676,873.00	\$676,873.00	
405 M4HVE	INSERT NO.		01			HP NDHP	722361		\$224,473.00	
405 M4HVE	INSERT NO.		02	Yes		PD Bismarck	712105		\$8,000.00	
405 M4HVE	INSERT NO.		03	Yes		PD Burlington	712105		\$2,500.00	
405 M4HVE	INSERT NO.		04	Yes		PD Devils Lake	712105		\$4,500.00	
405 M4HVE	INSERT NO.		05	Yes		PD Dickinson	712105		\$4,500.00	

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FFY 2016

Fund	Contract	Project	SP	PH	Local	Description (Contractor)	PeopleSoft	Project	Proposed	Non-
Program	Number	PHSP			Benefit		Account	Funds Per Orig Aprv HSP	Contract Amount	Contract Amount
405 M4HVE	INSERT NO.			06	Yes	PD Fargo	712105		\$20,000.00	
405 M4HVE	INSERT NO.			07	Yes	PD Grand Forks	712105		\$12,000.00	
405 M4HVE	INSERT NO.			08	Yes	PD Jamestown	712105		\$12,000.00	
405 M4HVE	INSERT NO.			09	Yes	PD Killdeer	712105		\$6,000.00	
405 M4HVE	INSERT NO.			10	Yes	PD Lincoln	712105		\$2,500.00	
405 M4HVE	INSERT NO.			11	Yes	PD Mandan	712105		\$6,500.00	
405 M4HVE	INSERT NO.			12	Yes	PD Minot	712105		\$18,000.00	
405 M4HVE	INSERT NO.			13	Yes	PD Napoleon	712105		\$2,500.00	
405 M4HVE	INSERT NO.			14	Yes	PD New Town	712105		\$8,000.00	
405 M4HVE	INSERT NO.			15		PD NDSU	712070		\$2,500.00	
405 M4HVE	INSERT NO.			16	Yes	PD Oakes	712105		\$3,000.00	
405 M4HVE	INSERT NO.			17	Yes	PD Powers Lake	712105		\$4,000.00	
405 M4HVE	INSERT NO.			18	Yes	PD Rugby	712105		\$2,500.00	
405 M4HVE	INSERT NO.			19	Yes	PD Stanley	712105		\$2,000.00	
405 M4HVE	INSERT NO.			20	Yes	PD Surrey	712105		\$3,000.00	
405 M4HVE	INSERT NO.			21	Yes	PD Tioga	712105		\$5,000.00	
405 M4HVE	INSERT NO.			22		PD UND	712070		\$400.00	
405 M4HVE	INSERT NO.			23	Yes	PD Valley City	712105		\$9,000.00	
405 M4HVE	INSERT NO.			24	Yes	PD Wahpeton	712105		\$12,500.00	
405 M4HVE	INSERT NO.			25	Yes	PD Watford City	712105		\$12,500.00	
405 M4HVE	INSERT NO.			26	Yes	PD West Fargo	712105		\$5,000.00	
405 M4HVE	INSERT NO.			27	Yes	PD Williston	712105		\$4,000.00	
						<b>SUBTOTAL FOR PDs</b>			<b>\$172,400.00</b>	
405 M4HVE	INSERT NO.			28	Yes	SO Adams	712115		\$3,000.00	
405 M4HVE	INSERT NO.			29	Yes	SO Benson Co	712115		\$3,000.00	
405 M4HVE	INSERT NO.			30	Yes	SO Burke Co	712115		\$2,500.00	
405 M4HVE	INSERT NO.			31	Yes	SO Burleigh Co	712115		\$7,000.00	
405 M4HVE	INSERT NO.			32	Yes	SO Cass Co	712115		\$7,500.00	
405 M4HVE	INSERT NO.			33	Yes	SO Divide Co	712115		\$6,500.00	
405 M4HVE	INSERT NO.			31	Yes	SO Grand Forks Co	712115		\$7,000.00	
405 M4HVE	INSERT NO.			35	Yes	SO Griggs Co	712115		\$4,500.00	
405 M4HVE	INSERT NO.			36	Yes	SO LaMoure Co	712115		\$5,000.00	
405 M4HVE	INSERT NO.			37	Yes	SO McHenry Co	712115		\$5,000.00	
405 M4HVE	INSERT NO.			38	Yes	SO McLean Co	712115		\$11,000.00	
405 M4HVE	INSERT NO.			39	Yes	SO Morton Co	712115		\$7,500.00	
405 M4HVE	INSERT NO.			40	Yes	SO Nelson Co	712115		\$7,000.00	
405 M4HVE	INSERT NO.			41	Yes	SO Pembina Co	712115		\$6,000.00	
405 M4HVE	INSERT NO.			42	Yes	SO Ransom Co	712115		\$7,500.00	
405 M4HVE	INSERT NO.			43	Yes	SO Stark Co	712115		\$14,000.00	
405 M4HVE	INSERT NO.			44	Yes	SO Steele Co	712115		\$3,500.00	
405 M4HVE	INSERT NO.			45	Yes	SO Stutsman Co	712115		\$8,000.00	
405 M4HVE	INSERT NO.			46	Yes	SO Ward Co	712115		\$13,500.00	
405 M4HVE	INSERT NO.			47	Yes	SO Williams Co	712115		\$6,000.00	
						<b>SUBTOTAL FOR SOs</b>			<b>\$135,000.00</b>	
<b>405 M4HVE</b>						<b>Total Overtime for UA (both funds)</b>			<b>\$145,000.00</b>	
405 M4HVE	INSERT NO.			51	Yes	PD Burlington	712105		\$2,000.00	
405 M4HVE	INSERT NO.			52	Yes	PD Carrington	712105		\$1,500.00	
405 M4HVE	INSERT NO.			53	Yes	PD Dickinson	712105		\$4,500.00	
405 M4HVE	INSERT NO.			54	Yes	PD Fargo	712105		\$12,000.00	
405 M4HVE	INSERT NO.			55	Yes	PD Grand Forks	712105		\$14,000.00	
405 M4HVE	INSERT NO.			56	Yes	PD Jamestown	712105		\$6,500.00	
405 M4HVE	INSERT NO.			57	Yes	PD Killdeer	712105		\$3,000.00	
405 M4HVE	INSERT NO.			58	Yes	PD Lisbon	712105		\$2,000.00	
405 M4HVE	INSERT NO.			59	Yes	PD Mandan	712105		\$1,500.00	
405 M4HVE	INSERT NO.			60	Yes	PD Minot	712105		\$5,500.00	
405 M4HVE	INSERT NO.			61	Yes	PD Napoleon	712105		\$1,500.00	
405 M4HVE	INSERT NO.			62	Yes	PD New Town	712105		\$3,500.00	
405 M4HVE	INSERT NO.			63		PD NDSU	712070		\$2,500.00	
405 M4HVE	INSERT NO.			64	Yes	PD Oakes	712105		\$3,000.00	
405 M4HVE	INSERT NO.			65	Yes	PD Powers Lake	712105		\$1,500.00	
405 M4HVE	INSERT NO.			66	Yes	PD Stanley	712105		\$2,000.00	
405 M4HVE	INSERT NO.			67	Yes	PD Surrey	712105		\$1,500.00	
405 M4HVE	INSERT NO.			68	Yes	PD Tioga	712105		\$2,000.00	
405 M4HVE	INSERT NO.			69		PD UND	712070		\$2,500.00	
405 M4HVE	INSERT NO.			70	Yes	PD Valley City	712105		\$5,500.00	
405 M4HVE	INSERT NO.			71	Yes	PD Wahpeton	712105		\$4,500.00	
405 M4HVE	INSERT NO.			72	Yes	PD Watford City	712105		\$1,500.00	
405 M4HVE	INSERT NO.			73	Yes	PD Williston	712105		\$2,000.00	
						<b>SUBTOTAL FOR PDs</b>			<b>\$86,000.00</b>	
405 M4HVE	INSERT NO.			74	Yes	SO Barnes Co	712115		\$3,000.00	
405 M4HVE	INSERT NO.			75	Yes	SO Benson Co	712115		\$2,000.00	
405 M4HVE	INSERT NO.			76	Yes	SO Burleigh Co	712115		\$6,000.00	
405 M4HVE	INSERT NO.			77	Yes	SO Cass Co	712115		\$3,000.00	
405 M4HVE	INSERT NO.			78	Yes	SO Divide Co	712115		\$4,000.00	

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FFY 2016

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
Program	Number	PHSP								
405 M4HVE	INSERT NO.			79	Yes	SO Grand Forks Co	712115		\$4,000.00	
405 M4HVE	INSERT NO.			80	Yes	SO Grant Co	712115		\$2,500.00	
405 M4HVE	INSERT NO.			81	Yes	SO Griggs Co	712115		\$2,500.00	
405 M4HVE	INSERT NO.			82	Yes	SO McHenry Co	712115		\$1,500.00	
405 M4HVE	INSERT NO.			83	Yes	SO McLean Co	712115		\$4,000.00	
405 M4HVE	INSERT NO.			84	Yes	SO Morton Co	712115		\$4,000.00	
405 M4HVE	INSERT NO.			85	Yes	SO Nelson Co	712115		\$2,500.00	
405 M4HVE	INSERT NO.			86	Yes	SO Pembina Co	712115		\$4,000.00	
405 M4HVE	INSERT NO.			87	Yes	SO Pierce Co	712115		\$2,000.00	
405 M4HVE	INSERT NO.			88	Yes	SO Ransom Co	712115		\$6,500.00	
405 M4HVE	INSERT NO.			89	Yes	SO Steele Co	712115		\$2,500.00	
405 M4HVE	INSERT NO.			90	Yes	SO Traill Co	712115		\$2,000.00	
405 M4HVE	INSERT NO.			91	Yes	SO Ward Co	712115		\$3,000.00	
<b>SUBTOTAL FOR SOs</b>									<b>\$59,000.00</b>	
<b>405 M4PEM</b>	<b>12130865G</b>	ID1610	03	01		Media - ID (All Enforcement) (Banik Com)	623175	\$676,873.00	\$676,873.00	
405 M4PEM	INSERT NO.	ID1610	03	02		PD Fargo (Media)	712105		\$0.00	
		ID1610	04	01		Media - Social Norms (Banik Com)	623175	\$0.00	\$0.00	
<b>405 M4OT</b>		ID1610	05			Video Camera Equip ( <i>Subtotal</i> )		\$300,000.00	<b>\$300,000.00</b>	\$0.00
405 M4OT	INSERT NO.			01		HP NDHP	722361		\$252,000.00	
405 M4OT	INSERT NO.			02		PD Jamestown	712105		\$8,000.00	
405 M4OT	INSERT NO.			03		PD Napoleon	712105		\$4,000.00	
405 M4OT	INSERT NO.			04		PD Oakes	712105		\$4,000.00	
405 M4OT	INSERT NO.			05		PD Rugby	712105		\$4,000.00	
405 M4OT	INSERT NO.			06		PD UND	712070		\$4,000.00	
405 M4OT	INSERT NO.			07		PD Valley City	712105		\$4,000.00	
405 M4OT	INSERT NO.			08		PD Wahpeton	712105		\$4,000.00	
405 M4OT	INSERT NO.			09		SO Adams	712115		\$4,000.00	
405 M4OT	INSERT NO.			10		SO Divide Co	712115		\$4,000.00	
405 M4OT	INSERT NO.			11		SO McLean Co	712115		\$4,000.00	
405 M4OT	INSERT NO.			12		SO Pierce Co	712115		\$4,000.00	
<b>405 M4BAC</b>	INSERT NO.	ID1610	06	01		Alcohol-Test Equip (AG - Tox)	722322	\$300,000.00	\$300,000.00	\$0.00
<b>405 M4TR</b>	INSERT NO.	ID1610	07	01		TSRP (ND Assoc of Counties)	<b>712180</b>	\$300,000.00	\$300,000.00	\$0.00
<b>405 M4OT</b>	INSERT NO.	ID1610	08	01		Program Evaluation (NDSU UGPTI RTSSC)	712070	\$50,000.00	\$50,000.00	\$0.00
<b>405 M4TR</b>	<b>12121959G</b>	ID1610	09	01		Events Coordination (Clearwater)	623175	\$50,000.00	\$50,000.00	\$0.00
<b>402 AL</b>		ID1610	10	01		Impaired Driv. Assessment (Clearwater)	623175	\$35,000.00	\$35,000.00	\$0.00
				02		DUI Other Training (NDDOT - Sandy)	O			\$0.00
<b>ID TOTALS</b>								<b>\$2,463,746.00</b>	<b>\$2,388,746.00</b>	<b>\$75,000.00</b>
<b>ID TOTALS FOR 402</b>								<b>\$110,000.00</b>	<b>\$35,000.00</b>	<b>\$75,000.00</b>
<b>ID TOTALS FOR 405</b>								<b>\$2,353,746.00</b>	<b>\$2,353,746.00</b>	<b>\$0.00</b>
<i>ID TOTALS FOR 405 M4HVE</i>								<i>\$676,873.00</i>	<i>\$676,873.00</i>	<i>\$0.00</i>
<i>ID TOTALS FOR 405 M4PEM</i>								<i>\$676,873.00</i>	<i>\$676,873.00</i>	<i>\$0.00</i>
<i>ID TOTALS FOR 405 M4OT</i>								<i>\$350,000.00</i>	<i>\$350,000.00</i>	<i>\$0.00</i>
<i>ID TOTALS FOR 405 M4BAC</i>								<i>\$300,000.00</i>	<i>\$300,000.00</i>	<i>\$0.00</i>
<i>ID TOTALS FOR 405 M4TR</i>								<i>\$350,000.00</i>	<i>\$350,000.00</i>	<i>\$0.00</i>
<b>DOUBLE CHECK 405 TOTALS</b>								<b>\$2,353,746.00</b>	<b>\$2,353,746.00</b>	<b>\$0.00</b>
<b>402 DD</b>		DD1611	01	01		Program Management (Salary)	S	\$4,000.00		\$4,000.00
402 DD		DD1611	01	02		Program Management (Travel & Misc)	O	\$1,000.00		\$1,000.00
<b>405 M8DDLE</b>		DD1611	02			<b>Overtime Enforcement - Distracted Driving</b>		<b>\$75,000.00</b>	<b>\$75,000.00</b>	
405 M8DDLE	INSERT NO.			01	Yes	PD Bismarck	712105		\$15,000.00	
405 M8DDLE	INSERT NO.			02	Yes	PD Devils Lake	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			03	Yes	PD Dickinson	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			04	Yes	PD Fargo	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			05	Yes	PD Grand Forks	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			06	Yes	PD Jamestown	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			07	Yes	PD Minot	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			08	Yes	PD NDSU	712070		\$6,000.00	
405 M8DDLE	INSERT NO.			09	Yes	PD UND	712070		\$6,000.00	
405 M8DDLE	INSERT NO.			10	Yes	PD Valley City	712105		\$6,000.00	
405 M8DDLE	INSERT NO.			11	Yes	SO Burleigh Co.	712115		\$6,000.00	
<b>405 M8PE</b>	<b>12130865G</b>	DD1611	03	01		Media (Banik)	623175	\$75,000.00	\$75,000.00	
<b>DD TOTALS</b>								<b>\$155,000.00</b>	<b>\$150,000.00</b>	<b>\$5,000.00</b>
<b>DD TOTALS FOR 402</b>								<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>
<b>DD TOTALS FOR 405</b>								<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
<i>DD TOTALS FOR 405 M8DDLE</i>								<i>\$75,000.00</i>	<i>\$75,000.00</i>	<i>\$0.00</i>
<i>DD TOTALS FOR 405 M8PE</i>								<i>\$75,000.00</i>	<i>\$75,000.00</i>	<i>\$0.00</i>
<b>DOUBLE CHECK 405 TOTALS</b>								<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
<b>402 FUND TOTAL</b>								<b>\$2,350,275.00</b>	<b>\$1,953,275.00</b>	<b>\$397,000.00</b>
<b>405 FUND TOTAL</b>								<b>\$4,190,436.00</b>	<b>\$3,995,436.00</b>	<b>\$195,000.00</b>
<b>NHTSA FUNDS GRAND TOTAL</b>								<b>\$6,540,711.00</b>	<b>\$5,948,711.00</b>	<b>\$592,000.00</b>

Updated: 06/16/15

FFY 2016

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
Program	Number	PHSP								
<b>NON NHTSA PROJECTS</b>										
DIV CODE										
<b>NON NHTSA - MOTORCYCLE 205 (State Funds)</b>										
205	INSERT NO.	MC1699	01	01		MC Safety Education Prg. (ABATE)	712195	\$550,000.00	\$550,000.00	\$0.00
<b>205 FUND TOTAL</b>								<b>\$550,000.00</b>	<b>\$550,000.00</b>	<b>\$0.00</b>
<b>ALL MC FUNDS TOTAL</b>								<b>\$710,000.00</b>	<b>\$700,000.00</b>	<b>\$10,000.00</b>
<b>NON NHTSA - OTHER</b>										
	12120819	FARS2012	01	00		Fatality Analysis Reporting System	O			\$94,855.12
FORDMC	<b>12121959E</b>	FORDMC2014	01	01		Driving Skills for Life (Clearwater) (\$20,000)	623175	\$20,000.00	\$20,000.00	
NDSU Ext Serv						Tween Seat Belt Outreach (NDSU Ext Serv)	712070	\$10,000.00	\$0.00	\$10,000.00
FMCSA		SC1607	03			LE Overtime - TACT Program (Total)	O	\$126,000.00	\$126,000.00	
FMCSA	INSERT NO.			01		HP NDHP	722361		\$68,000.00	
FMCSA	INSERT NO.			02	Yes	PD Dickinson	712105		\$7,000.00	
FMCSA	INSERT NO.			03	Yes	PD Medora	712105		\$1,000.00	
FMCSA	INSERT NO.			04	Yes	PD Minot	712105		\$4,000.00	
FMCSA	INSERT NO.			05	Yes	PD Stanley	712105		\$4,000.00	
FMCSA	INSERT NO.			06	Yes	PD Watford City	712070		\$4,000.00	
FMCSA	INSERT NO.			07	Yes	PD Williston	712105		\$4,000.00	
<b>SUBTOTAL FOR PDs</b>									<b>\$24,000.00</b>	
FMCSA	INSERT NO.			08	Yes	SO Billings Co	712115		\$2,000.00	
FMCSA	INSERT NO.			09	Yes	SO Bottineau Co	712115		\$2,000.00	
FMCSA	INSERT NO.			10	Yes	SO Bowman	712115		\$2,000.00	
FMCSA	INSERT NO.			11	Yes	SO Burke Co	712115		\$2,000.00	
FMCSA	INSERT NO.			12	Yes	SO Divide Co	712115		\$2,000.00	
FMCSA	INSERT NO.			13	Yes	SO Dunn Co	712115		\$2,000.00	
FMCSA	INSERT NO.			14	Yes	SO Golden Valley	712115		\$2,000.00	
FMCSA	INSERT NO.			15	Yes	SO McHenry Co	712115		\$2,000.00	
FMCSA	INSERT NO.			16	Yes	SO McKenzie	712115		\$2,000.00	
FMCSA	INSERT NO.			17	Yes	SO McLean Co	712115		\$2,000.00	
FMCSA	INSERT NO.			18	Yes	SO Mercer Co	712115		\$2,000.00	
FMCSA	INSERT NO.			19	Yes	SO Mountrail Co	712115		\$2,000.00	
FMCSA	INSERT NO.			20	Yes	SO Renville	712115		\$2,000.00	
FMCSA	INSERT NO.			21	Yes	SO Slope	712115		\$2,000.00	
FMCSA	INSERT NO.			22	Yes	SO Stark Co	712115		\$2,000.00	
FMCSA	INSERT NO.			23	Yes	SO Ward Co	712115		\$2,000.00	
FMCSA	INSERT NO.			24	Yes	SO Williams Co	712115		\$2,000.00	
<b>SUBTOTAL FOR SOs</b>									<b>\$34,000.00</b>	
	12142094					ODOT				
						PLEAD - through DHS		\$180,000.00		

ATTACHMENT 3  
PARTICIPATION BY POLITICAL SUBDIVISIONS

**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



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.

ATTACHMENT 4  
PLANNING AND ADMINISTRATION (P&A) COST  
APPENDIX F

**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

combination 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.

**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: North Dakota

Fiscal Year: 2,016

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.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

06-24-15  
\_\_\_\_\_  
Date

**Mark Nelson**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

---

**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

---

**Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # ND\_FY16\_405b Page 1-1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # ND\_FY16\_405b, Page 1-4.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # SND\_FY16\_405b, Page 1-9.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # SND\_FY16\_405b, Page 1-11.

**Lower Seat belt Use States:** *[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.
- Legal citation(s):**

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

The State's **seat belt enforcement plan** is provided as HSP attachment or page # ND\_FY16\_405b, Page 1-12.

The State's **high risk population countermeasure program** is provided as HSP attachment or page # SND\_FY16\_405b, Page 1-14.

The State's **comprehensive occupant protection program** is provided as HSP attachment # section 405, Part 1, Page 1-4.

The State's **occupant protection program assessment**: [Check one box below and fill in any blanks under that checked box.]

The State's NHTSA-facilitated occupant protection program assessment was conducted on 5/22/2015;

**OR**

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

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**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of *[check one box only]* the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # ND\_FY16\_405c, Attachment 2-2-3 Page 2-12 or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # ND\_FY16\_405c, Attachment 2-1-1, Page 2-9 or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # ND\_FY16\_405c, Page 2-3 or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - The name and title of the State's Traffic Records Coordinator is Lynn Heinert, Traffic Records Manager.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Section 405, Part 2, Attachment 2-2-1 page 2-10 and Attachment 2-2-2, Page 2-11 or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - *[Check one box below and fill in any blanks under that checked box.]*
    - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_.
- OR**
- If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # Section 405, Part 2, page 2-8.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 2/18/2011.
-



**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

- [Check one box below and fill in any blanks under that checked box.]
  - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**High-Range State:**

- [Check one box below and fill in any blanks under that checked box.]
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on 8/2/2013 \_\_\_\_\_;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check one box below and fill in any blanks under that checked box.]
  - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on 6/15/2015 \_\_\_\_\_ is provided as HSP attachment # ND\_FY16\_405d, , Attachment 3-1, \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # ND\_FY16\_405d, Page 4.

**Ignition Interlock Law:** [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

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**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban:

### **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

#### **Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  - Driver license testing of distracted driving issues:
  
  - Minimum fine of at least \$25 for first offense:
  
  - Increased fines for repeat offenses:
  
  - Exemptions from youth cell phone use ban:
-

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in any blanks under those checked boxes.]*

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # \_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # \_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # \_\_\_\_\_.

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

**Legal citation(s):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

**Legal citation(s):**

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.



**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in all applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
  
  
  
  
  
  
  
  
  
- Driving restrictions:
  
  
  
  
  
  
  
  
  
  
- Minimum duration:
  
  
  
  
  
  
  
  
  
  
- Applicability to novice drivers younger than 21 years of age:
  
  
  
  
  
  
  
  
  
  
- Exemptions from graduated driver licensing law:



**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
  
- Minimum duration:
  
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
  
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

## **Mission Statement**

*The Safety Division develops, implements, and evaluates the effectiveness of programs designed to reduce crashes and related fatalities, injuries, and property damage.*

# Table of Contents

## **NORTH DAKOTA HIGHWAY SAFETY PLAN**

Executive Summary .....	1
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Planning Process .....	6
Problem Identification .....	8
Enforcement Plan .....	12
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## **ATTACHMENTS**

- Attachment 1 - Certification and Assurance (Appendix A)
- Attachment 2 - Highway Safety Program Cost Summary and Project List (Appendix B)
- Attachment 3 - Participation by Political Subdivisions (Appendix E)
- Attachment 4 - Planning and Administration (P&A) Costs (Appendix F)

## **NORTH DAKOTA SECTION 405 APPLICATION**

### Certifications and Assurances for National Priority Safety Program Grants

- Part 1 - Occupant Protection Grants (23 CFR 1200.21)
- Part 2 - State Traffic Safety Information System Improvement Grants (23 CFR 1200.22)
- Part 3 - Impaired Driving Countermeasures Grants (23 CFR 1200.23)

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
TRAFFIC SAFETY OFFICE  
2016 NORTH DAKOTA HIGHWAY SAFETY PLAN**

**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 one million 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 2010 – 2.7 percent or three times the national rate.

The “oil boom” has impacted North Dakota in many ways including: an influx of population state-wide 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 2013, 148 people died on North Dakota roads.

