

September 2019

# **Highway Safety Plan FY 2020 North Dakota**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: No
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: No
- S. 405(d) Alcohol-Ignition Interlock Law: No
- S. 405(h) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: No

## Highway safety planning process

### Data Sources and Processes

In January 2018, the North Dakota Department of Transportation (NDDOT), the North Dakota Highway Patrol (NDHP) and the North Dakota Department of Health (NDDoH), with support from the North Dakota Governor's Office, launched the Vision Zero initiative to reduce motor vehicle crash fatalities and serious injuries in North Dakota to zero. Vision Zero provides the framework to guide all statewide traffic safety activity, including, but not limited to: (1) widespread public education/outreach, (2) law changes to ensure state laws represent best practices in traffic safety; (3) workplace policies that support driver and passenger safety, (4) infrastructure improvements, (5) technology advancements that make vehicles, roads and drivers safer; and (6) high visibility enforcement of existing traffic laws.

North Dakota's Strategic Highway Safety Plan (SHSP) requirements are met through the administration of North Dakota's Vision Zero initiative. The NDDOT Safety Division (i.e., State Highway Safety Office) is responsible to coordinate Vision Zero and to assure compliance with federal SHSP and Highway Safety Plan (HSP) requirements.

The Safety Division uses the North Dakota SHSP – also known as the North Dakota Vision Zero Plan – and associated processes to identify and report on the priority emphasis areas and other areas of emphasis to be addressed through safety plans and programs.

The data sources used by the NDDOT Safety Division to accomplish these tasks through SHSP processes are traffic records and ancillary data sources, including:

Data Source	Data Type
NDDOT NDDOT NDDOT	crash; Fatality Analysis Reporting System (FARS); driver record; motor vehicle; and roadway including segments, vehicles miles traveled, etc.

NDDoH NDDoH NDDoH	crash injury; death certificates; hospital discharge; and Behavior Risk Factor Surveillance Survey (BRFSS)
North Dakota Department of Public Instruction North Dakota Department of Public Instruction	Youth Risk Behavior Survey (YRBS) Youth Risk Behavior Survey (YRBS)
North Dakota Department of Human Services North Dakota Department of Human Services	Medicaid claims; alcohol and drug use Medicaid claims; alcohol and drug use
NDHP	crash reconstruction
North Dakota State University Upper Great Plains Transportation Institute North Dakota State University Upper Great Plains Transportation Institute North Dakota State University Upper Great Plains Transportation Institute North Dakota State University Upper Great Plains Transportation Institute	observational seat belt use survey and traffic safety issue briefs and program evaluation reports developed through the analysis of state and local crash, driver, vehicle, and traffic safety program data
North Dakota Office of Attorney General State Toxicology Laboratory North Dakota Office of Attorney General State Toxicology Laboratory	blood toxicology results for alcohol and drugs blood toxicology results for alcohol and drugs blood toxicology results for alcohol and drugs
National Highway Traffic Safety Administration National Highway Traffic Safety Administration	statistical publications representing state and national trends

Through a grant year, data is reviewed as it becomes available by the data source and used as appropriate to accomplish each task.

Identification of highway safety problems. The Safety Division uses the data types referenced above for the identification of highway safety problems and program development and implementation. However, the identification of highway safety problems in North Dakota occurs primarily through the SHSP and associated processes.

Data analysis for the SHSP is completed every five years consistent with federal requirements. SHSP data analysis includes disaggregating crash types into categories defined by the Federal Highway Administration (FHWA) and ranking the categories based on the number of fatalities and serious injuries per category to identify priority emphasis areas. North Dakota's six priority emphasis areas are: (1) lane departure, (2) intersections, (3) alcohol and/or drug related, (4) unbelted vehicle occupants, (5) speeding/aggressive driving, and (6) young drivers. Other areas of emphasis, where data showed a safety problem but to a lesser extent than the priority areas, are: (1) heavy vehicles, (2) older drivers, (3) pedestrians/bicyclists, (4) local system roadways, and (5) oil-impact counties.

The most recent North Dakota SHSP update process was undertaken in calendar year 2018. The process started with a comprehensive analysis of North Dakota's crash data including five years (2012-2016) of crash data from state and local road systems with a focus on the most serious crashes – those resulting in fatalities and serious injuries. The crash analysis examined the characteristics of the road system to support the prioritization of crash types and facility types (types of roads where the priority crash types are over-represented). Crash data analysis results together with evidence-base strategy information supported the selection of priority safety strategies.