Historically (dating back to 1979), North Dakota's motor vehicle fatality rate had been consistently lower than the national fatality rate. But, between 2006 and 2008 North Dakota was almost identical to the National Fatality Rate and in 2009 North Dakota spiked in conjunction with the oil production and population increase as depicted in Figure 1.

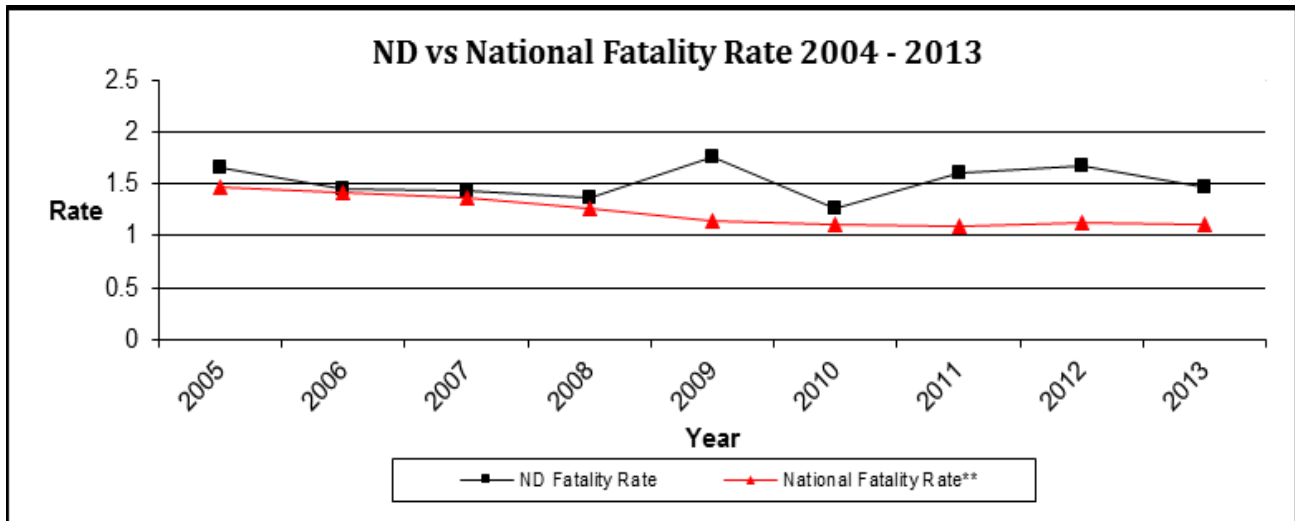


Figure 1

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 2013, 85.1 percent of fatal crashes occurred on rural roads. Through the North Dakota SHSP, greater emphasis and resources is being committed to implementing identified safety strategies on the rural roads where these crashes are occurring.

The vehicles most prevalently involved in fatal crashes in order of frequency include pickup/van/utility truck (accounting for 44.0 percent of fatal crashes in 2013), followed by passenger vehicle, truck tractor, trucks, and motorcycles.

Fatal crashes in North Dakota occur sporadically in terms of month of year, day of week, and time of day. A three-year crash data analysis (2011-2013) shows that fatal crashes appear to occur more regularly during weekend nights (Friday-Sunday) and during the following times: 4 p.m. to 6 p.m.; 11 p.m. to 2 a.m.

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

- Male drivers aged 18-34 account for 33.0 percent of North Dakota's licensed drivers in 2013 and 32.0 percent of drivers involved in fatal crashes. The main contributing factors to these crashes are:
  - » Non-seat belt use – males aged 18-34 accounted for 52.0 percent of all unbelted fatal crash occupants in 2013.
  - » Speed – males aged 18-34 accounted for 54.0 percent of drivers in speed-related fatal crashes in 2013.
  - » Alcohol use – males aged 18-34 accounted for 36.0 percent of impaired drivers involved in fatal crashes in 2013.

## Crash Data Summary

- Teenage drivers aged 14-19 represent 6.0 percent of all licensed drivers in North Dakota but accounted for 11.5 percent of all crashes but less than one percent of fatal crashes in 2013.
  - » 50.0 percent of teen fatality victims in 2013 were unbelted at the time of the crash.

### Recent Data Impacting Performance Goals

North Dakota is experiencing rapid growth in Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles. The North Dakota population has increased almost 100,000 from 2008 and has increased at an average rate of 2.7 percent per year since 2010 (refer to Figure 2). North Dakota's number of licensed drivers has shown drastic increases. Since 2008 the number of licensed drivers in the state has increased by 59,419 and has increased at an average rate of 2.1 percent per year since 2008 (refer to Figure 3). VMT in North Dakota may have the biggest impact on traffic crashes and because of oil related traffic has seen some of our largest increases. VMT has increased 2.8 billion miles since 2008 and at an average rate per year since 2008 of 5.4 percent (refer to Figure 4). The number of registered vehicles in the state has increased by 173,858 since 2008 at a rate of 6.0 percent per year (refer to Figure 5).

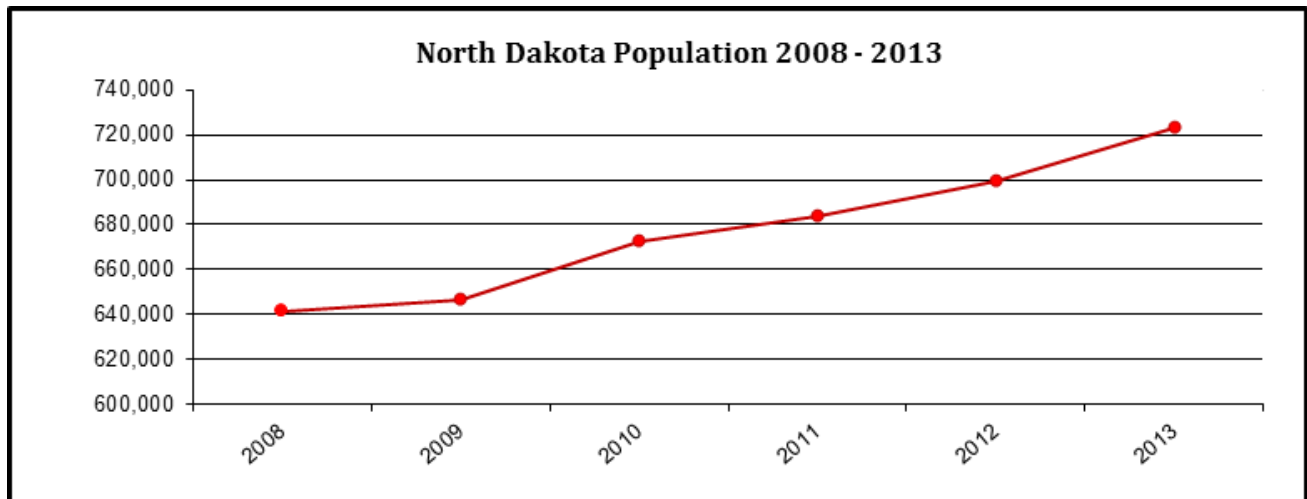


Figure 2

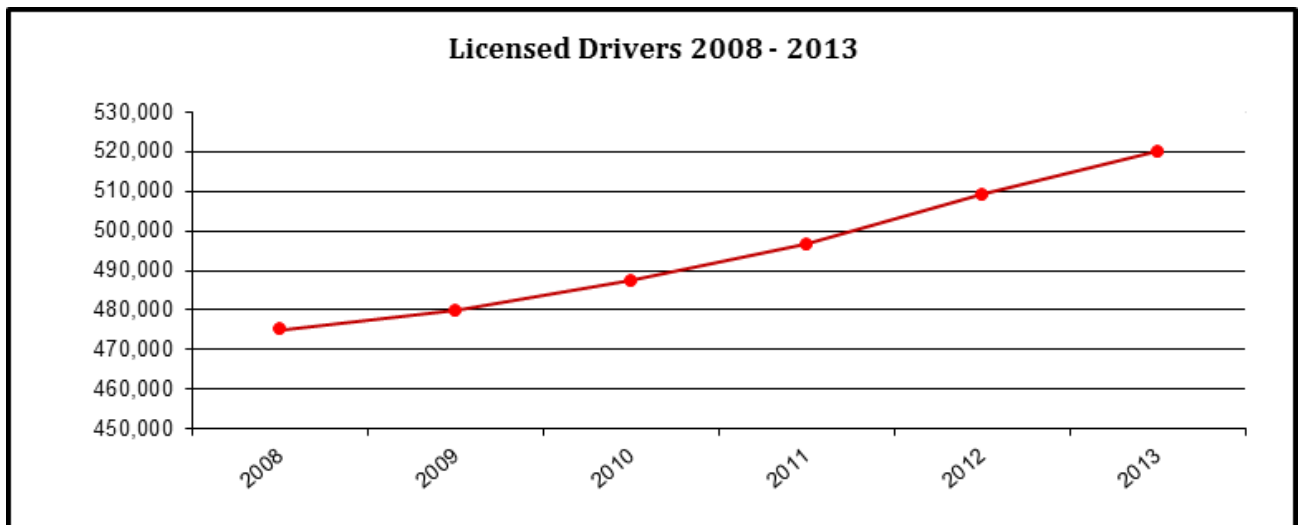


Figure 3

# Crash Data Summary

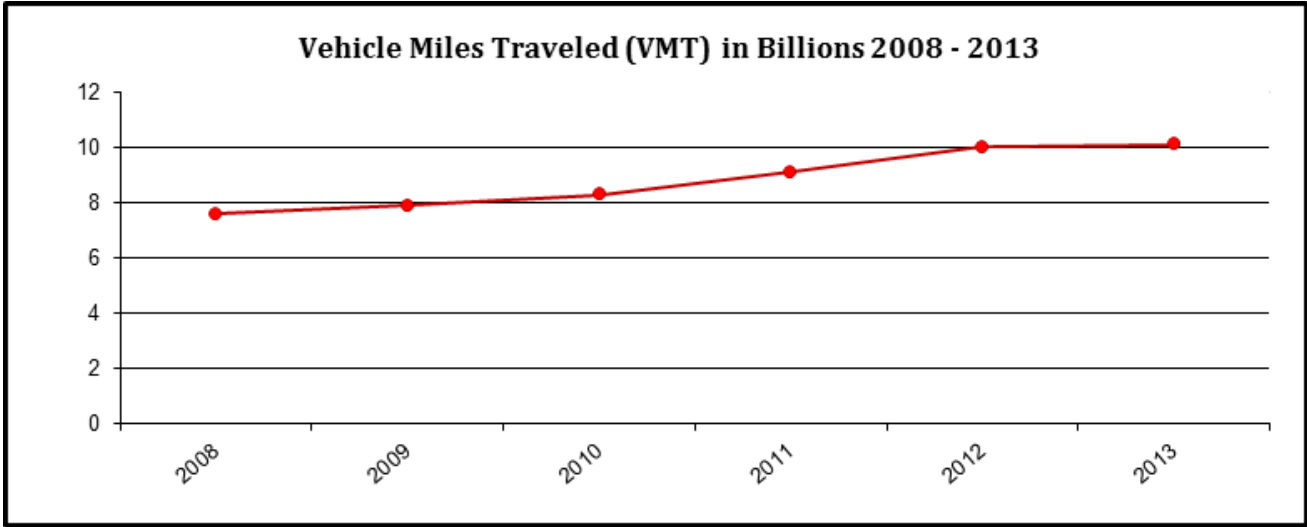


Figure 4

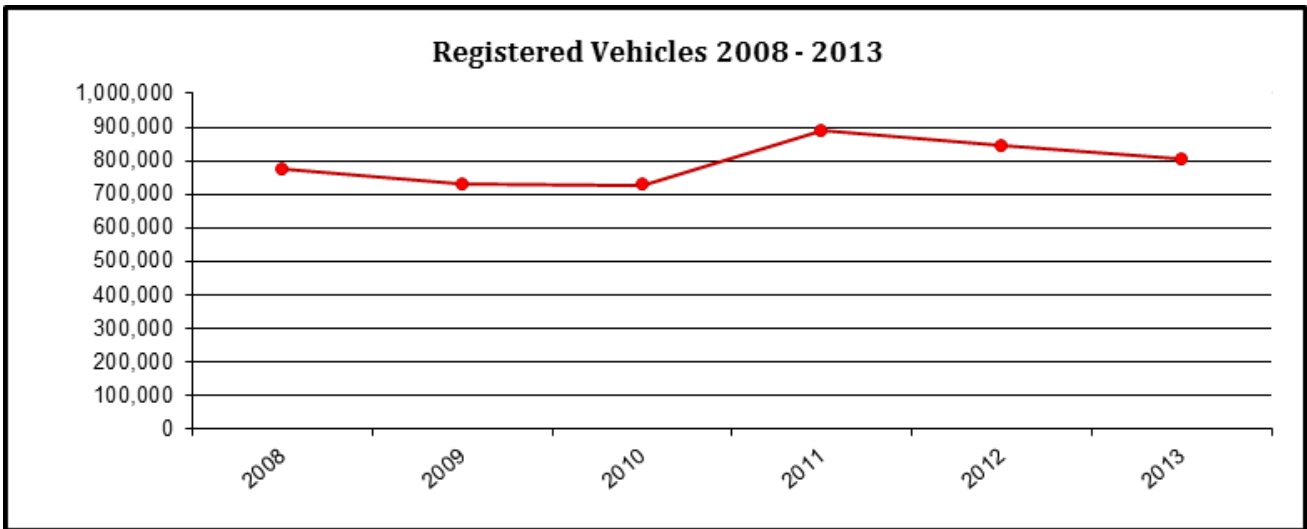


Figure 5



## North Dakota Profile

North Dakota is geographically located in the Upper Midwest. The 2013 Census estimate for North Dakota population was 739,482, this is an increase of 10.0 percent from 2010. North Dakota has 53 counties and 357 municipalities distributed over 69,000 square miles with an average of 9.7 people per square mile. Approximately 90.0 percent of North Dakota's population is White, 5.4 percent Native American, 2.9 percent Hispanic and 1.8 percent Black or African American (2013 U.S. Census Bureau estimates). According to the U.S. Census, approximately 29.0 percent of the population is under 18, 57.0 percent is 19 to 64 and 14.0 percent is 65 and older. There are 106,673 miles of roads in the state. Of the total only 7,378 are state highway system, 18,698 are county highway system and 56,867 are other rural roads. In 2013 there were 520,083 licensed drivers and 804,332 registered vehicles in North Dakota.

# Planning Process

## 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, evidence-based strategies and coordination between the HSP and SHSP in North Dakota.

### *The North Dakota Highway Safety Plan*

North Dakota's HSP is administered through the NDDOT Safety Division Traffic Safety Office (TSO). The highway safety planning process is circular and continuous as identified in Figure 6.

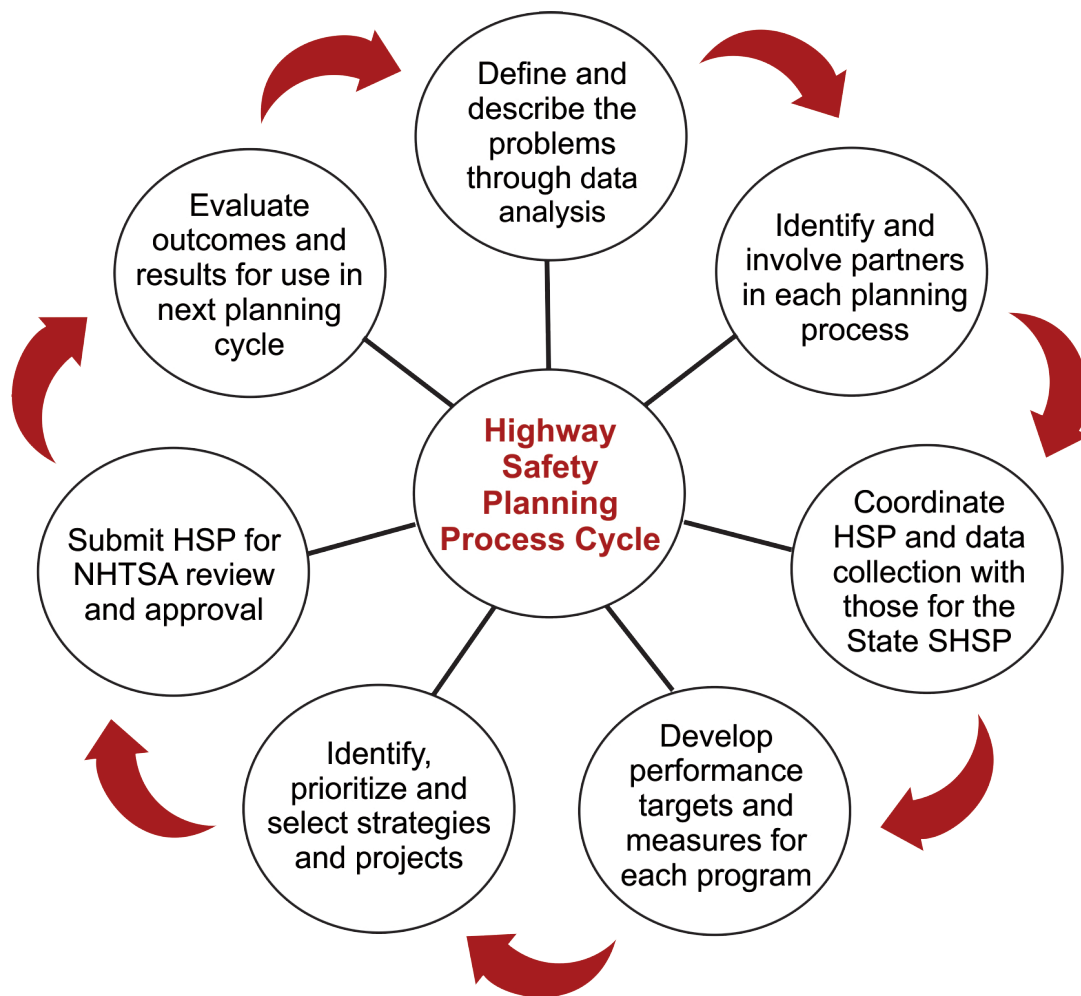


Figure 6

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.

## Planning Process

**Table 1**

Date	Activity
January - June	<p>Review previous year program results.</p> <p>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.</p>
March - April	<p>As funding allows, solicit Request for Proposals (RFPs) and/or Request for Applications (RFAs) from subgrantees. Post any solicitation announcements to the TSO webpage.</p>
April - June	<p>Continue data analysis to include the review of state traffic crash data from the most recent year and other related data sources.</p> <p>If projects are solicited, establish a Grant Review Committee(s) to review and score proposals/ applications received in response to the solicitation.</p> <p>Select projects for inclusion in the HSP.</p> <p>Determine revenue estimates and draft an initial HSP budget.</p> <p>Draft the HSP for internal review.</p> <p>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.</p> <p>Finalize HSP budget.</p> <p>Conduct TSO final internal review of HSP for compliance with federal requirements, completeness and accuracy.</p> <p>Submit HSP for approval by Safety Division Director/Governor's Representative.</p>
July 1	<p>Submit the final HSP to NHTSA by July 1 deadline.</p>
July - September	<p>Begin to draft TSO grant agreements/contracts.</p> <p>Notify successful subgrantees and develop final grant agreements/contracts.</p> <p>Submit grant agreements/contracts for Department approval.</p>
October 1	<p>Implement HSP, grants and contracts.</p>
November	<p>Begin preparation of annual evaluation report for previous fiscal year.</p>
December 31	<p>Submit annual evaluation report to NHTSA Region 8 Office.</p>

# Problem Identification

## North Dakota's Problem Identification

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

- Understand the crash problem and causation factors
- Develop effective strategies 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 10 years of available crash data
- Fatal Analysis Reporting System (FARS)
- Driver license data
- Motor vehicle data
- Vehicle miles traveled (VMT) 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 year's data and historical data from these sources are reviewed at various regular in-

## Problem Identification

tervals throughout the fiscal year. In the months prior to HSP development, data are specifically analyzed to determine the five Ws of problem identification (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, Priority Emphasis Area Subcommittees, 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.

North Dakota's Strategic Highway Safety Plan (link)

[https://www.dot.nd.gov/divisions/safety/docs/ND\\_SHSP\\_final\\_2013-09-09.pdf](https://www.dot.nd.gov/divisions/safety/docs/ND_SHSP_final_2013-09-09.pdf)

### Enforcement Plan

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

Table 2 on the following page shows North Dakota total crashes, injuries, and fatalities by county in 2013.

## Problem Identification

**Table 2**

2013 Crashes by County								
County	PDO Crashes	Injury Crashes	Total Injuries	Fatal Crashes	Total Fatalities	Total Crashes	Total Rate per MVMT	VMT by County
Adams	45	10	12	1	1	56	1.77	31,725,000
Barnes	285	73	106	4	6	362	1.48	245,035,000
Benson	49	13	16	0	0	62	0.61	101,754,000
Billings	47	12	14	2	2	61	0.56	109,675,000
Bottineau	95	20	28	1	1	116	1.08	107,571,000
Bowman	30	10	18	1	1	41	0.73	56,543,000
Burke	62	10	13	3	3	75	1.03	72,663,000
Burleigh	2,195	580	813	2	2	2,777	4.22	658,586,000
Cass	3,022	920	1,221	2	2	3,944	2.69	1,464,677,000
Cavalier	44	5	6	0	0	49	0.83	58,924,000
Dickey	68	17	27	1	1	86	1.51	56,884,000
Divide	62	24	36	2	3	88	0.93	94,277,000
Dunn	173	34	46	4	4	211	1.05	201,306,000
Eddy	27	5	6	0	0	32	1.06	30,070,000
Emmons	41	12	21	0	0	53	0.92	57,410,000
Foster	43	10	12	0	0	53	1.13	47,017,000
Golden Valley	26	9	11	1	1	36	0.67	53,420,000
Grand Forks	1,231	350	483	5	5	1,586	2.48	639,779,000
Grant	22	13	15	2	2	37	0.94	39,408,000
Griggs	22	6	9	0	0	28	0.88	31,822,000
Hettinger	23	11	13	1	1	35	0.89	39,253,000
Kidder	71	21	24	1	1	93	0.72	129,736,000
LaMoure	91	7	12	2	2	100	1.80	55,521,000
Logan	23	7	6	0	0	30	1.23	24,349,000
McHenry	115	28	39	1	1	144	1.03	139,245,000
McIntosh	24	10	17	0	0	34	1.06	32,092,000
McKenzie	417	190	255	22	24	629	1.14	550,318,000
McLean	155	55	82	1	1	211	0.94	225,096,000
Mercer	136	23	34	2	2	161	1.63	98,483,000
Morton	549	108	160	3	3	660	1.53	432,609,000
Mountrail	222	97	132	4	6	323	0.87	370,946,000
Nelson	67	17	23	2	2	86	1.26	68,481,000
Oliver	19	10	11	0	0	29	0.90	32,255,000
Pembina	127	31	42	2	4	160	1.20	133,777,000
Pierce	35	7	9	1	1	43	0.76	56,841,000
Ramsey	253	50	70	2	2	305	1.98	154,392,000
Ransom	48	13	14	2	2	63	1.20	52,538,000
Renville	49	13	23	0	0	62	1.22	50,746,000
Richland	250	80	114	2	2	332	1.20	277,635,000
Rolette	39	12	21	4	4	55	0.55	99,680,000
Sargent	35	10	8	0	0	45	0.76	58,977,000
Sheridan	26	4	6	0	0	30	1.15	26,046,000

## Problem Identification

Sioux	3	3	5	2	2	8	0.20	39,506,000
Slope	13	6	10	1	1	20	0.63	31,814,000
Stark	697	107	149	6	6	810	1.89	428,359,000
Steele	21	4	6	0	0	25	0.69	36,387,000
Stutsman	531	133	200	2	2	666	1.97	337,489,000
Towner	17	0	0	0	0	17	0.42	40,685,000
Traill	132	31	41	1	1	164	0.76	214,867,000
Walsh	165	55	70	1	1	221	1.34	165,458,000
Ward	1,493	307	429	16	18	1,816	2.50	726,824,000
Wells	120	18	22	0	0	138	1.68	81,968,000
Williams	1,388	300	412	21	25	1,709	2.34	728,827,000
Statewide	14,943	3,901	5,372	133	148	18,977	1.88	10,092,942,000

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

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

### **Deployment of Resources Based on Data Analysis and Planned High Visibility Enforcement (HVE) Strategies to Support National Mobilizations**

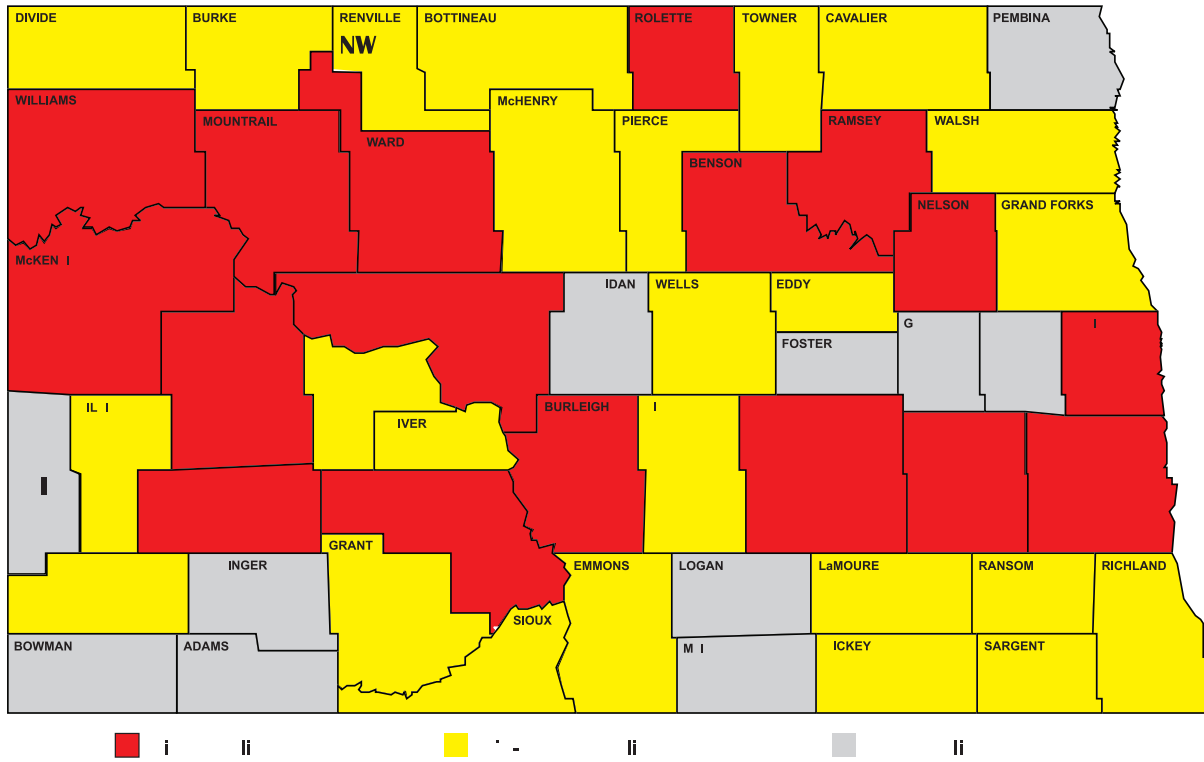
North Dakota’s FY 2016 enforcement plan, as described on the following pages, is designed to assure high visibility of law enforcement in a sustained, data-driven approach. The enforcement plan includes the deployment of resources and high visibility enforcement strategies for occupant protection, impaired driving, distracted driving, and underage drinking campaigns to be conducted in FY 2016.