Additionally, a Crash Summary document is prepared annually by the NDDOT Safety Division to provide public information about motor vehicle crash, fatality and injury problems in North Dakota. The most recent calendar year of crash data is used in each Crash Summary publication to develop five to ten-year trends. Establishing highway safety performance measures and targets. The Safety Division coordinates the development of the safety measures/targets required through FHWA per the Safety Performance Measure Final Rule (effective date April 14, 2016). The process is initiated when the most recent calendar year of crash data is available. The Safety Division adds the most recent year of crash data to an Excel spreadsheet to establish the baseline, five-year moving averages and proposed targets for each of the five safety measures. Proposed targets are set by those involved in HSP and Highway Safety Improvement Program (HSIP) planning processes and then shared with the Metropolitan Planning Organization (MPO) for their input. Once MPO input is received, the proposed measures are reviewed with NDDOT Executive Management, selected and used to meet HSP and HSIP reporting requirements.

Developing and selecting evidence-based countermeasure strategies and projects to address problems and achieve performance targets. Data analysis for this process involves four steps. First, crash types are disaggregated into the categories defined by FHWA and ranked according to the number of fatalities and serious injuries per category. This allows for safety investments to be directed to priority crash problems. Second, high-priority safety strategies that are linked to specific crash types are identified. Third, crash and road data are integrated and analyzed to identify the types of roadway facilities where the priority crash types occur in the greatest numbers. Lastly, a historic trend of fatalities and serious injuries is developed to monitor the progress North Dakota has made to address the priority crash types.

### Processes Participants

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

As discussed, North Dakota's SHSP/Vision Zero data analysis processes serve to identify highway safety problems in North Dakota. A data-driven analysis consistent with FHWA requirements was used to identify the State's highway safety problems and determine strategy selection and implementation to optimally reduce motor vehicle crash fatalities and serious injuries.

This included the use of severe crash data (crashes resulting in a fatality and/or incapacitating/serious injury) as the safety performance measure for plan development. Crash data from the most recent 5-year period (2012-2016) were assembled, analyzed, and disaggregated into four basic categories (drivers and passengers, vulnerable users, vehicles, and infrastructure) and 15 of FHWA's safety emphasis areas. In addition to disaggregating by emphasis area, serious injuries were disaggregated by state versus local system roadways. The results of the analysis supported the adoption of the following Priority Safety Emphasis

Areas to address through the North Dakota Vision Zero initiative.

1. Lane Departure
2. Intersections
3. Alcohol and/or Drug-Related
4. Unbelted Vehicle Occupants
5. Speeding/Aggressive Driving
6. Young Drivers

Crash data analysis identified increasing crash trends in the following areas and justified the adoption of these five Other Areas of Emphasis to address through the North Dakota Vision Zero initiative.

1. Heavy Vehicle
2. Older Drivers
3. Pedestrians/Bicyclists
4. Local System Roadways
5. Oil-Impact Counties

Data analysis specific to correlations between the priority and other areas of emphasis showed:

42 percent of serious injuries to Young Drivers are associated with Speeding/Aggressive Driving.

48 percent of serious injuries to Older Drivers are associated with Intersection-related crashes.

63 percent of Alcohol and/or Drug-Related serious injuries involve Unbelted Vehicle Occupants.

32 percent of serious injuries to pedestrians are Alcohol and/or Drug-Related.

54 percent of serious injuries to bicyclists are at Intersections.

30 percent of serious injuries to motorcyclists are at Intersections.

67 percent of serious injuries associated with Heavy Vehicle crashes occurred in Oil-Impact Counties.

49 percent of serious injuries involving Lane Departure are associated with Speeding/Aggressive Driving.

57 percent of serious injuries associated with multi-vehicle opposing (head-on) crashes occurred in the Oil-Impact Counties.

56 percent of serious injuries associated with winter weather conditions occurred in the Oil-Impact Counties.

Data analysis to prioritize State versus local system roadways and urban versus rural areas showed:

A total of 48 percent of serious injuries occurred on state system roadways and 52 percent on local system roadways.

The majority of serious injuries occurred in rural areas (92% on the state system and 67% on the local system).

The most common type of crash resulting in serious injuries in rural areas on both state and local system roadways is a non-intersection, single-vehicle lane departure, on a tangent (straight) section

of road with Unbelted Vehicle Occupants.

In rural areas, approximately 25 percent of crashes involving serious injuries occurred in curves. This crash type is over-represented based on an estimate that curves make up fewer than 5 percent of state and local system roadways based on mileage.

In rural areas, approximately 1 percent of crashes involving serious injuries are associated with animal hits (primarily deer).