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 55 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 five or more fatalities over a three-year period and secondary in yellow as having fewer than five fatalities but five or more serious injuries over the same three-year period.

During defined HVE 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.

# Enforcement Plan



**Figure 7**

Overtime grants for occupant protection, distracted driving, impaired driving, and underage drinking will be provided by the TSO in FY 2016 to the law enforcement agencies listed in Table 3.

**Table 3**

Counties Per Region	County Sheriff Department Participating (Yes/No)	Participating City Police Departments in the Region	Population by County and/or Participating Cities
<b>Northwest Region – Williston</b>			
Burke	Yes		1,968
Divide	Yes		2,071
McKenzie	No	Watford City	6,360
Mountrail	No	Stanley	2,060
Williams	Yes	Tioga, Williston	22,398
Three Affiliated Tribes	No		Population included in county census data.
<b>Northwest Region – Minot</b>			
Bottineau	No		
McHenry	Yes		5,395
McLean	Yes		8,962
Renville	No		
Ward	Yes	Burlington, Minot, Surrey	61,675



## Enforcement Plan

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	No		
Spirit Lake Reservation	No		Population included in county census data.
Turtle Mountain Reservation	No		
Northeast Region – Grand Forks			
Grand Forks	Yes	Grand Forks, University of North Dakota	66,861
Nelson	Yes		3,126
Pembina	Yes		7,413
Walsh	Yes		11,104
Southwest Region – Dickinson			
Adams	Yes		2,360
Billings	Yes		783
Bowman	No		
Dunn	No		
Hettinger	No		
Stark	Yes	Dickinson	24,199
Southwest Region – Bismarck			
Burleigh	Yes	Bismarck, Lincoln	81,308
Emmons	No		
Grant	Yes		2,394
Kidder	No	Steele	
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	No		
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, West Fargo	149,778
Ransom	Yes	Lisbon	5,457
Richland	No	Wahpeton	7,853 (city)
Sargent	Yes		3,890
Steele	Yes		1,975
Traill	Yes		8,121

## Enforcement Plan

Total North Dakota Population (2010 Census)			672,591
Total Population Covered Through HVE – FY16			591,702 (88%)

As demonstrated in Table 3, North Dakota will collectively serve 88 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 four 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, and 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 will collaborate with the TSO to conduct 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. The TSO is aware the number of citations is down. The TSO is actively working with law enforcement to increase these citation numbers. This information will be tracked on an annual bases to insure this strategy remains effective.

#### ***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.

## Enforcement Plan

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 at its 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 occupant protection 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 coordinate with the TSO to conduct 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.

### ***Distracted Driving***

Participating law enforcement agencies will conduct a Distracted Driving high visibility enforcement effort during April, National Distracted Driving month and September in FY 2016. These enforcement efforts will have an emphasis on detecting illegal use of a cell phone or other electronic devices while driving.

Participating agencies will be required to attend a distracted driving enforcement training that will provide an interpretation of North Dakota's distracted driving law and methods for detecting distracted drivers. Traffic Safety Resource Prosecutors and city/county prosecutors will conduct this training.

At a minimum, participating agencies will: (1) conduct high visibility enforcement within corridors and times where the occurrence of distracted driving is the 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 distracted 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 collaborate with the TSO to conduct 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 of distracted driving.

### ***Underage Drinking Enforcement***

Participating agencies will conduct enforcement of North Dakota's underage drinking laws during the months of October, April and May. Agencies will be required to focus on high-incident times at which underage drinking and access to alcohol is prevalent in their communities. Enforcement activities will include, but will not be limited to saturation patrol, party patrols, compliance checks, and parking lot surveillance stings. Agencies may also use the overtime funds received to conduct responsible beverage server training in their jurisdiction.

At a minimum participating agencies will: (1) conduct underage drinking enforcement within their jurisdiction at times when the occurrence of underage drinking laws are being violated is the great-

## Enforcement Plan

est, (2) coordinate with the TSO to complete earned media requirements (e.g. provide statistics from the enforcement effort and submit a post enforcement news release, (3) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime enforcement funds and submit that log with the reimbursement request.

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

### **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 TSO is continuously evaluating the effectiveness of the current enforcement programs in place and the strategies used for deployment of the resources. The TSO will use the Core Performance Measures as a baseline and will monitor annually. The TSO conducts an annual onsite visit to assure Grant Coordinators are aware of their contractual obligation and deploying resources at times and locations that best reflect their crash data.

## Enforcement Plan

The TSO will use the Core Performance Measures as a guide in determining program effectiveness. In addition to monitoring the Core Performance Measures each agency performance will be tracked after each required quarterly enforcement event to assure that they are performing at a level commensurate with identified standards as established by the TSO. Agencies evaluated at lesser performance levels will be given an opportunity to improve performance and will be asked to reevaluate their deployment strategies to ensure they are data-driven. Agencies will have the ability to access their performance levels 24/7 through the Law Enforcement Web Reporting (LEWR) web site.

The TSO will continually monitor process and outcomes related to high visibility enforcement and will work toward continuous quality improvement until progress is achieved. In establishment of the FY 16 performance goals, consideration was given to 2014 state data.

# Performance Plan

North Dakota HSP Performance Status				
Core Performance Measure	2015 Performance Target (three-year average)	Three-year average 2011-2013	Status	Comments
C1: Number of fatalities from traffic crashes	152	155.3	Not met	Fatalities dropped from 170 in 2012 to 148 in 2013
C2: Number of serious injuries from traffic crashes	340	518	Not met	Serious injuries dropped from 575 in 2012 to 517 in 2013
C3: Fatalities per vehicle mile traveled (VMT)	1.59	1.59	Met	Fatalities per VMT dropped from 1.69 in 2012 to 1.47 in 2013
C4: Number of unrestrained passenger vehicle occupant fatalities	85	77	Met	Unrestrained passenger vehicle occupant fatalities dropped from 89 in 2012 to 66 in 2013
C5: Number of fatalities involving a driver or motorcycle operator with a .08 BAC or above	56	65.6	Not met	Impaired driving fatalities dropped from 72 in 2012 to 62 in 2013
C6: Number of speed related fatalities	60	57.3	Met	Speed related fatalities dropped from 62 in 2012 to 59 in 2013
C7: Number of motorcycle fatalities	13	13	Met	Motorcycle fatalities dropped from 16 in 2012 to 9 in 2013
C8: Number of unhelmeted motorcycle fatalities	9	8	Met	Unhelmeted motorcycle fatalities dropped from 11 in 2012 to 3 in 2013
C9: Number of drivers age 20 and younger involved in fatal crashes	19	21.6	Not met	Drivers age 20 and younger dropped from 23 in 2012 to 20 in 2013
C10: Number of pedestrian fatalities	2	5.6	Not met	Pedestrian fatalities dropped from 7 in 2012 to 1 in 2013
C11: Number of bicyclist fatalities	0	0.67	Not met	Bicycle fatalities increased from 0 in 2012 to 1 in 2013
Behavior Measures				
Program Area	2012 Data	2013 Data	2014 Data	
B1: Observed seat belt usage	80.9	77.7	81.0	
Activity Measures				
Program Area	2012 Data	2013 Data	2014 Data	
A1: Seat belt citations	3,612	3,036	3,506	
A2: Impaired driving citations	677	571	673	
A3: Speeding citations	7,188	5,486	5,511	
A4: Number of citations from law enforcement that comply with the validation rules of the State Repository for transfer to the courts and driver records	New Measure	45,736	60,706	

## Performance Plan

<i>A5: Percentage of misused car seats during checks</i>	New Measure	75%		
<i>Other (Distracted Driving)</i>		2013 (Texting) 59%	2013 (Talking) 68%	

### **Core Outcome Performance and Behavior Goals**

- C1: Decrease the number of traffic fatalities by 2.5 percent from a three-year (2011-2013) average of 155.3 to three-year average (2012-2014) of 151.4 by December 31, 2016.
- C2: Decrease the number of serious traffic injuries by 1.0 percent from a three-year (2011-2013) average of 518 to three-year average (2012-2014) of 512.8 by December 31, 2016.
- C3: Decrease the rate of fatalities per VMT by 2.0 percent from a three-year (2011-2013) average of 1.59 to three-year average (2012-2014) of 1.56 by December 31, 2016.
- C4: Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.0 percent from a three-year (2011-2013) average of 77.3 to three-year average (2012-2014) of 76.2 by December 31, 2016.
- C5: Decrease the number of traffic fatalities involving a driver or motorcycle operator with a .08 BAC or above by 2.0 percent from a three-year (2011-2013) average of 65.6 to three-year average (2012-2014) of 64.3 by December 31, 2016.
- C6: Decrease the number of speed related traffic fatalities by 1.0 percent from a three-year (2011-2013) average of 57.3 to three-year average (2012-2014) of 55.6 by December 31, 2016.
- C7: Decrease the number of motorcyclist fatalities by 1.0 percent from a three-year (2011-2013) average of 13.0 to three-year average (2012-2014) of 12.7 by December 31, 2016.
- C8: Decrease the number of unhelmeted motorcyclist fatalities by 1.0 percent from a three-year (2011-2013) average of 8.0 to three-year average (2012-2014) of 7.92 by December 31, 2016.
- C9: Decrease the number of drivers age 20 and younger involved fatal crashes from a three-year (2011-2013) average of 21.6 by 1.0 percent to a three-year 2012-2014 average of 21.5 percent by December 31, 2016.
- C10: Decrease the number of pedestrian fatalities by 1.0 percent from a three-year (2011-2013) average of 5.67 to three-year average (2012-2014) of 5.61 by December 31, 2016.
- C11: Decrease the number of bicycle fatalities by 1.0 percent from a three-year (2011-2013) average of .67 to three-year average (2012-2014) of .66 by December 31, 2016.
- B1: Increase the percent of observed occupants using a seat belts from 81.0 by 1.0 percent to 81.8.

### **Core Outcome Problem Identification, State Calculations and Countermeasures**

#### **C1 Traffic Fatalities**

##### ***Problem Identification***

The number of traffic fatalities has fluctuated over the past six years however, the general trend is moving upward. In 2013 there were 148 traffic fatalities in North Dakota and one person died in a traffic crash every 2.5 days compared to 2008 with only one fatality every 3.5 days. Only 55.7 percent of the traffic fatalities in 2013 held a North Dakota driver's license. The three-year average of fatali-

## Performance Plan

ties has seen an increase of 33.5 percent since 2008-2010 (refer to Figure 8). North Dakota is experiencing growth in many areas including population, licensed drivers, number of registered vehicles and vehicle miles traveled, but the one area that cannot afford to experience growth is traffic fatalities.

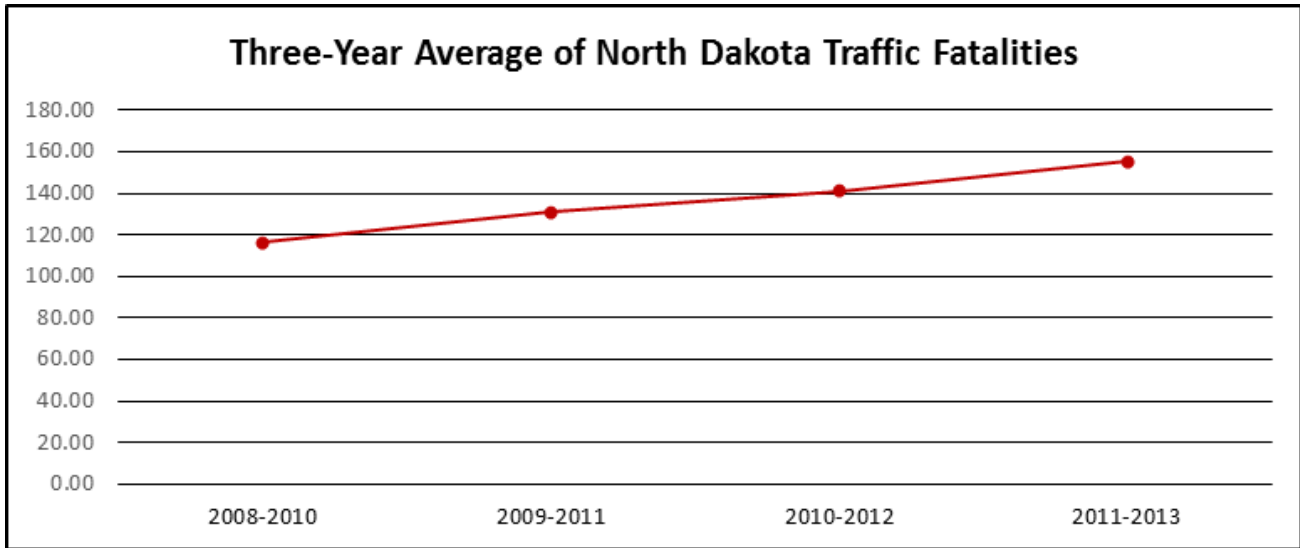


Figure 8

Figure 9 below depicts the trend line indicating a projected increase in the number of motor vehicle fatalities in North Dakota. Through strategies identified in this HSP, the TSO hopes to mitigate the projected increase.

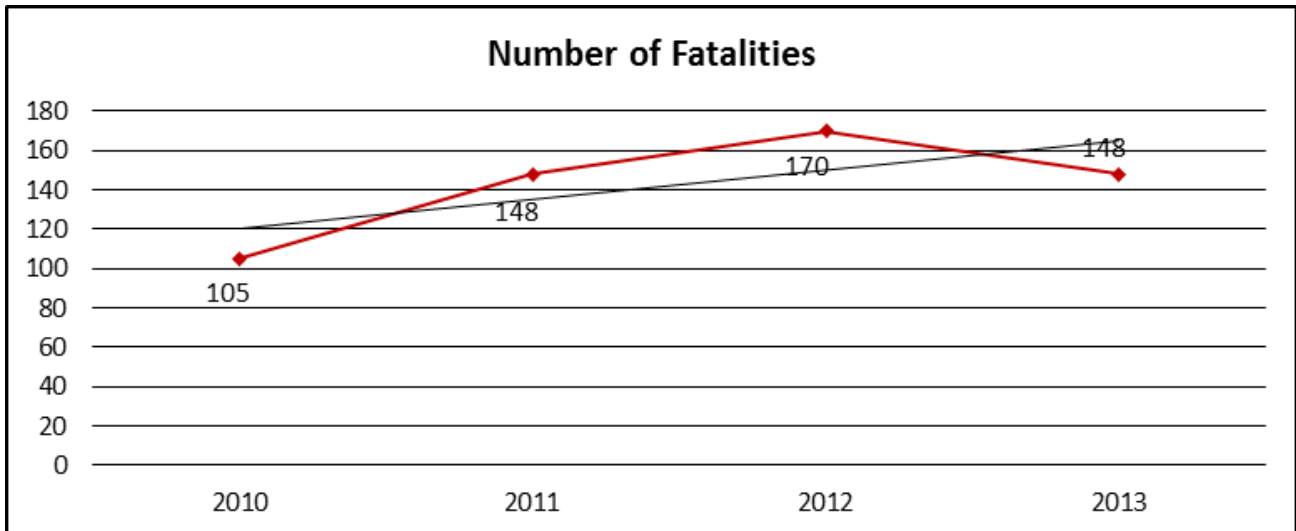


Figure 9



# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of traffic fatalities by 2.5 percent from a three-year (2011-2013) average of 155.3 to three-year average (2012-2014) of 151.4 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for traffic fatalities is based on three-year averages. North Dakota has set a goal of 10.0 percent decrease in traffic fatalities by 2020. This goal equates to a 2.5 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.5 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 151.4 traffic fatalities or 136 or fewer for 2014 (refer to Figure 10).

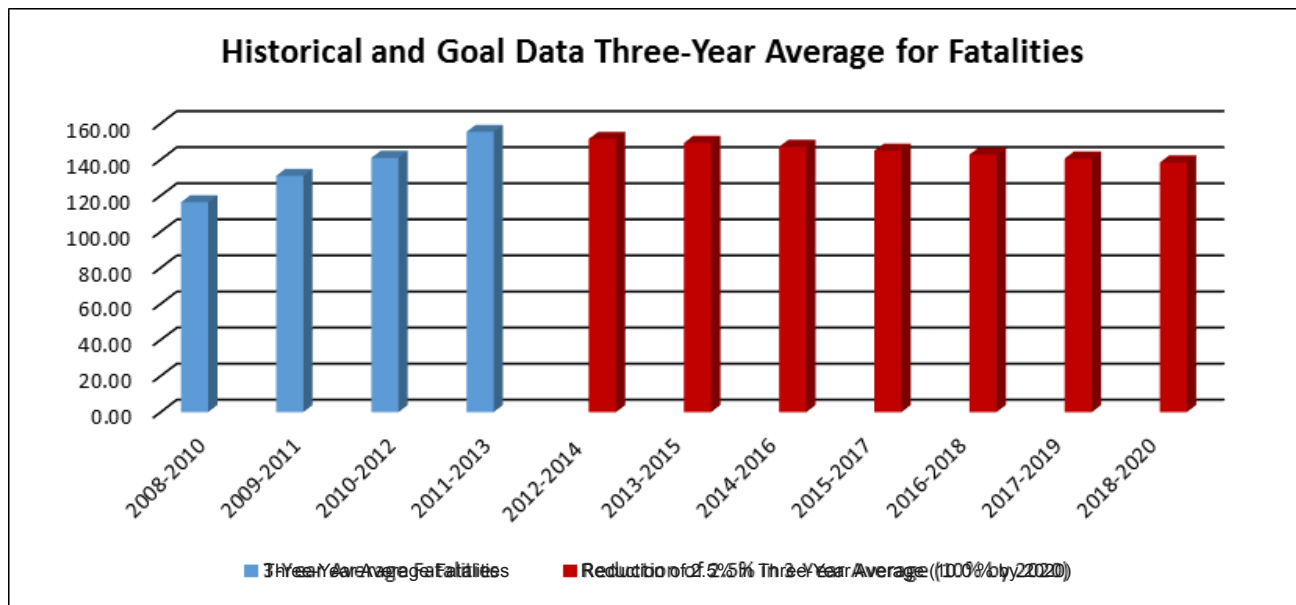


Figure 10

## C1 Countermeasures

### 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.

CP1609-02 – 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.

CP1609-06 – Program Evaluation (NDSU-UGPTI). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to

## Performance Plan

occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1609-07 – Annual Traffic Safety Partner Summit (Vendor/Fiscal Agent). *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.

### **PA1601-01 – P & A**

#### **Budget: \$150,000 section 402 PA**

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 Managers 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.

### **CP1609-01 – Program Management (Program Manager)**

#### **Budget: \$75,000 section 402CP**

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

### **CP1609-02 – County and Corporate Outreach Program (North Dakota Association of Counties)**

#### **Budget: \$300,000 section 402 CP**

Project activities will include media advocacy, training, community mobilization, environmental strategies, and other activities through coordination with the counties, corporations, and other entities on a statewide basis. The goal is to form a broad network of traffic safety advocates statewide to advance these strategies. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, 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; (2) within the counties including law enforcement, social services,

## Performance Plan

public health and other health care services, and other entities; (3) through sports venues; and (4) through businesses/corporations statewide.

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. This program also applies to core performance measures: C4, C5, and Distracting Driving.

**CP1609-06 – Program Evaluation (NDSU- UGPTI)**  
**Budget: \$ 70,000 section 402 CP**

The North Dakota State University Upper Great Plains Transportation Institute 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, sub-consultant fees, operating expenses, and an approved indirect cost rate.

**CP1609-07 – Annual Traffic Safety Partner Summit (Vendor/Fiscal Agent)**  
**Budget: \$100,000 section 402 CP**

The NDDOT will conduct its third annual Strategic Highway Safety Plan (SHSP) conference in North Dakota. The conference provides 4E stakeholders in education, enforcement, engineering, and emergency medical services with information and best practices in traffic safety. Participants are also informed of the status of SHSP implementation and crash data results. Professional continuing education credits are provided. The conference will occur in April 2016.

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

**Table 5**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PA1601-01	P & A	\$150,000	402 PA
CP1609-01	Program Management	\$ 75,000	402 CP
CP1609-02	County & Corporate Outreach	\$300,000	402 CP
CP1609-06	Program Evaluation	\$ 70,000	402 CP
CP1609-07	Annual Traffic Safety Partner Summit	\$100,000	402 CP
<b>402 Total</b>		<b>\$695,000</b>	
<b>Total All Funds</b>		<b>\$695,000</b>	

## C2 Serious Injuries

### *Problem Identification*

The number of serious injuries in North Dakota has steadily and significantly increased over the past six years. In 2013 there were 517 serious injuries in traffic crashes on North Dakota roads. The three-year average for serious injuries increased 54.2 percent since 2008-2010 from an average of 336.0 to 518.0 in 2011-2013.

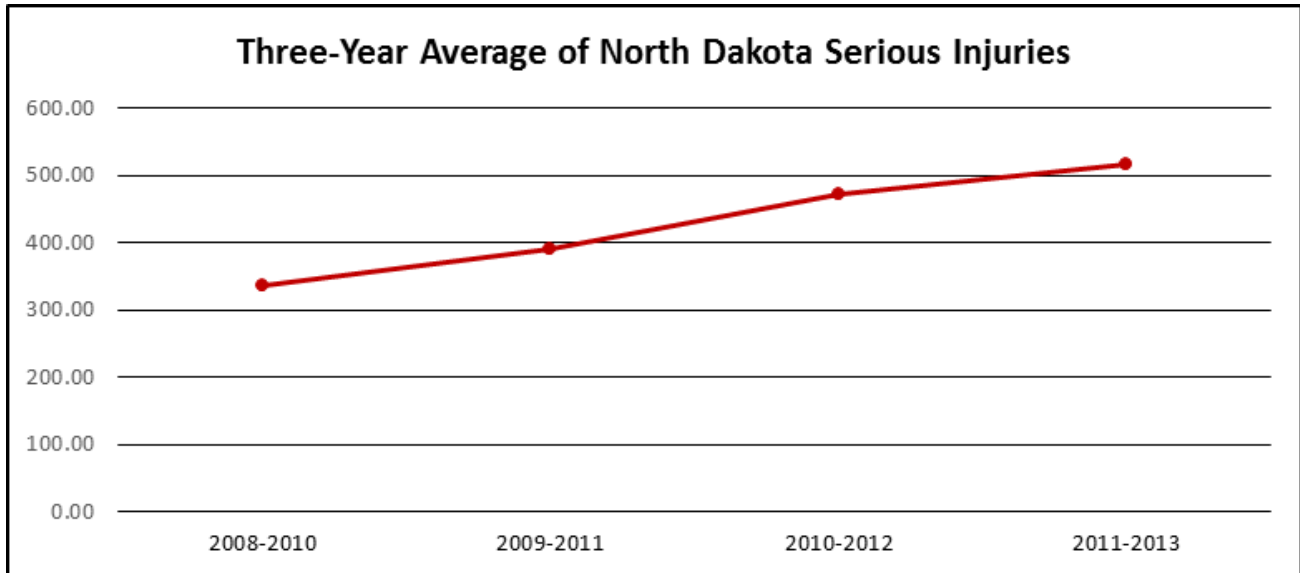


Figure 11

The number of serious injuries in North Dakota has increased 74.6 percent in the last six years and is trended to increase in the future.

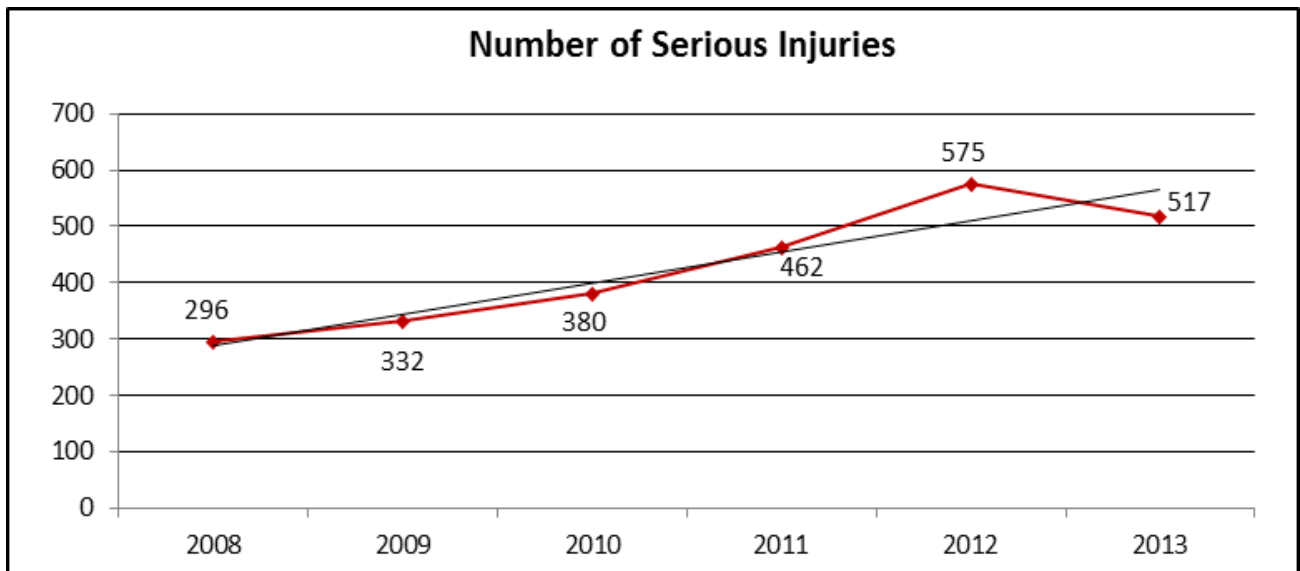


Figure 12

## *Performance Measure*

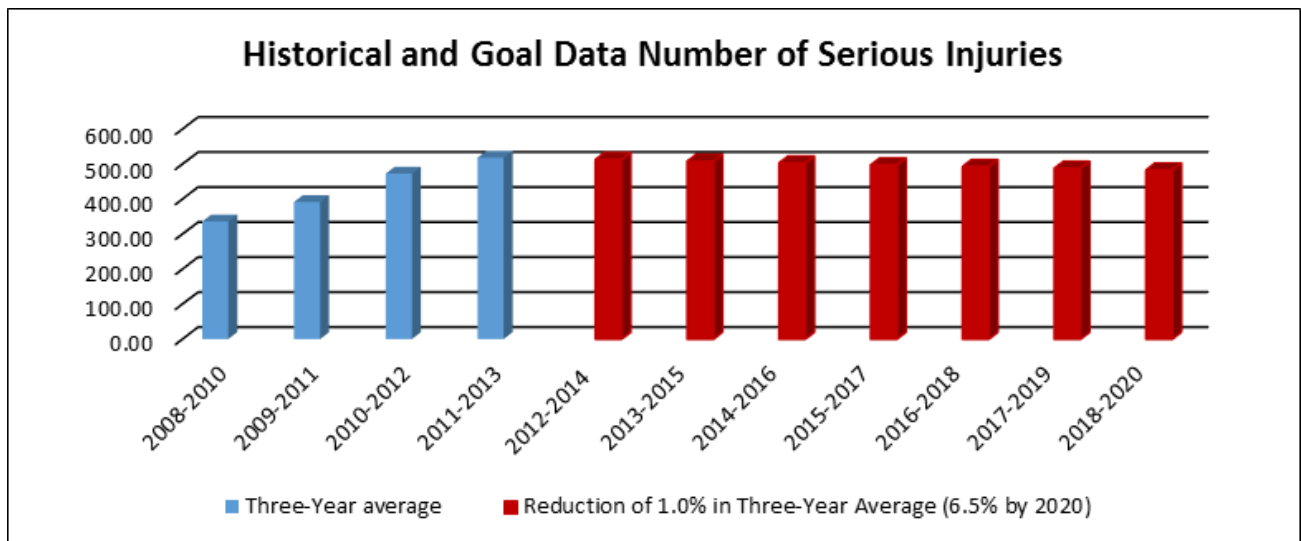
### **2016 Performance Goals**

Decrease the number of serious traffic injuries by 1.0 percent from a three-year (2011-2013) average of 518 to three-year average (2012-2014) of 512.8 by December 31, 2016.

### *State Goal Calculation*

#### **Serious Injuries**

North Dakota's goals for serious injuries is based on three-year averages. North Dakota has set a goal of 6.5 percent decrease in serious injuries by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 512.8 serious injuries or 517 or less serious injuries for 2014.



**Figure 13**

## **C3 Fatalities per VMT**

### *Problem Identification*

North Dakota has experienced tremendous economic growth over the last five years, along with that growth the state has seen unprecedented increases in VMT. Most of these increases are due to oil expiration and production in the state. As depicted in Figure 4 on page 4, the state has had a 32.7 percent increase in VMT since 2008. However the rate of fatalities per VMT has not kept pace with these increases, in fact North Dakota has seen a decline in the rate of fatalities per VMT over the last few years.

## Performance Plan

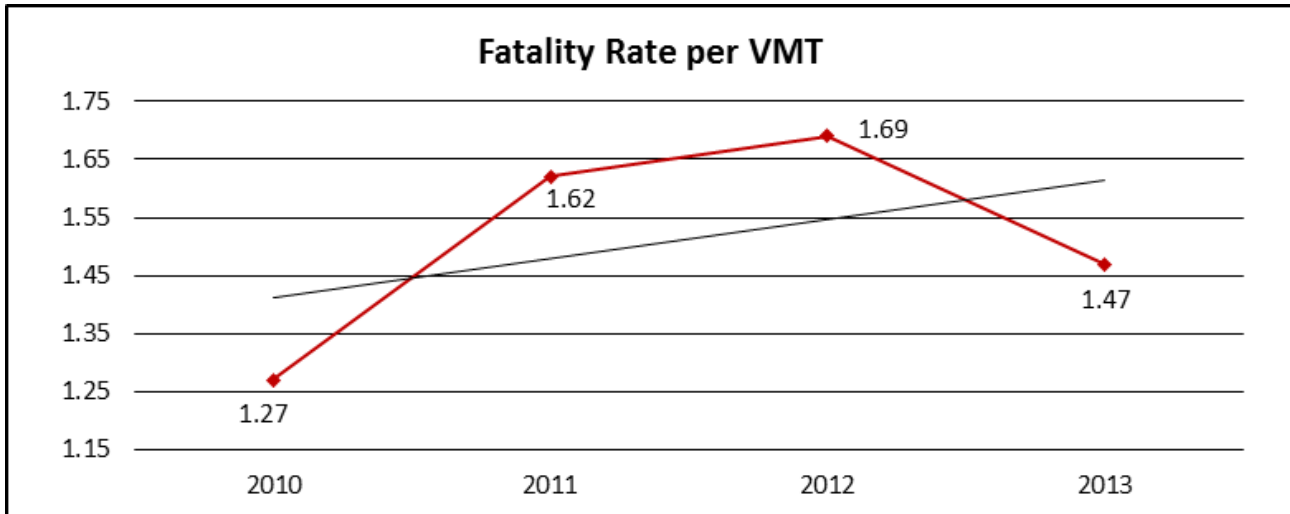


Figure 14

With the decline in fatality rate in 2013, North Dakota feels that the increasing trend can be reversed and that our three-year average should start to stabilize and decline over time.

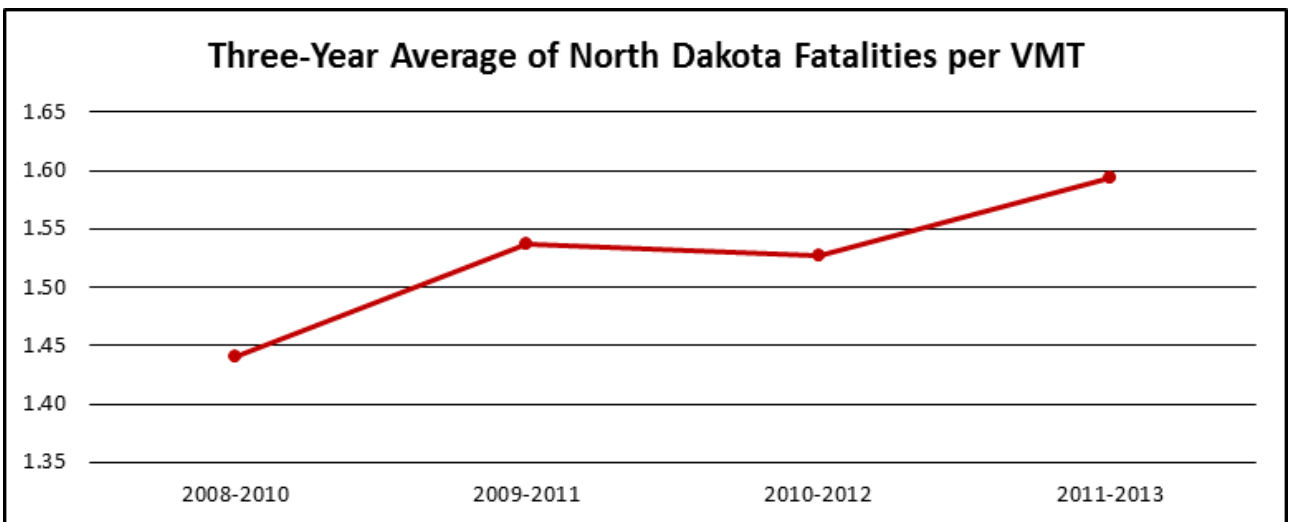


Figure 15

### *Performance Measure*

#### **2016 Performance Goals**

Decrease the number of fatalities per VMT by 2.0 percent from a three-year (2011-2013) average of 1.59 to three-year average (2012-2014) of 1.56 by December 31, 2016.

### *State Goal Calculation*

North Dakota's goals for fatalities per VMT is based on three-year averages. North Dakota has set a goal of 13.0 percent decrease by 2020. This goal equates to a 2.0 percent reduction in the three-year average every year. The TSO feels this goal is very attainable because the vehicle miles travel is increasing at a greater rate than the number of fatalities within the state. In order to meet the long-term goal, the three-year average rate for 2012-2014 will need to be 1.56 or a rate of 1.29 or less for 2014 (refer to Figure 16).

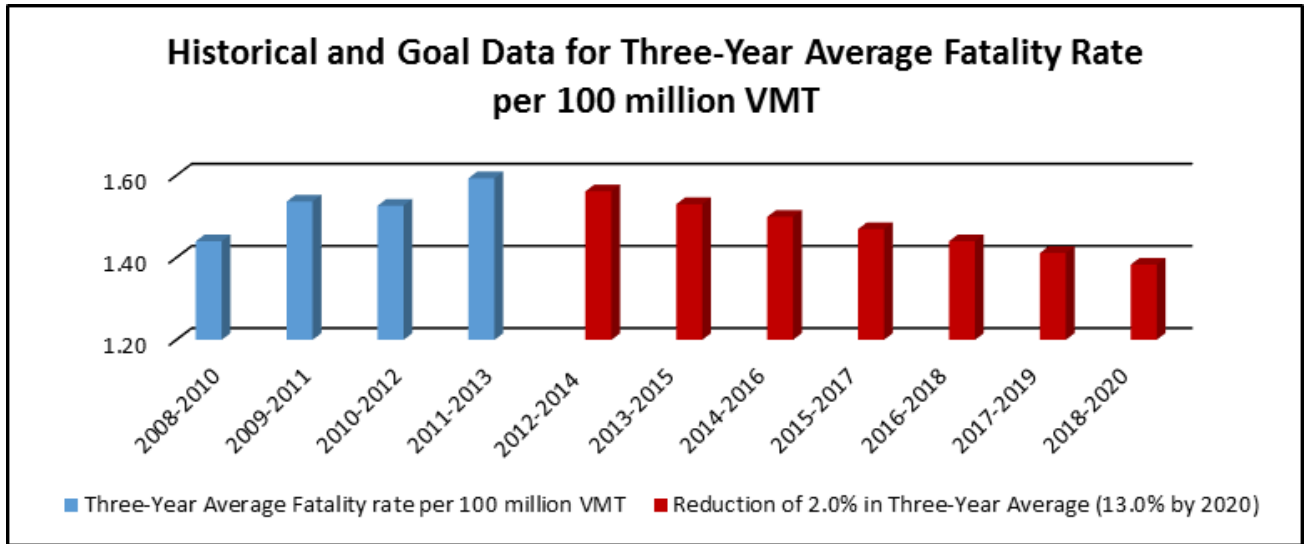


Figure 16

## C4 Occupant Protection

### *Problem Identification*

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic crash fatality. 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. On average from 2008 to 2013, 64 percent of passenger vehicle fatalities were unrestrained, however 2013 was North Dakota's best year in the last six with only 56.1 percent of the fatalities noted as not restrained.

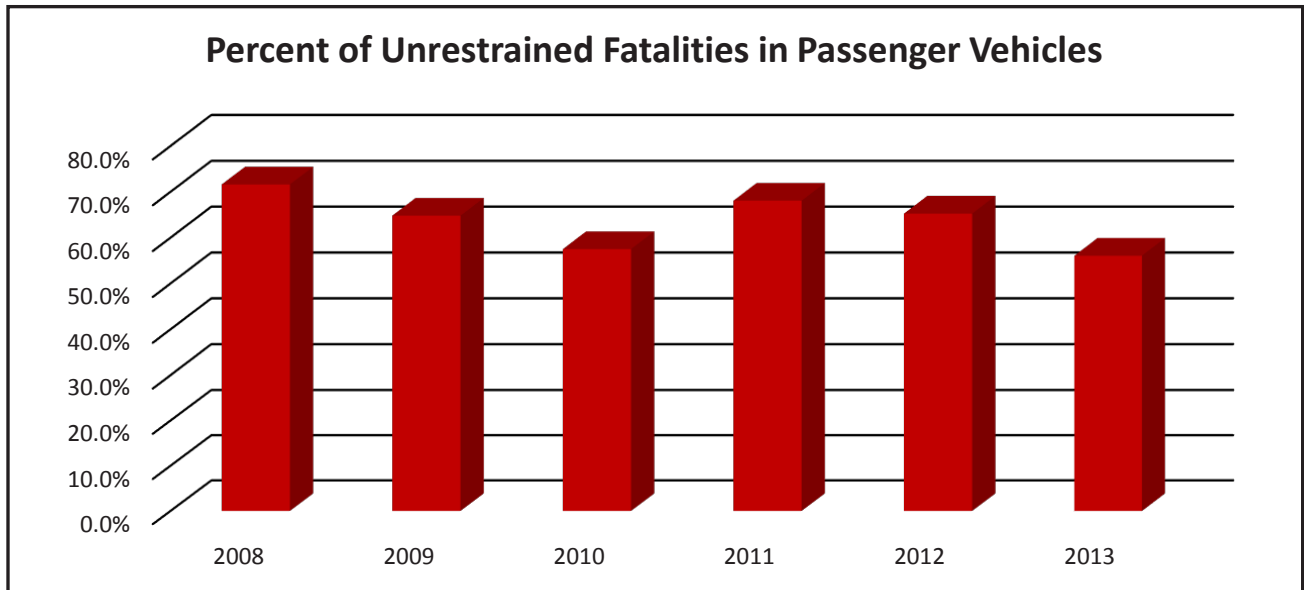


Figure 17

## Performance Plan

A fatal crash means that at least one person involved in the crash received a fatal injury. However in most fatal crashes in North Dakota there are more people involved than just those that receive the fatal injuries. Drilling down into data on all people involved in these crashes can provide a clearer understanding of why some receive fatal injuries and some receive no injuries at all.

In 2013, there were 287 people involved in passenger vehicle fatal crashes. Of those, 133 sustained fatal injuries. The remaining 156 people received a variety of injuries ranging from none to incapacitating.

Of the 133 that received fatal injuries, 75 did not have restraint in use and of those 41 were partially or totally ejected from their vehicles.

There were 23 people who received incapacitating injuries in these fatal crashes. Ten of the 23 had restraints in use eight did not and five were unknown. Of the eight who were not using restraints two were totally ejected from the vehicle.

There were 40 people who received non-incapacitating injuries, 18 had restraints in use, 15 did not, and three were unknown. Three of the 15 that were not restrained were totally ejected from the vehicle.

There were 15 people who received Possible-Claimed injuries. Twelve of these individual were using lap and shoulder restraints. None of the 15 were either partially or total ejected from the vehicle.

There were 72 people in these fatal crashes that did not receive any injuries, 55 were wearing lap and shoulder restraints and none of the 72 were either partially or total ejected from the vehicle.

By conducting a general comparison of the injury severity it can be seen that the number one difference is the use of lap and shoulder restraints. The following graphs display the percentage of restraint usage of individuals ejected (both partially and totally) and percentage of injury status of those individuals who did not have restraints in use.

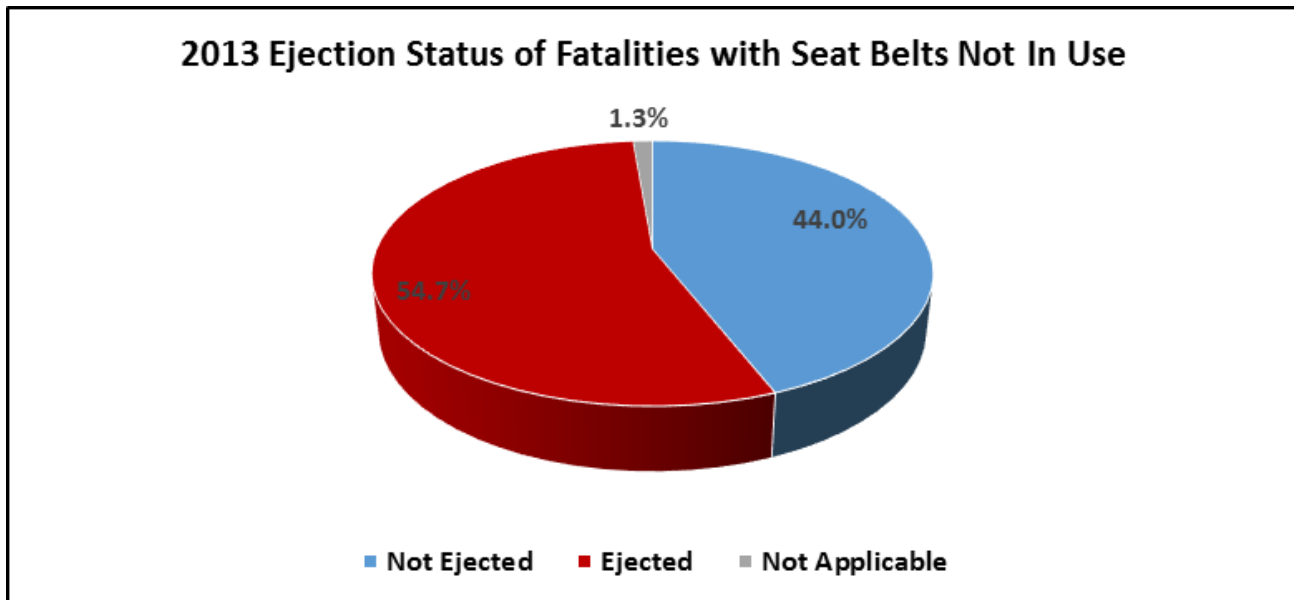
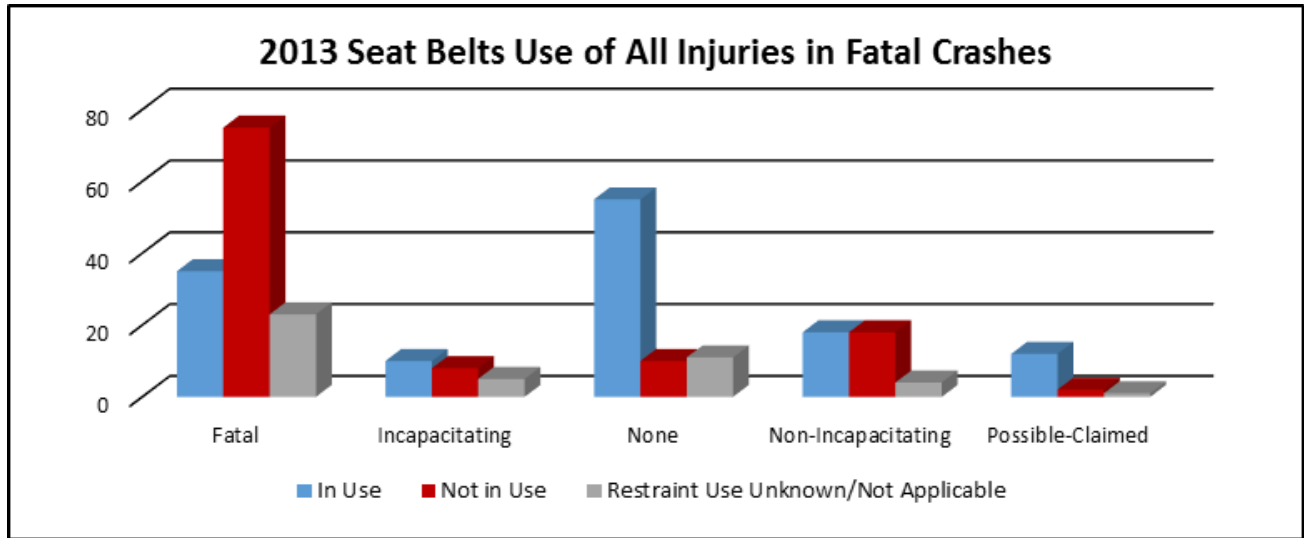


Figure 18





**Figure 19**

In 2013, 75 individuals, 56.3 percent of the passenger vehicle fatalities were unrestrained. This percentage has remained consistent since 2008 with an average of 64.4 percent of passenger vehicle fatalities being unrestrained over the last six years.

***Performance Measure***

**2016 Performance Goals**

Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.0 percent from a three-year (2011-2013) average of 77.3 to a three-year average (2012-2014) of 76.2 by December 31, 2016.