In urban areas, crashes involving serious injuries are almost evenly divided on state and local systems between intersections and non-intersections.

In urban areas, approximately 30 percent of crashes involving serious injuries occurred at intersections with traffic signal control (57% on the state system and 24% on the local system). This crash type is also over-represented based on an estimate that signal-controlled intersections make up fewer than 10 percent of all intersections.

To identify trends in the number of motor vehicle crash fatalities and serious injuries over time, the baseline data set (2012-2016) was expanded to include 8 years of data (2009-2016). The data indicated:

An average of 119 fatal crashes and 507 serious injury crashes occurred per year.

An average of 136 fatalities and 607 serious injuries occurred per year.

There are approximately 1.1 fatalities per fatal crash and 1.2 serious injuries per injury crash.

Fatalities and serious injuries increased from 2009 through 2012 and then decreased to 2016.

However, the overall trend shows a decrease of about 1 percent per year for fatalities and an increase of 4 percent per year for serious injuries.

North Dakota's fatality trend is relatively flat, like the national trend. However, in the most recent 5 years of fatalities (2012-2016), North Dakota fatalities are trending down while national fatalities are trending up.

Severe crashes and the resulting fatalities and injuries were over-represented in the Oil-Impact Counties (the seventeen counties that make up the northwestern portion of North Dakota).

These counties have experienced significant growth from a traffic volume and economic development perspective because of activity associated with crude oil extraction from the Bakken Formation. These Oil-Impact Counties saw traffic volumes more than double between 2009 and 2014 and the statewide fraction of serious crashes increased from around 30 percent to more than 50 percent.

The Oil-Impact Counties trend since 2009 shows an overall increase of serious injuries of around 8 percent per year. However, there are two distinctly different patterns. Between 2009 and 2012 serious injuries increased at a rate of 20 percent per year and between 2012 and 2016 serious injuries decreased at a rate of 14 percent per year. Since the oil boom began, considerable investment has been made in the area, including expansion of the state's roadway system and implementation of a variety of safety improvements. Since 2012, oil extraction

activities have diminished due to the reduction in the worldwide price of crude oil, but it is too soon to tell exactly what is behind the substantial reduction in serious injuries in the Oil-Impact Counties.

## Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	Not Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	A6 - Distracted Driving Citations	In Progress
13	Other - Distracted Driving - Talking on Cell While Driving	In Progress
13	Other - Distracted Driving - Texting While Driving	In Progress

13	A4: Percentage of Crash Reports Electronically Submitted	Met
13	A5 - Core Activity- Percentage of misused car seats during checks	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

### Program-Area-Level Report

#### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

#### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

### Program-Area-Level Report

#### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

### Program-Area-Level Report

#### Performance Measure: A6 - Distracted Driving Citations

Progress: In Progress

### Program-Area-Level Report

To address the percentage of individuals who talk/text while they are driving North Dakota has elected to set the goal of increased distracted driving citations. The Safety Division believes that through focused efforts and continued support of the enforcement of the distracted driving laws that we will see an increase of distracted driving citations statewide and be able to reduce crashes and fatalities due to distracted driving.

Increase the number of distracted driving citations issued by .5 from the baseline of 444 in 2017 to 466 by December 31, 2018.

#### Performance Measure: Other - Distracted Driving - Talking on Cell While Driving

Progress: In Progress

### Program-Area-Level Report

To address the percentage of individuals who talk/text while they are driving North Dakota has elected to set the goal of increased distracted driving citations. The Safety Division believes that through focused efforts and continued support of the enforcement of the distracted driving laws that we will see an increase of distracted driving citations statewide and be able to reduce crashes and fatalities due to distracted driving.

#### Performance Measure: Other - Distracted Driving - Texting While Driving

Progress: In Progress

### Program-Area-Level Report

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#### Performance Measure: A4: Percentage of Crash Reports Electronically Submitted

Progress: Met

## Program-Area-Level Report

### Performance Measure: A5 - Core Activity-Percentage of misused car seats during checks

Progress: In Progress

## Program-Area-Level Report

This goal is to address the percentage of car-seats that are installed incorrectly. Car-seat checks are held regularly throughout the state with the purpose of assisting car seat installation and identifying car-seats that are not properly installed or car seats that are not appropriate for the size and age of the child. Proper child safety seat use is imperative in saving lives. It is assumed that approximately 72 percent of child passenger car seats installed improperly or are used inappropriately. Insuring that education and information is provided to the public on the proper use of child restraints will be able to reduce serious injuries and fatalities in a car crash. This goals of the activity measure is to determine the effectiveness of the child passenger strategies being conducted.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	108.3
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	413.9
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	1.106
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	48.5