***State Goal Calculation***

North Dakota’s goals for unrestrained passenger vehicle occupants is based on a three-year average. North Dakota has set a goal of 6.5 percent decrease in unrestrained passenger vehicle occupant fatalities by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 76.23 unrestrained passenger vehicle occupant fatalities or 75 or less fatalities for 2014.

## Performance Plan

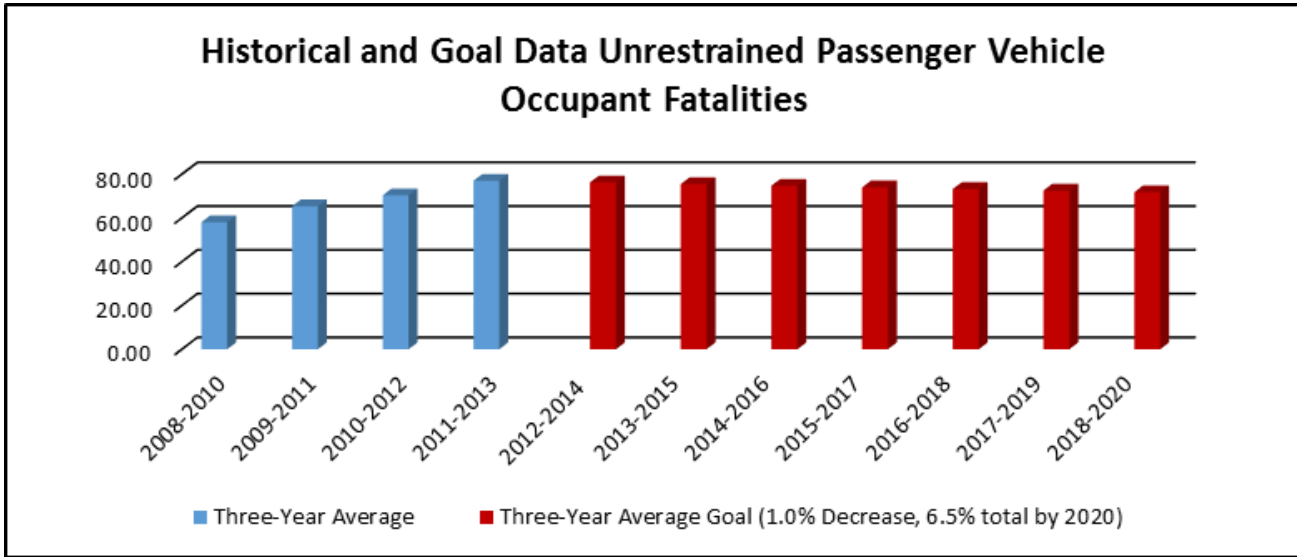


Figure 20

### C4 Countermeasures

#### *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*. In addition to the below mentioned countermeasures, projects from B1 observed seat belt usage and A5 percentage of misused car seats. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

OP1605-05 – 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.

OP1605-06 – 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.

CP1609-03 – 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.

Other Funds – 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.

#### **OP1605-01 – Program Management (Program Manager)**

**Budget: \$40,000 section 402 OP**

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.

## Performance Plan

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

### **OP1605-05 – Overtime Enforcement (Law Enforcement Agencies)**

**Budget: \$399,130 section 405 M2HVE**

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 2016.

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

### **OP1605-06 – Enforcement Media – Paid/Earned/PI&E (Media Vendor)**

**Budget: \$399,130 section 405 M2PE**

The TSO will coordinate all media and outreach activities in support of scheduled occupant protection high visibility enforcement to increase public awareness.

The TSO will contract with a media firm to develop, print, and purchase media and materials to support occupant protection enforcement targeting non-users with a priority emphasis on males age 14 to 34 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. North Dakota will use the Click It or Ticket message on all enforcement materials.

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 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.

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

### **CP1609-03 – Tribal Outreach Programs (North Dakota Tribes)**

**Budget: \$200,000 section 402 CP**

Native Americans comprise 5.4 percent of North Dakota's population. 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

## Performance Plan

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.

### **CP1609-05 – Native American Media**

#### **Paid/Earned Media and PI&E (Public Information and Education) (Media Vendor)**

**Budget: \$200,000 section 402CP**

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.

### **CP1609-09 – Traffic Safety Partner Network (Media Vendor)**

**Budget: \$273,275 section 402 CP**

Corporations/businesses throughout the state will be offered the opportunity to become a member of a network of corporations/businesses working together to strengthen their commitment to ensuring motor vehicle safety throughout the state.

TSO staff and grantees will work to identify and recruit corporations/businesses for participation. Participating businesses will receive technical assistance and resources to educate their employees about traffic safety and to strengthen internal traffic safety policies to change employee behavior both on and off the job.

Businesses will, in turn, become part of a network of traffic safety advocates that can be called upon to assist other traffic safety stakeholders statewide with media advocacy, community mobilization, implementation of environmental strategies, and other activities. The goal is to form a broad network

## Performance Plan

of traffic safety advocates statewide to advance traffic safety. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, speed, and distracted driving.

Costs are for PI&E material development through the TSO's media vendor and other costs associated with the projects.

### **Other Funds – Tween Seat Belt Outreach Program – NDSU Extension Service**

#### **Budget: \$10,000 – other**

The North Dakota State University (NDSU) Extension Service 4-H Youth Development Program will continue to administer its tween seat belt outreach program to increase seat belt use among pre-driving youth in North Dakota.

The project uses a curriculum from the University of Michigan's 4-H Youth Development entitled *Take a Second, Save a Lifetime* and adapted for use in North Dakota. Parent education materials are employed as an adjunct to the curriculum to enhance the educational experience of the youth through parent education.

The program began as a pilot project in three regions of the state in both school and 4-H club settings. A pre- and post-test survey administered to youth and parents in the intervention groups and control groups compared knowledge, attitudes, and behaviors (KAB) related to seat belt use pre- and post-intervention. The survey proved the program was successful in positively changing KAB of pre-driving youth and seat belt use. Fatal crashes/fatalities are also tracked by community for evaluation purposes.

In FY 2016, NDSU Extension Service will expand the program in additional regions in the state. This program will also apply to core performance measure C9.

### ***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 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.*** 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 to 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.*** 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 to 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.*** This will occur through sustained Click It or Ticket high visibility enforcement.

# Performance Plan

**Table 6**

<b>Occupant Protection Program Budget Summary</b>			
Project Number	Project Title	Budget	Budget Source/Code
OP1605-01	Program Management	\$ 40,000	402 OP
OP1605-05	Overtime Enforcement	\$ 399,130	405 M2HVE
OP1605-06	Enforcement Media – Paid/Earned/ PI&E	\$ 399,130	405 M2PE
CP1609-03	Tribal Outreach Program	\$ 200,000	402 CP
CP1609-05	Native American Media Paid/ Earned/ PI & E	\$ 200,000	402 CP
CP1609-09	Traffic Safety Partner Network Program	\$ 273,275	402 CP
Other Funds	Tween Seat Belt Outreach Program	\$ 10,000	NDSU Extension Service
<b>402 Total</b>		<b>\$ 713,275</b>	
<b>405 Total</b>		<b>\$ 798,260</b>	
<b>Other Funds Total</b>		<b>\$ 10,000</b>	
<b>Total All Funds</b>		<b>\$1,521,535</b>	

## C5 Fatalities Involving an Operator with .08 BAC or Above

### *Problem Identification*

Although it is a criminal offense to operate a motor vehicle with a blood alcohol content (BAC) of .08 or higher it is one of the most consistent behaviors over time contributing to fatalities in North Dakota. In 2013, the state had 62 fatalities involving an operator with a BAC of .08 or higher (refer to Figure 21). This number is a 31.9 percent increase from 2008 (refer to Figure 22). Operators with a BAC of .08 higher contribute to approximately 57.0 percent of North Dakota's fatalities on an annual bases. The three-year average has continued on an upward trend and needs to be reversed.

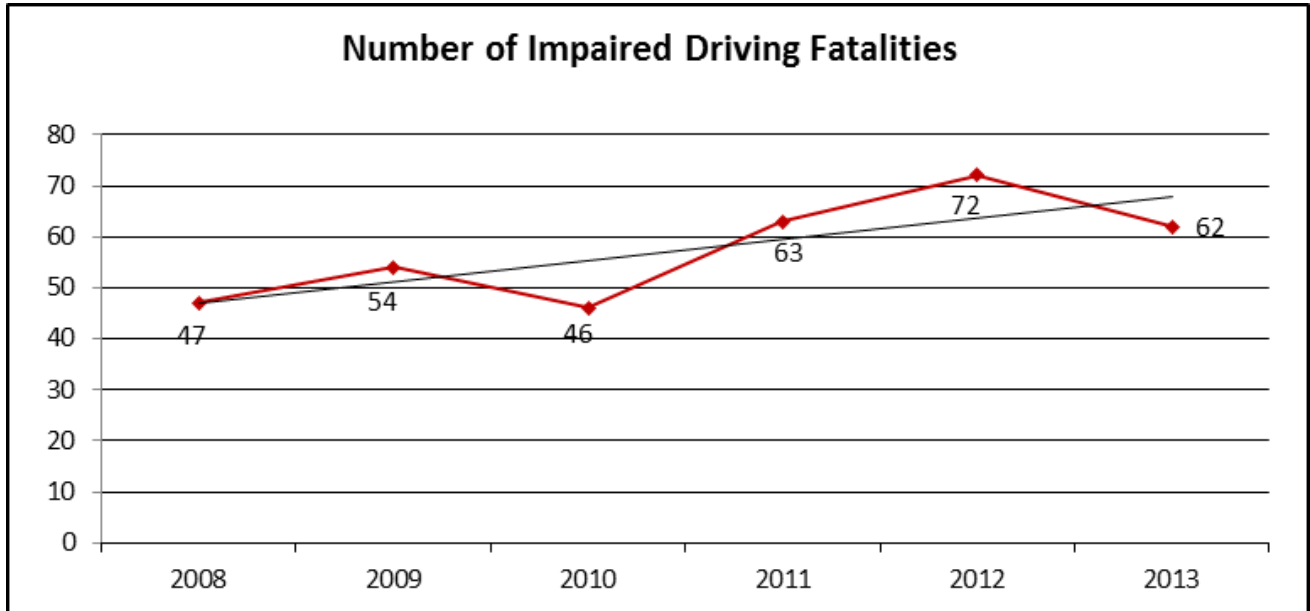


Figure 21

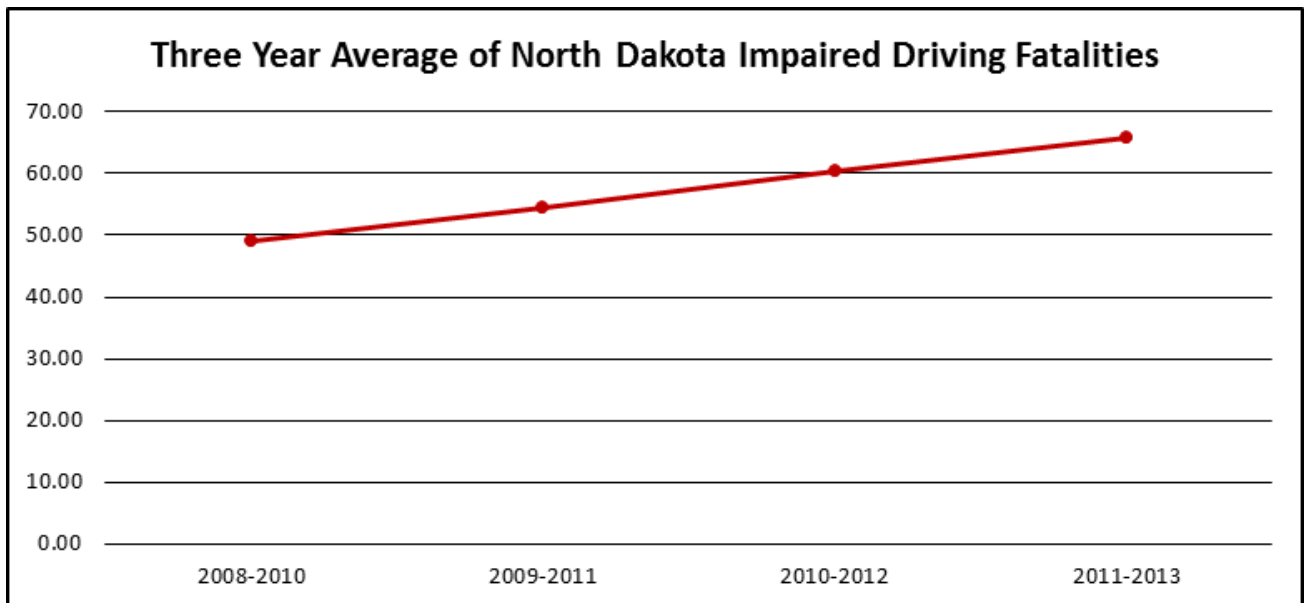


Figure 22

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above from a three-year average (2011-2013) of 65.6 (2012-2014) of 64.3 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above is based on a three-year average. North Dakota has set a goal of 8.5 percent decrease in fatalities related to impaired drivers by 2020. This goal equates to a 2.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 64.3 impaired driver traffic fatalities or 58 or less fatalities for 2014 (refer to Figure 23).

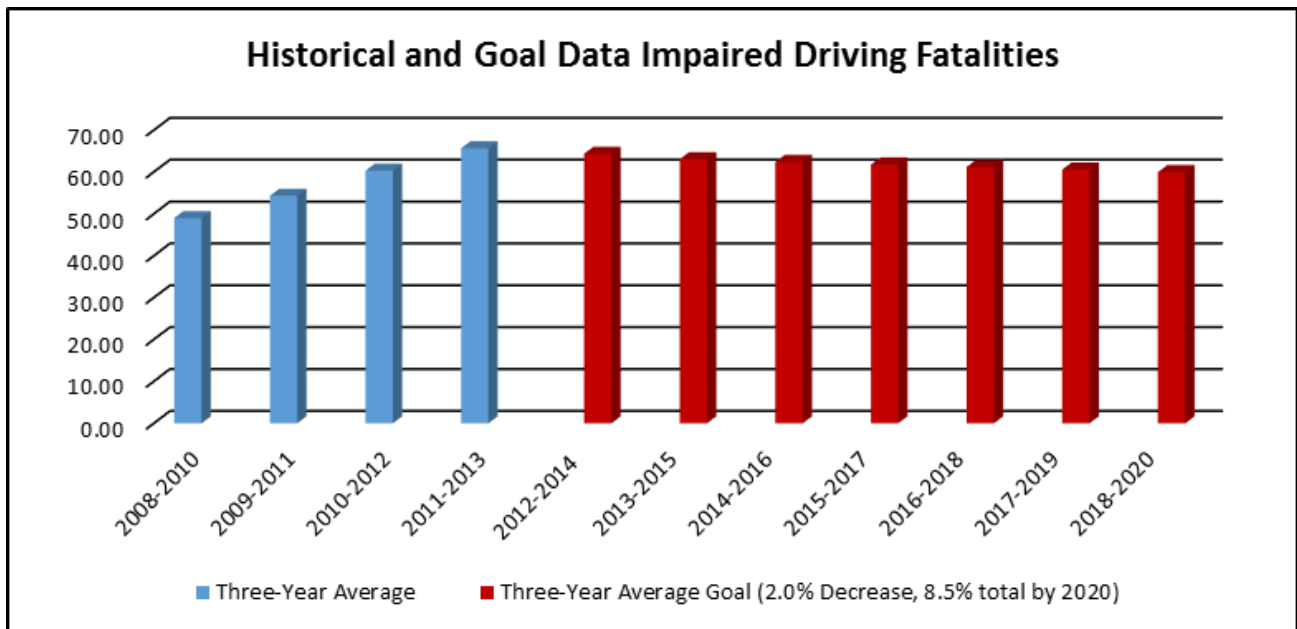


Figure 23



## C5 Countermeasures

### *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.

ID1610-02 – 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.

ID1610-03 – 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.

ID1610-05 – 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.

CP1609-10 – Attitudinal Dynamics of Driving Implementation Project. DWI court's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions.

DDC-ADD is a behavioral modification course that helps violators make a direct connection between their attitude and their choice to make poor decisions, and teaches them to take responsibility for their actions.

*To support the reduction of drug-impaired driving as a component of North Dakota's comprehensive impaired driving program, the North Dakota Department of Transportation, Safety Division, Traffic Safety Office, will use FY 2016 NHTSA Section 405(d) funds for all allowable program costs identified within 23 U.S. C. § 405(d)(1)(A).*

*With a large percent of officers trained to detect the drug impaired driver, there is an increase in the number of requests that State Toxicology laboratory receives for drug analysis for highway safety purposes. The average increase of requests for drug analysis for the past 10 years have been approximately 7.0 percent.*

### **ID1610-01 – Program Management (Program Manager)**

**Budget: \$75,000 section 402 AL**

Technical assistance and resources will be provided to contractors and other entities to advance impaired driving prevention activities at the state and community level. This position will also address enforcement and adjudication of laws regarding driving while impaired by alcohol and/or drugs.

Costs are associated with the direct management of the program including salary, travel, and other direct costs.

### **ID1610-02 – Overtime DUI Enforcement (Law Enforcement Agencies)**

**Budget: \$676,873 section 405 M4HVE**

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, sus-

## Performance Plan

tained 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.

### **ID1610-03 – Enforcement Media – Paid/Earned /PI&E (Media Vendor)**

**Budget: \$676,873 section 405 M4PEM**

This project will provide for the paid media, earned media, and PI&E to complement impaired driving high visibility enforcement. 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 message 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.

### **ID1610-05 – Video Camera Surveillance Systems (Law Enforcement Agencies)**

**Budget: \$300,000 section 405 M4OT**

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 50 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.

## Performance Plan

### **ID1610-06 – Alcohol-Testing Equipment (State Toxicology Lab)**

**Budget: \$300,000 section 405 M4BAC**

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

Equipment (over \$5,000)

- Intoxilyzer 8000 breath testing devices used to obtain evidentiary samples in the field. They will allow law enforcement a non-invasive, immediately accessible method to obtain alcohol concentration results. (Quantity = 29, Cost/Unit \$7,875, Total Cost \$205,755)

Equipment (under \$5,000)

- 2100 Simulator Trade-In (Quantity = 4, Cost/Unit \$ \$3,460 Total Cost \$ 3,450)
- 34C Simulator Trade-In for 2100 (Quantity = 4, Cost/Unit \$ \$3,460 Total Cost \$ 3,450)
- Locking Device (Quantity = 29, Cost/Unit \$780, Total Cost \$ 22,620)
- Custom Report for BAC in Chromeleon ( Consultant 6 days @ \$1,600 per day, Total Cost \$9,600)
- Training Total Cost \$27,175
  - » Uncertainty ASCLD/LAB Class 200 – one analyst
  - » IACT Meeting/Training for Alcohol – two analysts
  - » Chromeleon CDS Training (new software for Blood Alcohol Analysis Training – two analysts
  - » Training for Transition – Training on how to transition the software – one analyst
  - » CMI Users Group – two analystsThe laboratory needs to stay current in the forensic toxicology field; without continuing education to update the analysts the laboratory will fall behind in the advancing technologies.

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

### **ID1610-07 – Traffic Safety Resource Prosecutor (North Dakota Association of Counties)**

**Budget: \$300,000 section 405 M4TR**

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.

TSRPs will also provide training, technical assistance, and resources for other programs including occupant protection, distracted driving, speed, etc. Section 402 funds will be used for these services.

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

## Performance Plan

### **ID1610-08 – Program Evaluation (NDSU UGPTI)**

**Budget: \$50,000 section 405 M4OT**

Program evaluation supports the TSO's planning, program development, and resource allocation decisions. The North Dakota State University Upper Great Plains Transportation Institute (UGPTI) will 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. UGPTI will also conduct:

- An analysis of alcohol/drug-related crash, driver and other data sets upon request to meet specific needs of the TSO
- An evaluation of select impaired driving strategies as identified by the TSO

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

### **ID1610-09 – DUI Training/Events Coordination (Vendor/Fiscal Agent)**

**Budget: \$50,000 section 405 M4TR**

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.

### **ID1610-10 – Impaired Driving Assessment (Vendor/Fiscal Agent)**

**Budget: \$35,000 section 402 AL**

The TSO will host a NHTSA assessment of North Dakota's impaired driving program to identify opportunities to advance the program beyond its current capacity.

Project costs include event coordination fees, conference room rental, travel and associated expenses, stipends for team members, equipment rental, printing and other miscellaneous expenses.

### **CP1609-10 – Attitudinal Dynamics of Driving Implementation Project**

**Budget \$22,000 section 402CP**

## Performance Plan

DDC-ADD is designed to be an instructional intervention course for drivers who receive multiple traffic citations, a DUI, or drivers who are at fault in a vehicle collision. The psychology of this course is adopted from “Choice Theory” by Dr. William Glasser. Attitudinal Dynamics of Driving is used extensively for court referrals, and also as a diversion program for people with DUI violations, excessive points, or any violation of law including minor alcohol violations, theft and other poor decisions. The North Dakota Safety Council will use the funds to develop the ADD course into a statewide program.

### **Other Funds      *Parents LEAD***

#### **Budget: \$180,000 State Funds**

The TSO is a partner agency in the administration of the Parents LEAD (Listen, Educate, Ask, 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](http://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.

### ***North Dakota’s SHSP Impaired Driving Strategies***

The North Dakota SHSP identifies the following impaired driving strategies that are being pursued through SHSP implementation by stakeholders in FY 2016 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.*** 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.*** 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.

## Performance Plan

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

**Table 7**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
ID1610-01	Program Management	\$ 75,000	402 AL
ID1610-02	Overtime DUI Enforcement	\$ 676,873	405 M4HVE
ID1610-03	Enforcement Media – Paid/Earned/PI&E	\$ 676,873	405 M4PEM
ID1610-05	Video Camera Surveillance Systems	\$ 300,000	405 M4OT
ID1610-06	Alcohol-Testing Equipment	\$ 300,000	405 M4BAC
ID1610-07	Traffic Safety Resource Prosecutor	\$ 300,000	405 M4TR
ID1610-08	Program Evaluation	\$ 50,000	405 M4OT
ID1610-09	DUI Training/Events Coordination	\$ 50,000	405 M4TR
ID1610-10	Impaired Driving Assessment	\$ 35,000	402 AL
CP1609-10	Attitudinal Dynamics of Driving Implementation Project	\$ 22,000	402 CP
Other Funds	Parents LEAD	\$ 180,000	State Funds
<b>402 Total</b>		<b>\$ 132,000</b>	
<b>405 Total</b>		<b>\$2,353,746</b>	
<b>Other Funds</b>		<b>\$ 180,000</b>	
<b>Total All Funds</b>		<b>\$2,665,746</b>	

### C6 Speed-Related Fatalities

#### Problem Identification

The number of speed-related fatalities has continued to increase in North Dakota (refer to Figure 24). Since 2008 North Dakota has seen a 110.0 percent increase in speed-related fatalities. Approximately 30.0 percent of all traffic fatalities in the last six years are speed-related. In 2013, 59 people were killed in speed-related crashes, the average age was 34.7, 78.4 percent were males and 54.9 percent of the fatalities were alcohol-related.

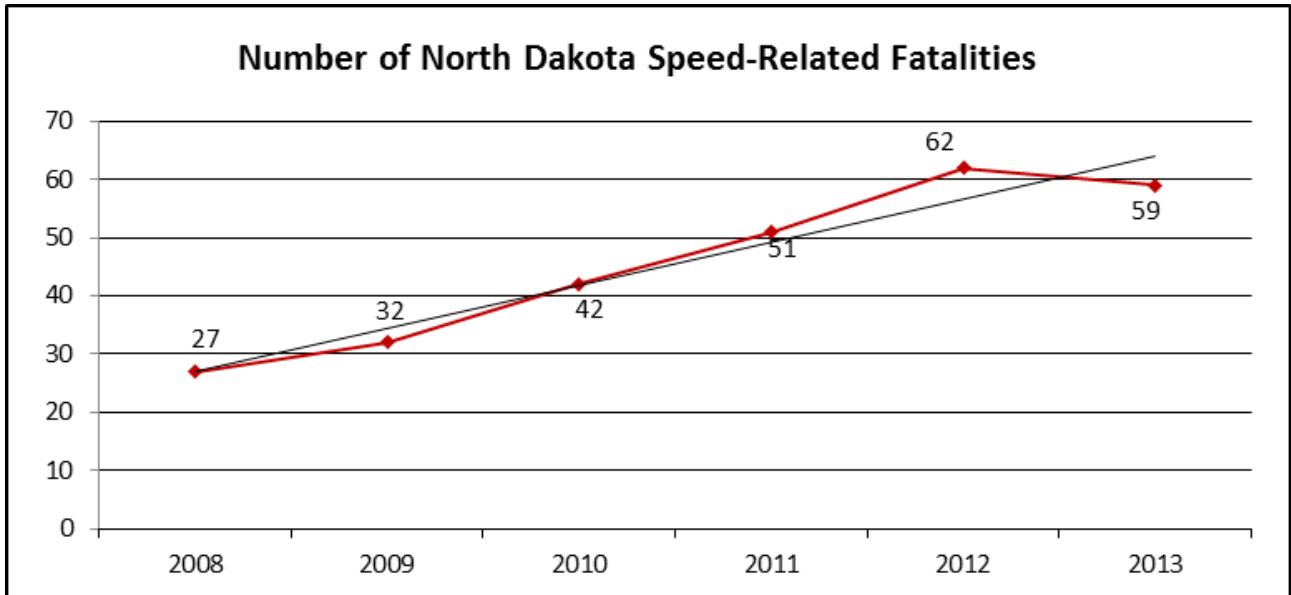


Figure 24

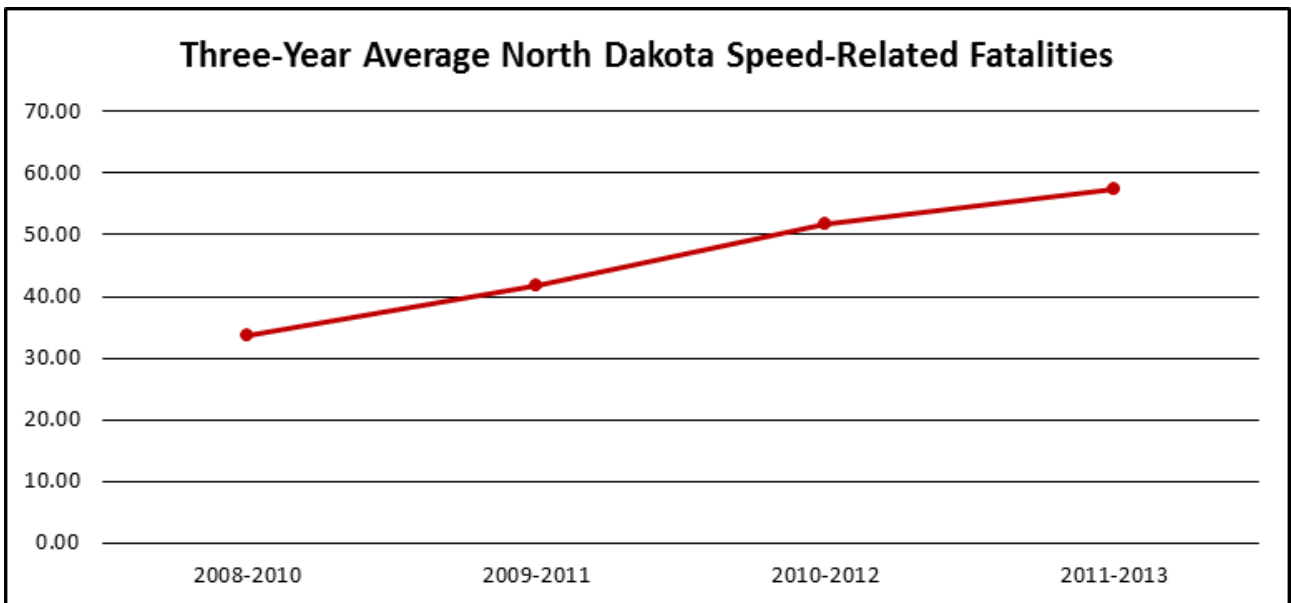


Figure 25

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease the number of speed-related fatalities by 1.0 percent from a three-year average (2011-2013) of 57.3 to a three-year average (2012-2014) of 56.7 by December 31, 2016.

### State Goal Calculation

North Dakota's goals for speed-related fatalities is based on a three-year average. North Dakota has set a goal of 7.0 percent decrease in speed-related fatalities by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by 2.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 56.7 speed-related fatalities or less and 49 or less fatalities for 2014.

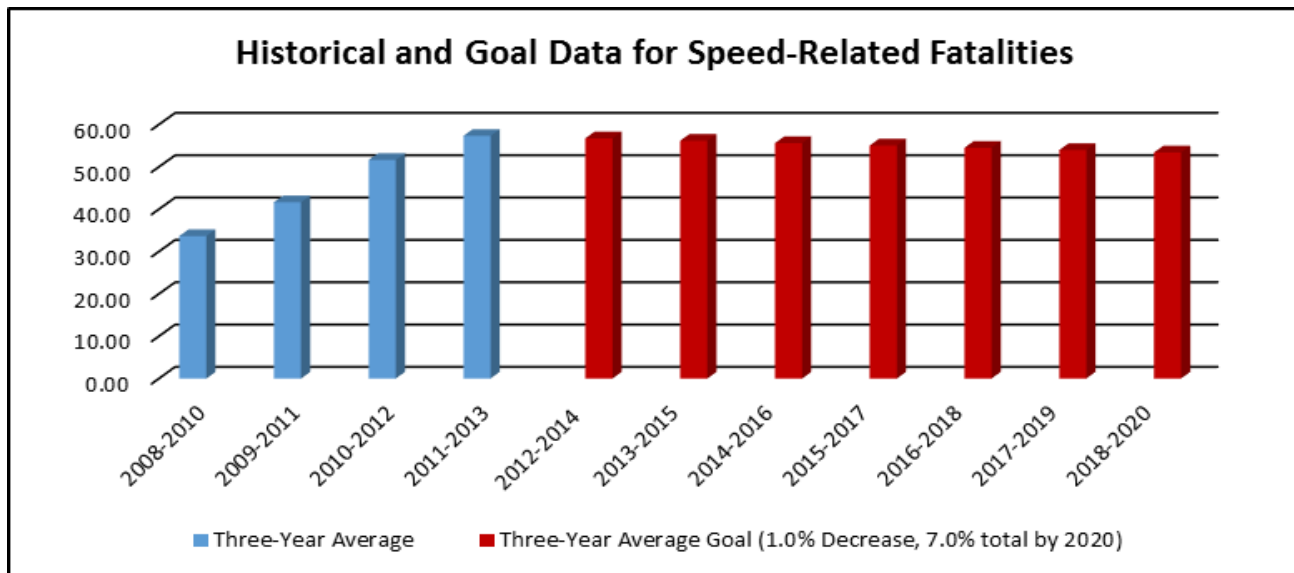


Figure 26

## C6 Countermeasures

### Evidence-Base

Radar equipment to law enforcement supports high-visibility enforcement which 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*.

CP1609-04 – Oil Country Partnership – 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.

### SC1607-01 – Program Management (Program Manager)

**Budget: \$2,000 section 402 SC**

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



## Performance Plan

### **SC1607-02 – Radar Equipment to Law Enforcement (Law Enforcement Agencies)**

**Budget: \$200,000 section 402 SC**

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 enforcement 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.

### **CP1609-04 – Oil Country Partnership – Paid/Earned/PI&E (Media Vendor)**

**Budget: \$138,000 section 402 CP**

A partnership including the NDDOT, the North Dakota Highway Patrol, and the North Dakota Petroleum Council has been working together to develop a media campaign to target the motoring public in North Dakota's oil-producing counties and a set of traffic safety problems common to fatal and serious injury crashes in these counties including speed/aggressive driving, lack of seat belt use, and inappropriate passing.

Funds will be used to develop and 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 campaign including paid media placement.

### **Other Funds Motor Carrier Enforcement (North Dakota Highway Patrol)**

**Budget: \$126,000 FMCSA**

The North Dakota Highway Patrol (NDHP) will conduct a TACT-like (Ticketing Aggressive Cars and Trucks) high visibility enforcement program.

Funds are for the NDHP to conduct high visibility enforcement on overtime in areas of the state more prominently impacted by speed-related fatal and serious crashes.

### ***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 2015 and using other state and federal resources yet to be determined.

- ***Educate 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***

## Performance Plan

*finer for right-of-way and speed violations.*

- *Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns.*
- *Address the perception of widespread speeding by heavy vehicles by first conducting a state-wide 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.**

**Table 8**

<b>Budget Summary</b>			
Project Number	Project Title	Budget	Budget Source/Code
SC1607-01	Program Management	\$ 2,000	402 SC
SC1607-02	Radar for State and Local Law Enforcement	\$200,000	402 SC
CP1609-04	Oil Country Partnership	\$138,000	402 CP
Other Funds	Motor Carrier Enforcement	\$126,000	Federal Motor Carriers Safety Administration (FMCSA)
<b>402 Total</b>		<b>\$340,000</b>	
<b>Other Funds Total</b>		<b>\$126,000</b>	
<b>Total All Funds</b>		<b>\$466,000</b>	

### C7 Motorcycle Fatalities

#### Problem Identification

The number of motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 11 motorcycle fatalities per year. Approximately, 72.0 percent of all motorcycle fatalities in the last six years have been unhelmeted. In 2013, nine people were killed in motorcycle-related crashes – all were males – and 33.0 percent (3 of 9) were not wearing a helmet at the time of the crash. Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

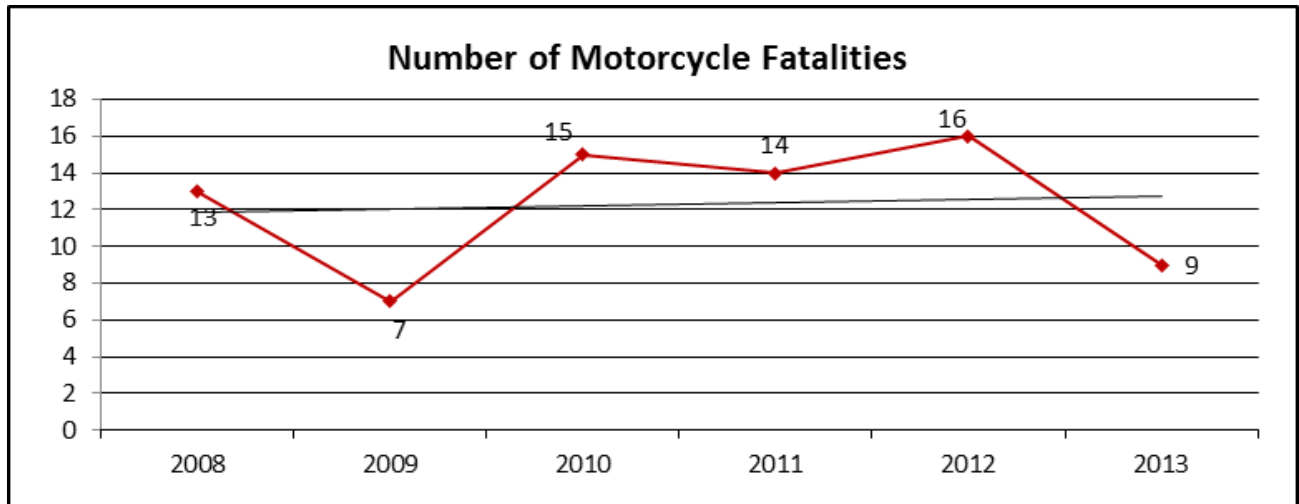


Figure 27

Motorcycle crashes in North Dakota have fluctuated since 2008 when 266 crashes were reported and 2013, 239 crashes occurred.

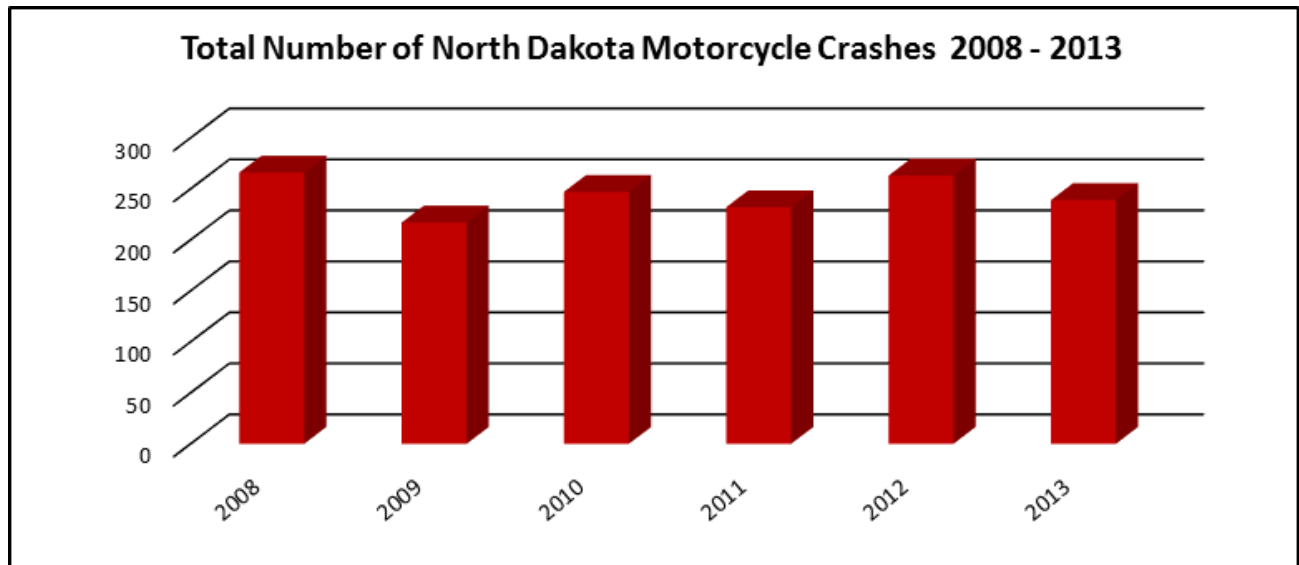


Figure 28

## Performance Plan

Over the past six years, the number of registered motorcycles in the state has increased by 24.4 percent and the number of motorcycle licensed drivers has increased by 27.6 percent (refer to Figure 29).

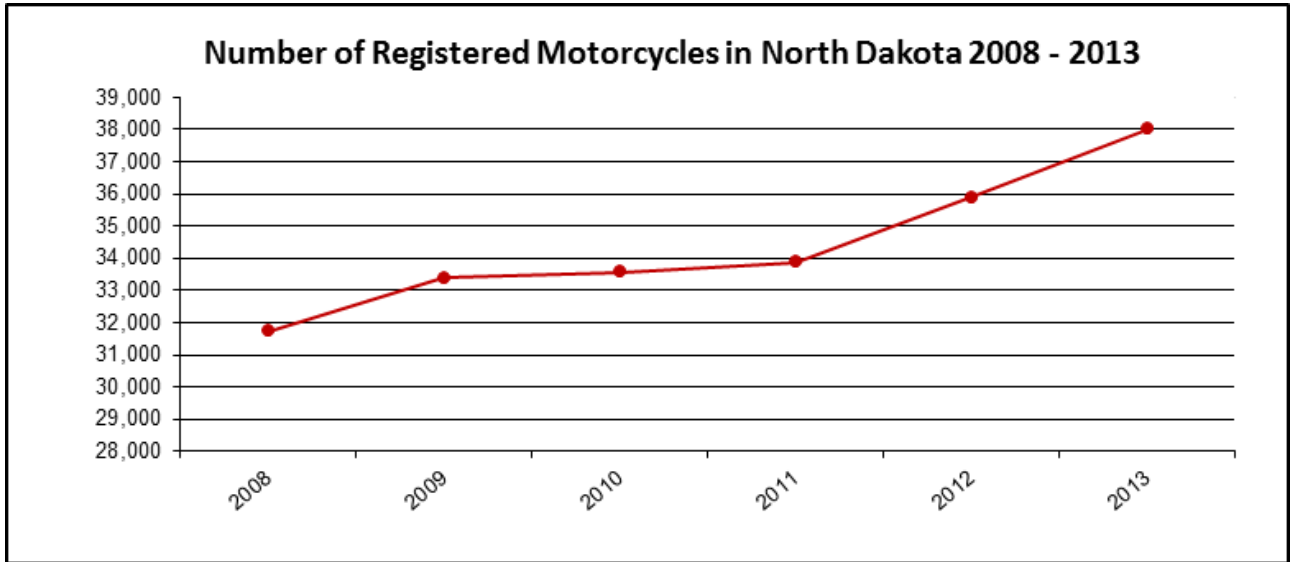


Figure 29

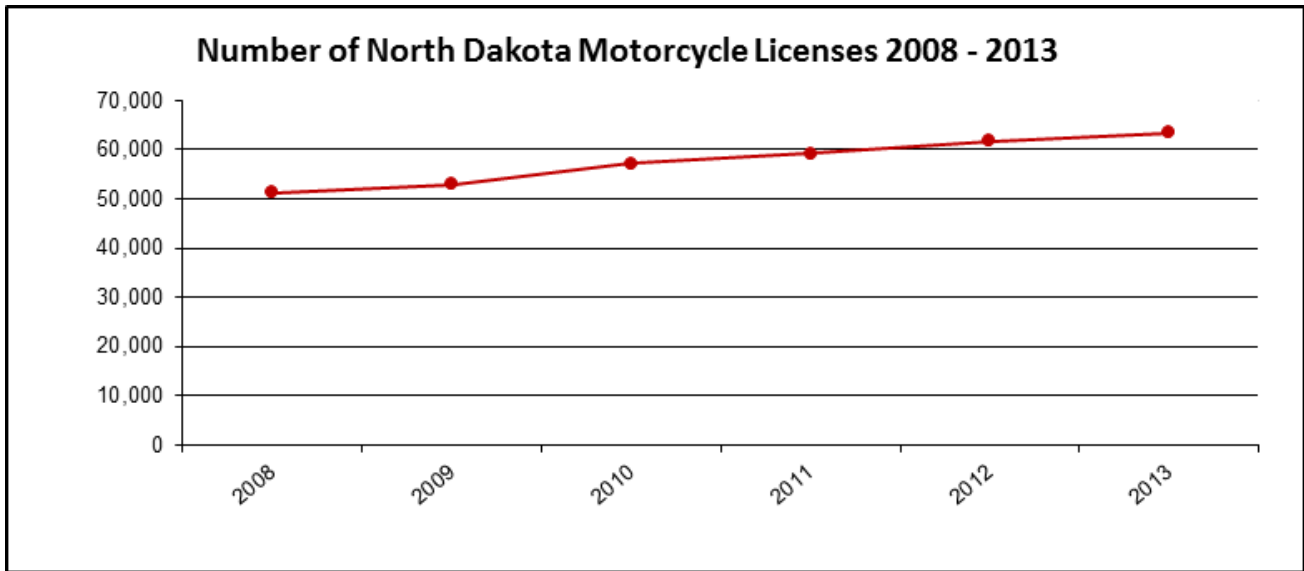


Figure 30

Although, the number of Registered Motorcycles and Licensed Drivers has steadily increased over the last six years, North Dakota motorcycle crashes have seen a slight decrease over time. In addition, North Dakota's three-year average for motorcycle fatalities is the same as the 2008 through 2010 at 11.67 percent.

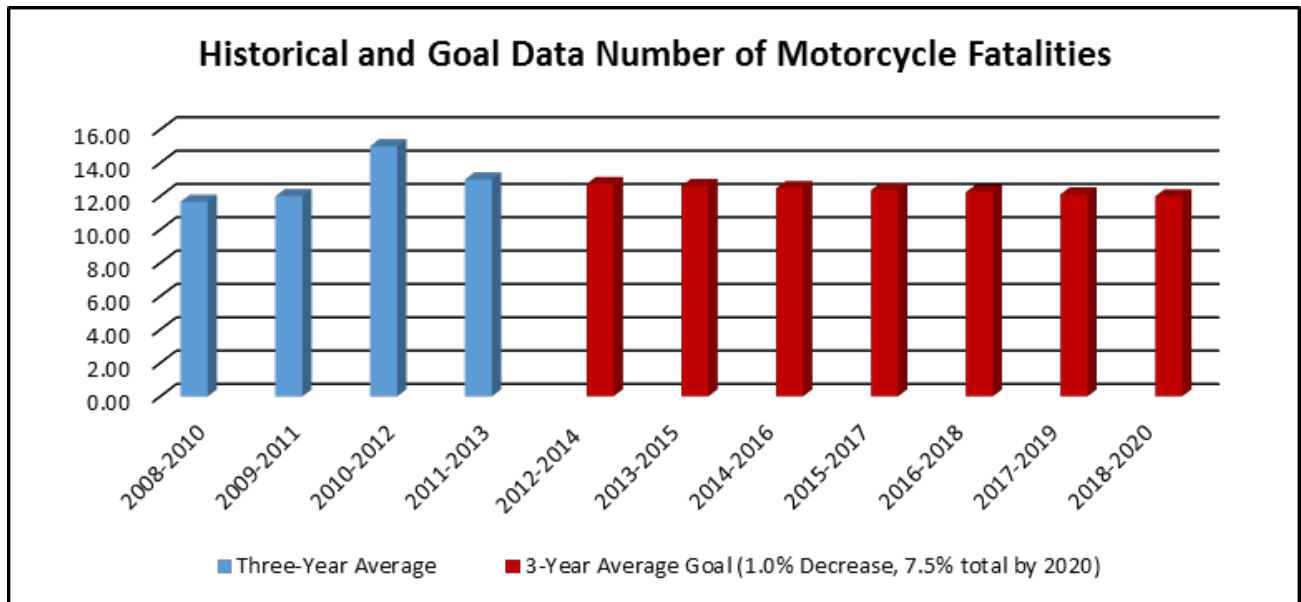
## *Performance Measure*

### **2016 Performance Goals**

Decrease the number of motorcyclist fatalities from a three-year (2011-2013) average of 13 by 1.0 percent to three-year average (2012-2014) of 12.7 percent by December 31, 2016.

### *State Goal Calculation*

North Dakota's goals for the number of motorcycle fatalities is based on three-year averages. North Dakota has set a goal of 7.5 percent decrease in motorcycle fatalities by 2020. This goal equates to a 1.0 percent reduction in the three-year average every year. Considering North Dakota has seen increases in all major indicators (Population, Number of License Motorcycle Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Motorcycles) of at least 2.0 percent per year, attempting to reduce by 1.0 percent will be very challenging. In order to meet the long term goal the three-year average for 2012-2014 will need to be 12.74 motorcycle fatalities or 13 or less fatalities for 2014 (refer to Figure 31).



**Figure 31**

## **C7 Countermeasures**

### *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.

MC1699-01 – 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.

MC1606-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh*

## Performance Plan

*Edition, 2013*, Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

### **MC1606-01 – Program Management (Program Manager)**

**Budget: \$10,000 section 402 MC**

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.

### **MC1699-01 – Motorcycle Safety Education Program (ABATE of North Dakota)**

**Budget: \$550,000 State funds**

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 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.

### **MC1606-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota)**

**Budget: \$25,000 section 402 MC**

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.

All funds are provided to the NDMSP administrator – ABATE of North Dakota – for these purposes.

# Performance Plan

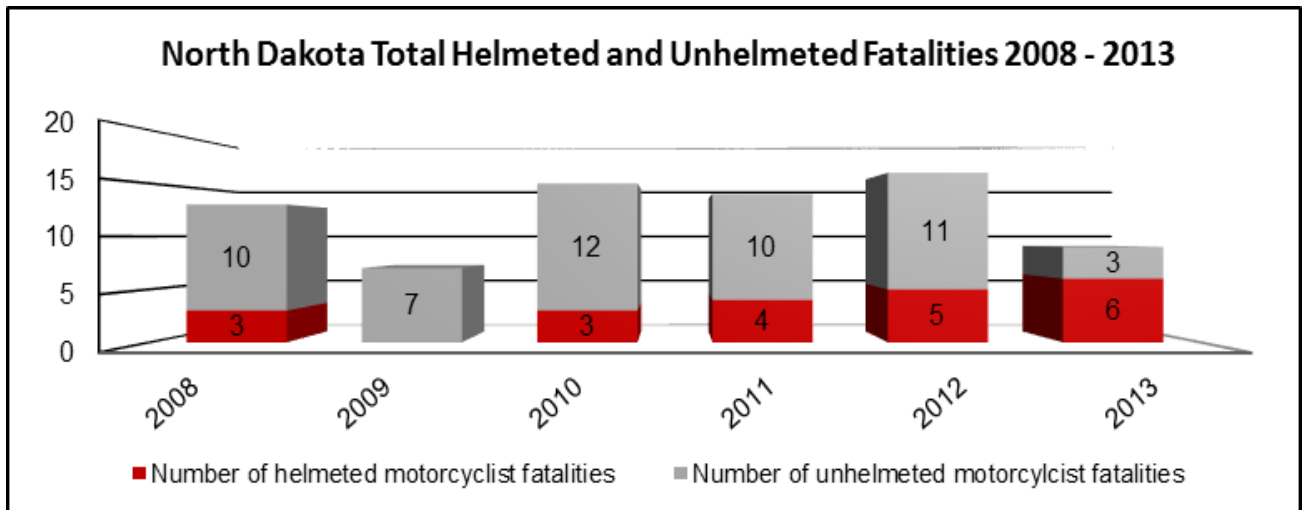
**Table 9**

<b>Motorcycle Safety Program Area: Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source/Code</b>
MC1606-01	Program Management	\$ 10,000	402 MC
MC1699-01	Motorcycle Safety Education Program	\$550,000	State Funds
MC1606-02	Statewide Awareness/Education Campaign	\$ 25,000	402 MC
<b>402 Total</b>		\$ 35,000	
<b>State Total</b>		\$550,000	
<b>Total All Funds</b>		\$585,000	

## C8 Unhelmeted Motorcyclist Fatalities

### *Problem Identification*

The number of unhelmeted motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 11 motorcycle fatalities per year. Approximately, 72.0 percent of all motorcycle fatalities in the last six years have been unhelmeted. However, this percent did decline 2013, when nine people were killed in motorcycle-related crashes and 33.3 percent (3 of 9) were not wearing a helmet at the time of the crash (refer to Figure 32).



**Figure 32**

# Performance Plan

## Performance Measure

### 2016 Performance Goals

Decrease number of unhelmeted motorcyclist fatalities from a three-year (2011-2013) average of 8.0 by 1.0 percent to a three-year 2012-2014 average of 7.9 percent by December 31, 2016.

### State Goal Calculation

North Dakota's goals for the number of unhelmeted motorcycle fatalities is based on three-year averages. For the percentage of unhelmeted motorcycle fatalities North Dakota has elected to set the goal of 7.0 percent decrease to 7.46 percent by 2020. This equates to a 1.0 percent decrease in three-year averages every year and a rate of at least 7.92 for 2012-2014. In order to meet the long term goal the three-year average for 2012-2014 will need to be nine fatalities or less for 2014 (refer to Figure 33).

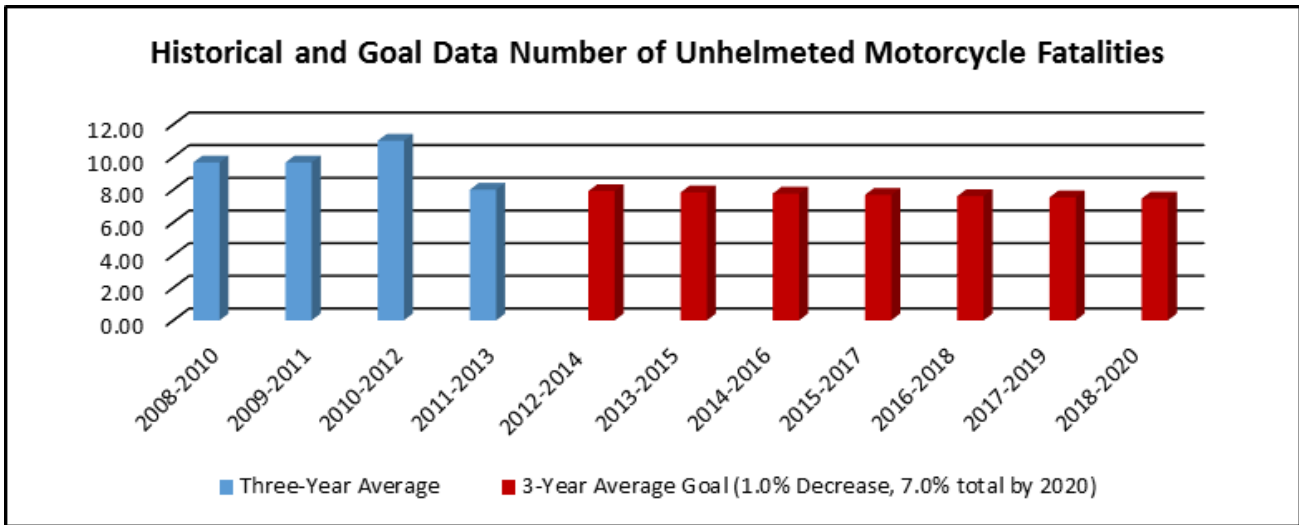


Figure 33

## C8 Countermeasures

### 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.

MC1606-03 – 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.

**MC1606-03 – Motorcycle Safety Education – Paid Media and Outreach (Media Vendor)**  
**Budget: \$125,000 section 402 MC**

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.



# Performance Plan

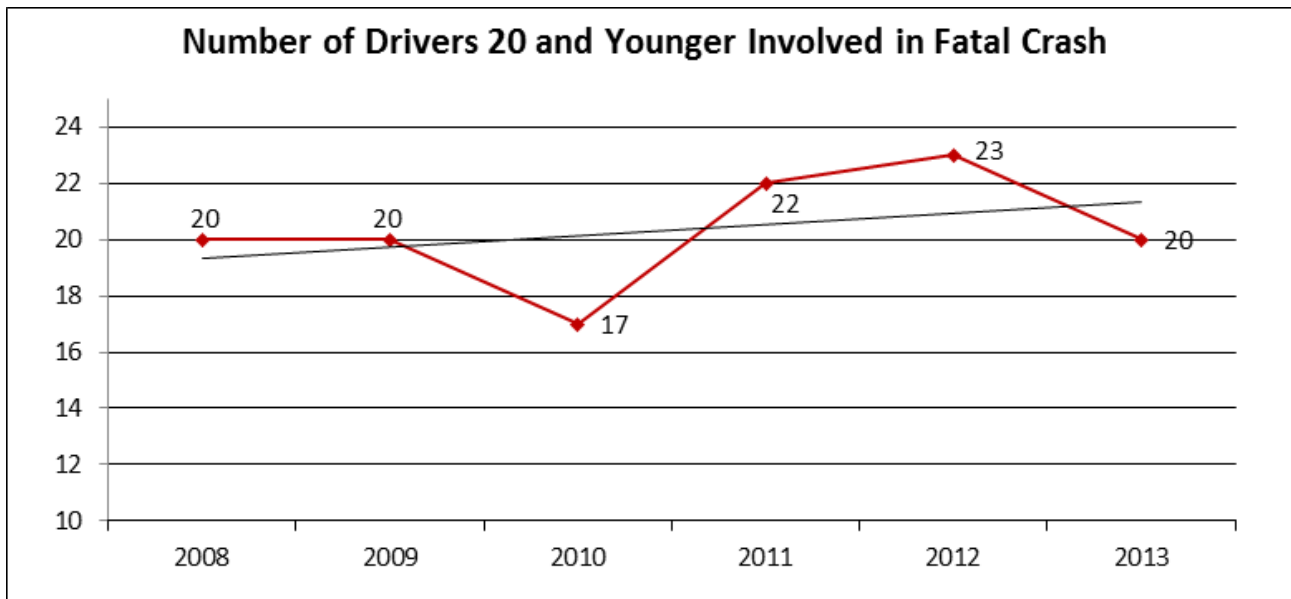
**Table 10**

Motorcycle Safety Program Area: Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
MC1606-03	Motorcycle Safety Education – Paid Media and Outreach	\$125,000	402 MC
<b>402 Total</b>		\$125,000	
<b>Total All Funds</b>		\$125,000	

## C9 Drivers Age 20 and Younger Involved in Fatal Crashes

### *Problem Identification*

The number drivers age 20 and younger involved in fatal crashes has fluctuated over the past six years, however, the general trend is moving upward (refer to Figure 34). The number of drivers 20 and younger involved in fatal crashes has averaged 20.3 over time. Although, there has been a slight trend upward and the three-year average has seen a 14.0 percent increase since 2008-2010, the state has not seen major increases in this area like it has in other measures (refer to Figure 35).



**Figure 34**

## Performance Plan

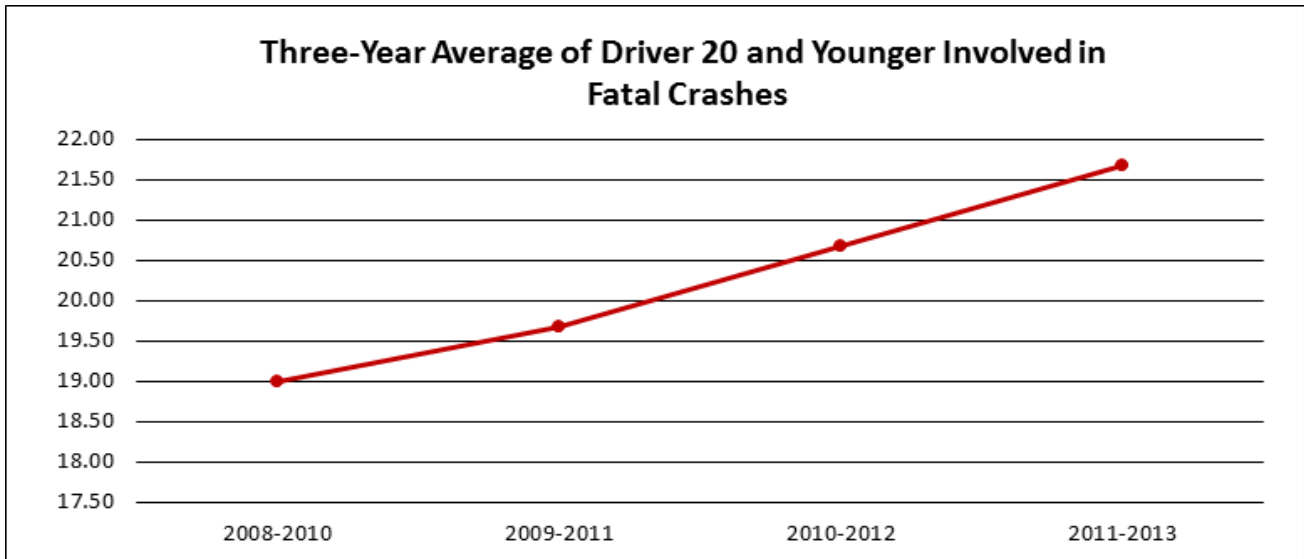


Figure 35

### *Performance Measure*

#### **2016 Performance Goals**

Decrease the number of drivers age 20 and younger involved fatal crashes from a three-year (2011-2013) average of 21.6 by 1.0 percent to a three-year 2012-2014 average of 21.5 percent by December 31, 2016.

### *State Goal Calculation*

North Dakota's goals for the number of drivers age 20 and younger involved fatal crashes is based on three-year averages. For the percentage of number of drivers age 20 and younger involved fatal crashes North Dakota has elected to set the goal of 6.8 percent decrease to 20.2 three-year average by 2020. This equates to a 1.0 percent decrease in three-year averages every year and at least 21.5 for 2012-2014 three-year average (refer to Figure 36).

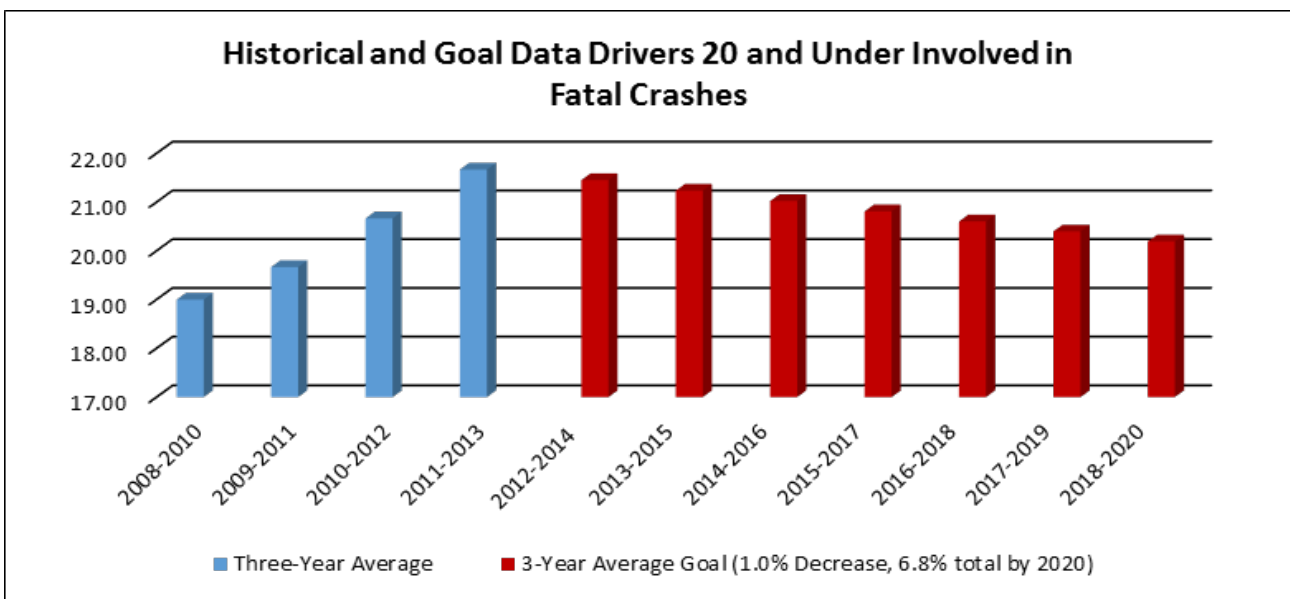


Figure 36

### C9 Countermeasures

#### *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*.

TSP1608-02 – Teen Media and Outreach (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.

DE1608-01 – 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.

#### **TSP1608-01 – Program Management (Program Manager)**

**Budget: \$35,000 section 402 TSP**

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

#### **TSP1608-02 – Teen Media and Outreach (Media Vendor and Fiscal Agent)**

**Budget: \$200,000 section 402 TSP**

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 North Dakota's *Code for the Road* campaign.

This program is guided by the Young Drivers subcommittee of the ND Strategic Highway Safety Plan established by the TSO.

Following are activities and projects planned for implementation in FY 2016 through the campaign.

***Code for the Road Campaign Materials.*** The media portion of the campaign will include print, social media, and other materials and venues as suggested by the advisory group to reach teens.

***Mini-Grants for School-Based Teen Outreach.*** Mini-grants will be offered to schools throughout the state for them to conduct peer-led program outreach. 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, mini-grants to schools, travel, stipends, project materials, and other costs associated with the projects.

#### **DE1608-01 – Driver's Education Curriculum and Support (Vendor/Fiscal Agent)**

**Budget: \$75,000 section 402 DE**

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, impaired and distracted

## Performance Plan

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 improving the curriculum and delivery as necessary and continuing to promote, distribute and provide technical assistance to driver education instructors related to the curriculum.

The project will also provide funding in support of the NDDTSEA Annual Conference for education and training to driver education instructors related to the curriculum and delivery and other topics important to delivering quality driver education.

Funds will be used to reimburse a third-party vendor/fiscal agent for 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.

**Other Funds      *Driving Skills for Life***  
**Budget: \$20,000 Ford Motor Company/GHSA**

The TSO will conduct the sixth 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, (2) while being distracted as someone texts them, and (3) while taking a selfie photo while driving.

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

**Table 11**

Budget Summary (Federal)			
Project Number	Project Title	Budget	Budget Source/Code
TSP1608-01	Program Management	\$ 35,000	402 TSP
TSP1608-02	Teen Media and Outreach	\$200,000	402 TSP
DE1608-01	Driver’s Education Curriculum and Support	\$ 75,000	402 DE
Other Funds	<i>Driving Skills for Life</i>	\$ 20,000	Grant through Ford Motor Company/GHSA*
<b>402 Total</b>		<b>\$310,000</b>	
<b>Other Funds Total</b>		<b>\$ 20,000</b>	
<b>Total All Funds</b>		<b>\$330,000</b>	

\* Governors Highway Safety Administration

C10 Pedestrian Fatalities

Problem Identification

The number of North Dakota pedestrian fatalities has averaged 4.3 percent of total fatalities over the last six years. The general trend in the pedestrian fatalities in the state is downward and its low point for the last six years was 2013 with one (refer to Figure 37). However the three-year average has remained fairly consistent between five and a half and seven and a half over the last six years (refer to Figure 38). The average age of the pedestrian fatalities is 35 and the majority occur in rural areas.

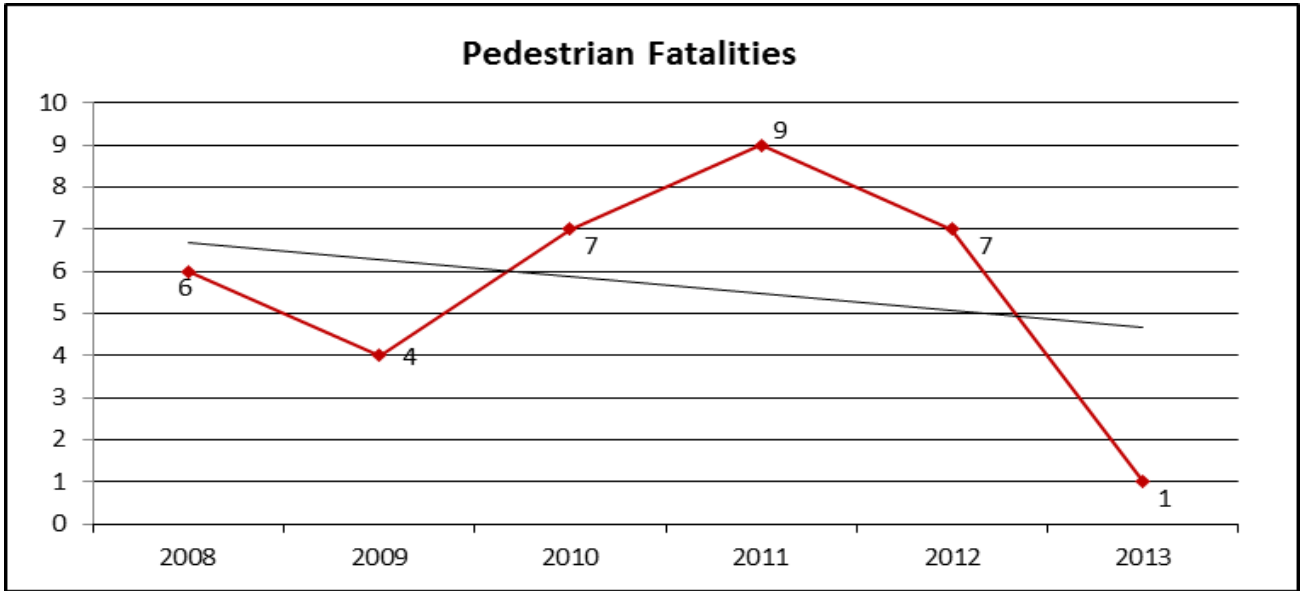


Figure 37

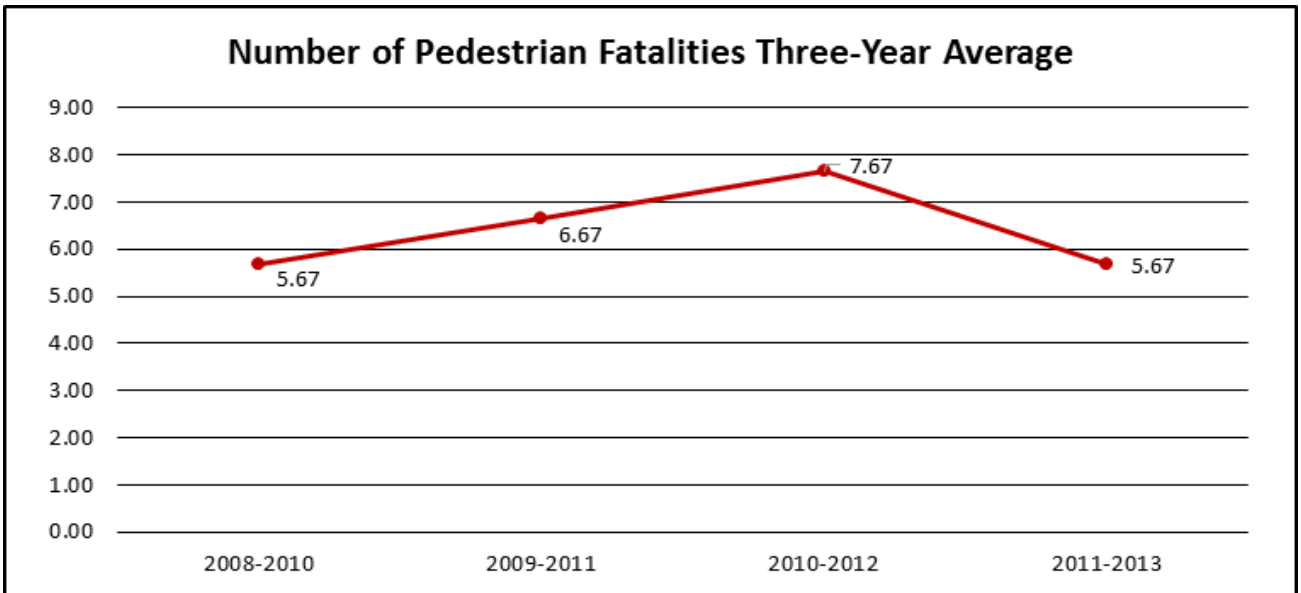


Figure 38

# Performance Plan

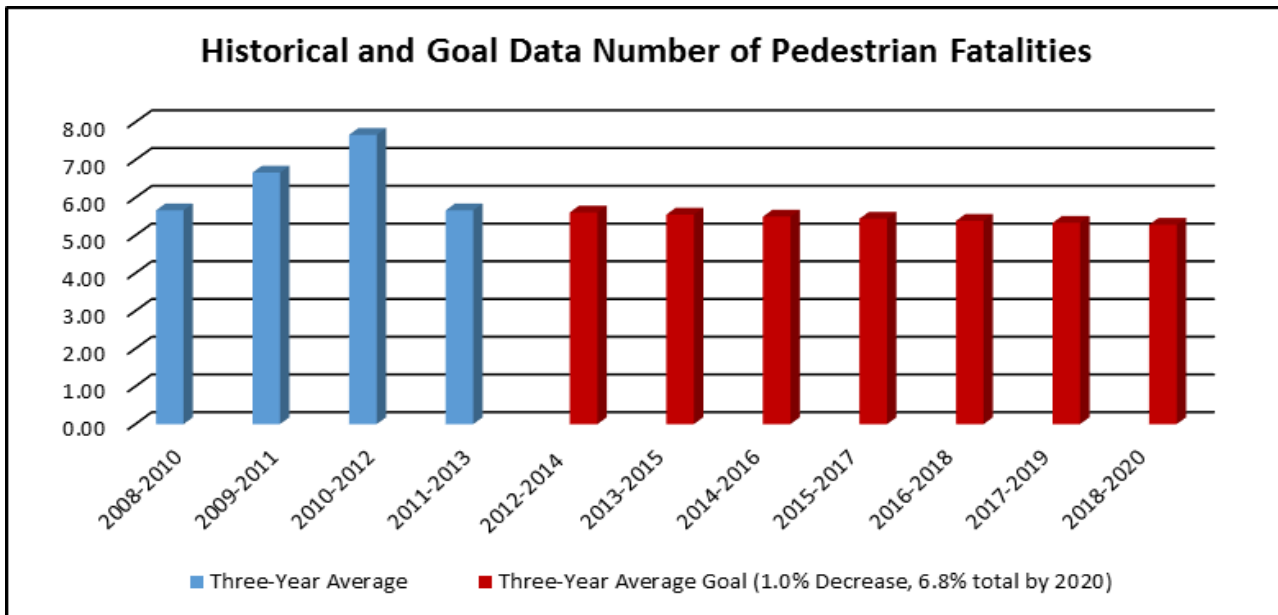
## *Performance Measure*

### **2016 Performance Goals**

Decrease the number of pedestrian fatalities from a three-year (2011-2013) average of 5.67 by 1.0 percent to a three-year 2012-2014 average of 5.61 by December 31, 2016.

### *State Goal Calculation*

North Dakota’s goals for the number of pedestrian fatalities is based on three-year averages. For the number of pedestrian fatalities North Dakota has elected to set the goal of 6.8 percent decrease to 5.2 three-year average by 2020. This equates to a 1.0 percent decrease in three-year averages every year and at least 21.5 for 2012-2014 (refer to Figure 39).



**Figure 39**

## **C10 Countermeasures**

### **Other Funds    Media – Paid/Earned/PI&E – Pedestrian Safety**

**Budget: \$75,000 FHWA**

This project provides for paid and earned media and PI&E for motorist and pedestrian awareness to “Share the Road.” 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.

Funds are for the TSO’s media vendor to develop and implement pedestrian safety campaigns including paid media placement.

**Table 12**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Pedestrian Safety	\$75,000	Federal Highway Administration
<b>Total All Funds</b>		<b>\$75,000</b>	

## C11 Bicyclist Fatalities

### *Problem Identification*

The number of North Dakota bicycle fatalities has averaged less than 1.0 percent of total fatalities over the last six years. The general trend in the bicycle fatalities in the state is downward and its low point for the last six years was 2012 with zero (refer to Figure 40). However the three-year average has remained fairly consistent between one or less over the past six years (refer to Figure 41).

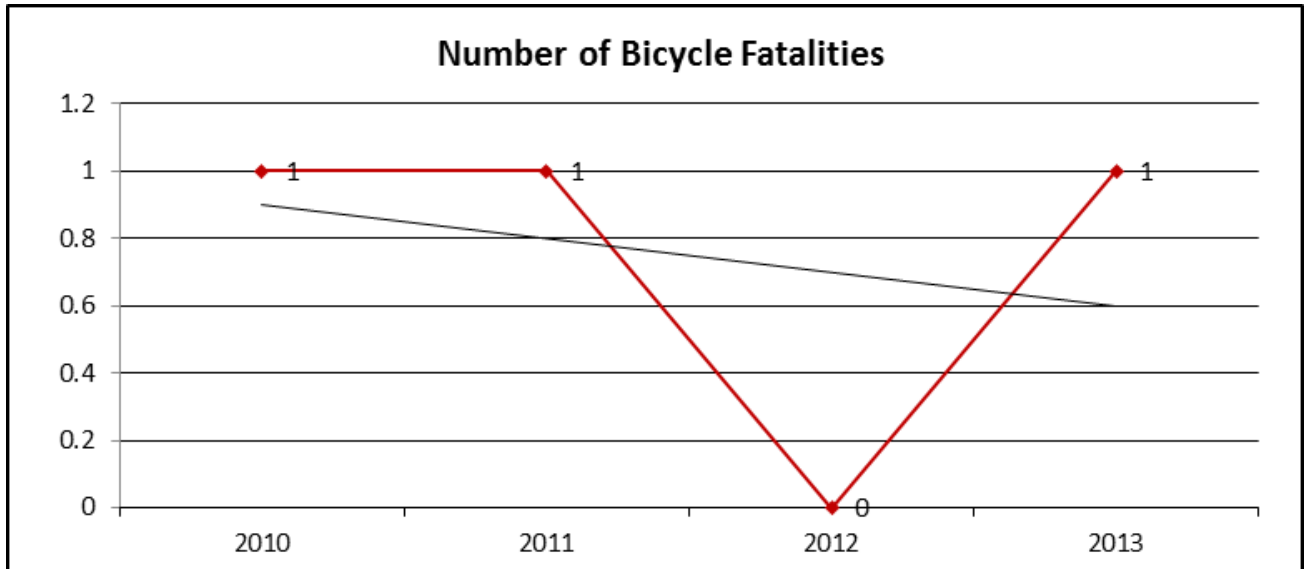


Figure 40

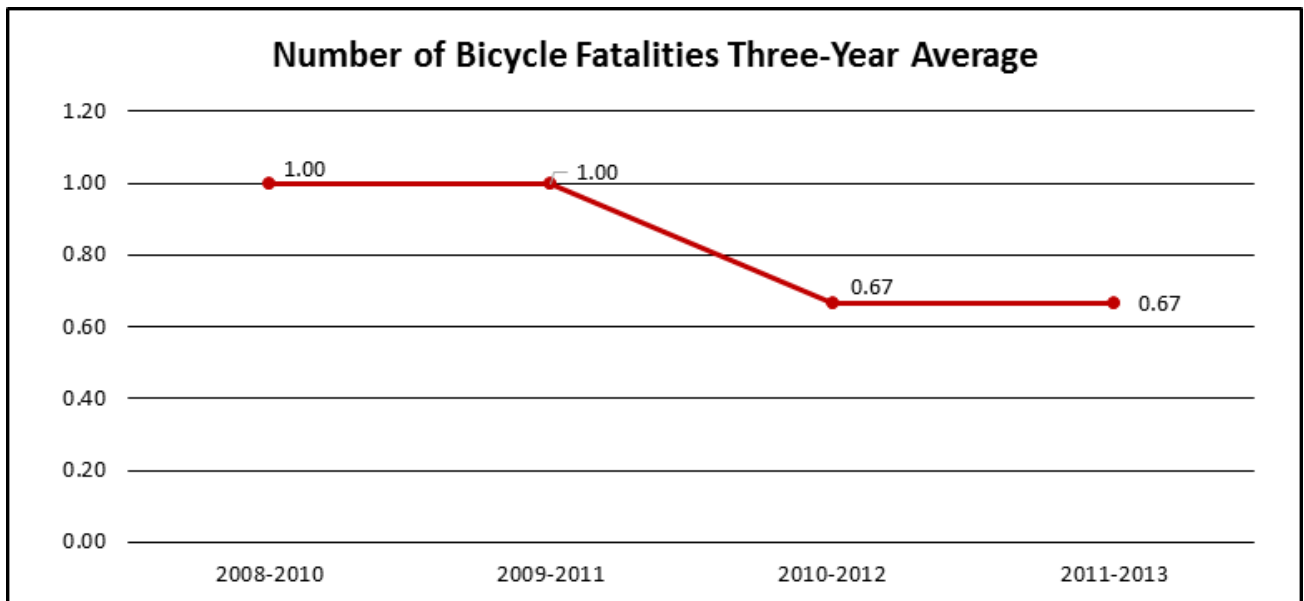


Figure 41

# Performance Plan

## *Performance Measure*

### **2016 Performance Goals**

Reduce the number of bicycle fatalities three-year (2011-2013) average of 0.67 by 1.0 percent to a 2012-2014 three-year average of 0.66 by December 31, 2016.

### **State Goal Calculation**

North Dakota’s goals for the number of bicycle fatalities is based on three-year averages. For the number of bicycle fatalities North Dakota has elected to set the goal of zero for three-year average by 2020. Because the numbers for this goal are normally one or zero it is very difficult to conduct trend analysis, therefore the state elected to set the goal at the lowest total in the last three-year period.

### **C11 Countermeasures**

#### **Other Fund      Media – Paid/Earned/PI&E – Bicycle Safety**

**Budget: 75,000 FHWA**

This project provides for paid and earned media and PI&E for motorist and bicyclist awareness to “Share the Road.” 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.

Funds are for the TSO’s media vendor to develop and implement bicycle safety campaigns including paid media placement.

**Table 13**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Bicycle Safety	\$75,000	Federal Highway Administration
<b>Total All Funds</b>		\$75,000	

## **Overserved Seat Belt Usage**

### **B1 Behavior Core Measure**

**Table 14**

Behavior Measures		
Program Area	2013 Data	2014 Data
B1 Observed seat belt usage	77.7	81.0

### *Problem Identification*

As stated earlier under occupant protection the proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic crash fatality. 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. On average from 2008 to 2013, 64 percent of passenger vehicle fatalities were unrestrained, however, 2013 was North Dakota’s best year in the last six years with only 56.1 percent of the fatalities noted as not restrained. In 2013, 75 individuals, 56.3 percent of the passenger vehicle fatalities, were unrestrained. This percentage has remained consistent since 2008 with an average of 64.4 percent of passenger vehicle fatalities being unrestrained over the last six years.



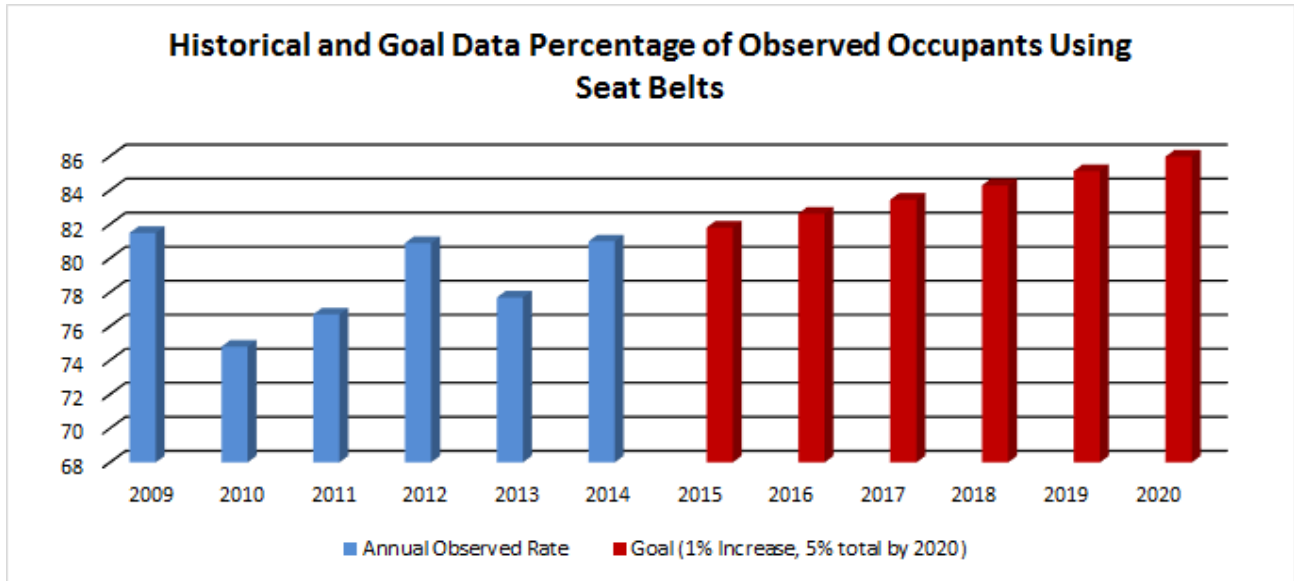
***Performance Measure***

**2016 Performance Goals**

Increase the percent of observed occupants using a seat belt from 81.0 (2014) by 1.0 percent to 81.8 (2015).

***State Goal Calculation***

For the percentage of observed occupants using seat belts North Dakota has elected to set the goal of 5.8 percent increase to 86.8 percent by 2020. This equates to a 1.0 percent increase each year and an observation rate of at least 81.8 for 2015.



**Figure 42**

**B1 Behavioral Countermeasures**

***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.

**OP1605-03 – Annual Statewide Observational Seat Belt Survey (NDSU UGPTI)**

**Budget: \$50,000 section 405 M2X**

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 an approved indirect cost rate.

**OP1605-04 – Observational Seat Belt and CPS Survey of Rural Roadways (NDSU UGPTI) Budget: \$20,000 section 405 M2X**

## Performance Plan

The TSO will conduct observational seat belt 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 an approved indirect cost rate.

**Table 15**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1605-03	Annual Statewide Observational Seat Belt Survey	\$50,000	405 M2X
OP1605-04	Observational Seat Belt of Rural Roadways	\$20,000	405 M2X
<b>405 Total</b>		\$70,000	
<b>Total All Funds</b>		\$70,000	

### Core Activity Measures A1-A3

**Table 16**

Activity Measures		
Program Area	2013 Data	2014 Data
A1 Seat belt citations	3,036	3,506
A2 Impaired driving citations	571	673
A3 Speeding citations	5,486	5,511

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

### Countermeasures Core Activity Measures

#### *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*.

CP1609-08 – Mini-Grants to School Resource Officers (Schools). *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, school programs, and high visibility enforcement.

#### **PT1602-01 – Program Management (Program Manager)**

**Budget: \$10,000 section 402 PT**

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.

## Performance Plan

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

### **PT1602-02 – Law Enforcement Liaison (Contract Position)**

**Budget: \$75,000 section 402 PT**

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, conduct on-site monitoring, 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.

### **PT1602-03 – Web-Based Law Enforcement Reporting System (NDDOT Information Technology)**

**Budget: \$30,000 section 402 PT**

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.

### **PT1602-04 – Law Enforcement Training (Vendor/Fiscal Agent)**

**Budget: \$75,000 section 402 PT**

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.

**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 Alcohol, Seat Belts and Speed Intervention to Support Traffic Safety (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.

**Distracted Driving Enforcement.** This program provide training to North Dakota law enforcement officers related to North Dakota's distracted driving law and enforcement of the law. Coordination for this training will be made with the Traffic Safety Resource Prosecutor.

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.

### **CP1609-08 – Mini-Grants to School Resource Officers (Schools)**

**Budget: \$50,000 section 402 CP**

## Performance Plan

Schools throughout the state will be offered the opportunity to apply for a grant for use by school resource officers to develop and implement projects to increase student seat belt use and deter distracted driving and speed/aggressive driving.

Projects will consist of various types of student education and outreach including peer-to-peer activities and parent education to establish positive social norms around these issues. Enforcement through the School Resource Officers will enforce positive driver and occupant behaviors on school grounds.

Costs are for PI&E material development and distribution, and other costs associated with the projects.

**Table 17**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PT1602-01	Program Management	\$ 10,000	402 PT
PT1602-02	Law Enforcement Liaison	\$ 75,000	402 PT
PT1602-03	Maintenance of Web-Based Law Enforcement Reporting System	\$ 30,000	402 PT
PT1602-04	Law Enforcement Training	\$ 75,000	402 PT
CP1609-08	Mini-Grant to SRO	\$ 50,000	402 CP
<b>402 Total</b>		\$240,000	
<b>Total All Funds</b>		\$240,000	

### A4 Core Activity Measure

**Table 18**

Activity Measures		
Program Area	2013 Data	2014 Data
A4 Number of citations from Law enforcement that comply with the validation rules of the State Repository for transfer to the courts and driver records.	45,736	60,706

#### *Activity Measures*

A4 is a new activity measure to measure success in the Traffic Records program area. 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.

#### *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.

## A4 Countermeasures

### **TR1604-01 – Program Management (Traffic Records Manager)**

**Budget: \$7,500 402 TR and \$200,000 Other Funds (FHWA)**

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).

### **TR1604-02 – Crash Data System Enhancement (NDDOT Information Technology)**

**Budget: \$107,500 section 405 M3DA**

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 – ArcMap, Cognos, and TraCS – 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 and enhancements to crash data accuracy.

The report generation segment of the CRS – Cognos and TraCS – have 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.

### **TR1604-03 – TraCS (Information Technology Vendor)**

**Budget: \$538,430 section 405 M3DA**

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.) and the TraCS Web conversion. The vendor also coordinates with local law

## Performance Plan

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.

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

### **TR1604-04 – Annual TraCS License Fee (Software Licensor – State of Iowa)**

**Budget: \$80,000 section 405 M3DA**

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 \$79,000.

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

### **TR1604-05 – EMS Data Analyst (North Dakota Department of Health)**

**Budget: \$85,000 section 405 M3DA**

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.

# Performance Plan

**Table 19**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
TR1604-01	Program Management	\$ 7,500	402 TR
TR1604-02	Crash Data System Enhancement	\$ 107,500	405 M3DA
TR1604-03	TraCS	\$ 538,430	405 M3DA
TR1604-04	Annual TraCS License Fee	\$ 80,000	405 M3DA
TR1604-05	EMS Data Analyst	\$ 85,000	405 M3DA
Other Funds	Program Management (Salaries)	\$ 200,000	Federal Highway Administration
<b>402 Total</b>		\$ 7,500	
<b>405 Total</b>		\$ 810,930	
<b>Other Funds</b>		\$ 200,000	
<b>Total All Funds</b>		\$1,018,430	

## A5 Core Activity Measures

**Table 20**

Activity Measures		
Program Area	2012 Data	2013 Data
A5 Percentage of misused car seats during checks.	New Measure	75%

## Activity Measures

### *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.

OP1605-02 – 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.

## A5 Countermeasures

**OP1605-02 – CPS Program Administration (North Dakota Department of Health)**

**Budget: \$128,000 section 405 M2CPS**

**Budget: \$22,000 section 405 M2CSS**

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

## Performance Plan

The CPS program will provide community CPS services to parents and caregivers applicable to the safety of infants (birth to 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, one part-time contractor, and proxies across the state), travel, program materials, training, and child passenger safety seats for distribution to low-income parents.

**Table 21**

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1605-02	Child Passenger Safety	\$128,000	405 M2CPS
OP1605-02	Child Passenger Safety Restraints	\$ 22,000	405 M2CSS
<b>405 Total</b>		\$150,000	
<b>Total All Funds</b>		\$150,000	

### Other Activity Measures

**Table 22**

Other Activity Measures				
Measure	2010	2011	2012	2013
<b>Distracted Driving</b>	<b>Not Collected</b>	<b>Not Collected</b>	<b>Not Collected</b>	
Percent of students who drove a car or other vehicle while texting or emailing while driving in the past 30 days				59%
Percent of students who drove a car or other vehicle who talked on a cell phone while driving in the past 30 days.				68%



## Performance Plan

The goal of the Distracted Driving program area is to decrease distracted driving crashes resulting in serious injury and death through improved prevention, education, enforcement, arrest, prosecution and adjudication of distracted driving offenders.

### Countermeasures

#### *Evidence-Base*

DD1611-02– Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 1, Laws and Enforcement.

DD1611-03– Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 2.2 Communications and Outreach on Distracted Driving.

#### **DD1611-01 – Program Management (Program Manager)**

**Budget: \$5,000 section 402 DD**

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

#### **DD1611-02 – Overtime Enforcement (Law Enforcement Agencies)**

**Budget: \$75,000 section 405 M8DDLE**

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.

#### **DD1611-03 – Media – Paid/Earned/PI&E (Media Vendor)**

**Budget: \$75,000 section 405 M8PE**

The TSO will provide distracted driving enforcement messages to the public through paid and earned media 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 distracted driving enforcement efforts. 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 distracted driving.

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.

## Performance Plan

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

**Table 23**

<b>Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source/Code</b>
DD1611-01	Program Management	\$ 5,000	402 DD
DD1611-02	Overtime Enforcement	\$ 75,000	405 M8DDLE
DD1611-03	Media – Paid/Earned/PI&E	\$ 75,000	405 M8PE
<b>402 Total</b>		\$ 5,000	
<b>405 Total</b>		\$150,000	
<b>Total All Funds</b>		\$155,000	

# Attachments

# ND Section 405 Application



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

Region 8  
Colorado, Nevada, North Dakota,  
South Dakota, Utah, Wyoming

12300 West Dakota Avenue  
Suite 140  
Lakewood, CO 80228  
Phone: 720-963-3100  
Fax: 720-963-3124

August 20, 2015

The Honorable Jack Dalrymple  
Governor of North Dakota  
State Capitol  
600 East Boulevard Avenue  
Bismarck, ND 58505-0001

Dear Governor Dalrymple:

We have reviewed North Dakota's fiscal year 2016 Highway Safety Plan as received on June 26, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Mr. Mark Nelson.

Earlier this year you signed a proclamation declaring June 14-20, 2015 as, "North Dakota Share the Road Safety Week", and asked motorists to drive safely around pedestrians and bicyclists. I thank you for this proactive endorsement, as the National Highway Traffic Safety Administration recently introduced a bicycle performance measure to reduce the number of pedal cyclists killed on North Dakota roadways. Your visible support for highway safety complements the outstanding work that your Traffic Safety Office and its partners do to keep your citizens safe, and we look forward to working with them to meet our targets of reduced fatalities, injuries, and crashes on North Dakota's roads.

If you would like additional information on our review of the North Dakota Highway Safety Plan please feel free to contact me at 720-963-3100.

Sincerely,

Bill R. Watada  
Regional Administrator

cc: Grant Levi, Director, North Dakota Department of Transportation  
Mark Nelson, Governor's Representative for Highway Safety, North Dakota Department of Transportation  
Wendall Meyer, Division Administrator, FHWA North Dakota Division  
Mary D. Gunnels, PhD., Associate Administrator, NHTSA Office of Regional Operations and Program Delivery



**FY 2016 North Dakota Highway Safety Plan  
NHTSA Region 8 Equipment Approval and Program Recommendations**

**CAPITAL EQUIPMENT**

The major equipment purchases included with the North Dakota Highway Safety Plan (HSP) received on June 25, 2015, as submitted and amended, are approved for the specified costs below:

PROJECT NAME	PROJECT NUMBER	EQUIPMENT	AMOUNT APPROVED
Alcohol Testing Equipment	ID1610-06	Intoxilyzer 8000 breath testing devices	\$205,755 Per unit cost NTE \$7,875 Up to 29 units
Video Camera Surveillance Systems	ID1610-05	Video Camera Surveillance Systems	\$300,000 Per unit cost NTE \$6,000 Up to 50 units

The video camera surveillance system equipment funded with Section 405d funds must be used for impaired driving enforcement only. Any other use of this equipment will require an assessment of proportionate funding based on traffic safety use. No other major equipment purchases are approved at this time. Approval for additional equipment must be submitted in writing to the NHTSA Region 8 Administrator prior to purchase. The equipment request must describe the equipment item, application to conforming standards (if any), per unit cost, purpose for the purchase, link to problem identification, a description of how it will be used in North Dakota's highway safety program, and the anticipated effect/outcome.

**COMMENDATIONS**

**HSP by Performance Measure**

We commend the TSO for restructuring the HSP by Performance Measure. The Plan is very clear, it aligns NHTSA and FHWA/SHSP priorities, and it provides an excellent description of the HSP development process, the outreach partners, and the evidence-base for each selected strategy. The TSO staff was thoughtful in its distribution of projects to each core, behavior, and activity measure. We were pleased to see the logical assignment of administrative, support, survey, and other evaluative or support activities assigned to behavior and activity measures (e.g. seat belt surveys to B-1, enforcement reporting database/IT support to A-1/2, etc.). We appreciate that the TSO will continue to work on cross-referencing projects that have multiple facets (e.g. corporate, county, community, and tribal projects to C-4 and C-5), and annually reassessing where projects should be assigned based on evolving scopes of work.

**New Projects and Self-Sufficient Projects**

North Dakota is commended for introducing a few new strategies annually, such as the "Attitudinal Dynamics of Driving". The State has been able to test new countermeasures due to its success in

providing limited-term seed money, and then strongly encouraging self-sustainment, which has been evident in EMS, Tween Seat Belts, and Parents Lead. Transitioning grantees toward other funding sources diversifies the partners' outreach, and enables the TSO to spend future funds on new ideas. We hope that the TSO will continue to work with private and state funding streams to move long-funded projects such the EMS Data Analyst toward self-sufficiency.

## **RECOMMENDATIONS**

### **Problem Identification**

The FY15 problem identification in the Highway Safety Plan was condensed to minimally identify statewide crash demographics, and this practice extended into FY16 through plan revisions, a reformatting process, and a new approach to data analysis. To justify and support the necessity and effectiveness of the proposed projects in the HSP, it is imperative that the State present a comprehensive evaluation of highway safety data, including crash fatalities, injuries, roadway, driver and other data sources to identify its safety problems. For example, there was little problem ID or narrative related to corporate, county or tribal needs, yet more than a million dollars is set aside for planned activities. While there is a strong need, historical investment, or partnership commitment by the State, additional narrative is warranted. As a solution, the NDDOT/Safety Division and its contractors did an *excellent* job presenting problem ID for each of the SHSP priority areas (reference SHSP attachments "Severe K&A Crashes Involving Aggressive/Speeding Drivers/Young Drivers/Alcohol" in August 2012); these supplements clearly describe the scope and severity of a crash problem, the contributing factors, driver profiles, crash severity, location, etc. Updating/creating these pages in the HSP would create a comprehensive document that displays the State's data-driven priorities and commensurate countermeasures by performance measure, and inform both the TSO and the grantees when/where and who to target with their activities. In future HSPs, the TSO should consider updating those one-page data summaries from the SHSP, creating pages for the remaining core measures (C-1, C-2, C-7/8, C-10/11).

### **New Data Sources for Non-Core Measures**

We appreciate the TSO's inclusion of additional performance measures for program areas outside the core set. In the coming year, we will work with you to identify other sources to enhance your data collection and evaluation, such as motor vehicle injuries under the age of 8 to assess the impact of your child passenger safety program, and other means to measure the impact on distracted driving.