5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	42.9
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	34.3
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	11.6
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	8.4
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	14.4
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	6.7
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	2.2
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	84.2
13	A6 - Distracted Driving Citations	Annual	2020	2020	510

14	Other - Distracted Driving - Talking on Cell While Driving	Other		2020	52.20
15	Other - Distracted Driving - Texting While Driving	Other		2020	52.6
17	A5 - Core Activity- Percentage of misused car seats during checks	Annual	2020	2020	76.00
18	A4: Number of Citations Electronically Submitted	Annual	2020	2020	104,425.92

### Performance Measure: C-1) Number of traffic fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Percentage	108.3	5 Year	2016

#### Performance Target Justification

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Percentage	413.9	5 Year	2016

#### Performance Target Justification

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### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	1.106	5 Year	2016

**Performance Target Justification**

Click or tap here to enter text.

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Percentage	48.5	5 Year	2016

**Performance Target Justification**

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Percentage	42.9	5 Year	2016

**Performance Target Justification**

**Performance Measure: C-6) Number of speeding-related fatalities (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-6) Number of speeding-related fatalities (FARS)-2020	Percentage	34.3	5 Year	2016
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Performance Target Justification

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Percentage	11.6	5 Year	2016

Performance Target Justification

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Percentage	8.4	5 Year	2016

Performance

Target Justification

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Percentage	14.4	5 Year	2016

Performance Target Justification

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Percentage	6.7	5 Year	2016

### Performance Target Justification

#### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Percentage	2.2	5 Year	2016

### Performance Target Justification

#### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	84.2	Annual	2020

### Performance Target Justification

#### Performance Measure: A6 - Distracted Driving Citations

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A6 - Distracted Driving Citations-2020	Numeric	510	Annual	2020

### Performance Target Justification

To address the percentage of individuals who talk/text while they are driving North Dakota has elected to set the goal of increased distracted driving citations. The Safety Division believes that through focused efforts and continued support of the enforcement of the distracted driving laws that we will see an increase of distracted driving citations statewide and be able to reduce crashes and fatalities due to distracted driving. Increase the

number of distracted driving citations issued by .5 from the baseline of 507 in 2018 to 510 by December 31, 2019.

## Performance Measure: Other - Distracted Driving - Talking on Cell While Driving

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Other - Distracted Driving - Talking on Cell While Driving-2020	Numeric	52.20	Other	2017

### Performance Target Justification

To address the percentage of individuals who talk/text while they are driving North Dakota has elected to set the goal of increased distracted driving citations. The Safety Division believes that through focused efforts and continued support of the enforcement of the distracted driving laws that we will see an increase of distracted driving citations statewide and be able to reduce crashes and fatalities due to distracted driving.

## Performance Measure: Other - Distracted Driving - Texting While Driving

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Other - Distracted Driving - Texting While Driving-2020	Numeric	52.6	Other	2017

### Performance Target Justification

To address the percentage of individuals who talk/text while they are driving North Dakota has elected to set the goal of increased distracted driving citations. The Safety Division believes that through focused efforts and continued support of the enforcement of the distracted driving laws that we will see an increase of distracted driving citations statewide and be able to reduce crashes and fatalities due to distracted driving.

## Performance Measure: A5 - Core Activity-Percentage of misused car seats during checks

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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A5 - Core Activity- Percentage of misused car seats during checks-2020	Percentage	76.00	Annual	2020
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### Performance Target Justification

This goal is to address the percentage of car-seats that are installed incorrectly. Car-seat checks are held regularly throughout the state with the purpose of assisting car seat installation and identifying car-seats that are not properly installed or car seats that are not appropriate for the size and age of the child. Proper child safety seat use is imperative in saving lives. It is assumed that approximately 79 percent of child passenger car seats installed improperly or are used inappropriately. Insuring that education and information is provided to the public on the proper use of child restraints will be able to reduce serious injuries and fatalities in a car crash. This goals of the activity measure is to determine the effectiveness of the child passenger strategies being conducted.

### Performance Measure: A4: Number of Citations Electronically Submitted

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A4: Number of Citations Electronically Submitted	Numeric	104,425.92	Annual	2020

Primary performance attribute: Uniformity

Core traffic records data system to be impacted: Citation/Adjudication

### Performance Target Justification

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify: Yes

#### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: 3,342

Fiscal Year A-1: 2018

#### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: 629

Fiscal Year A-2: 2018

#### **A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: 3,985

Fiscal Year A-3: 2018

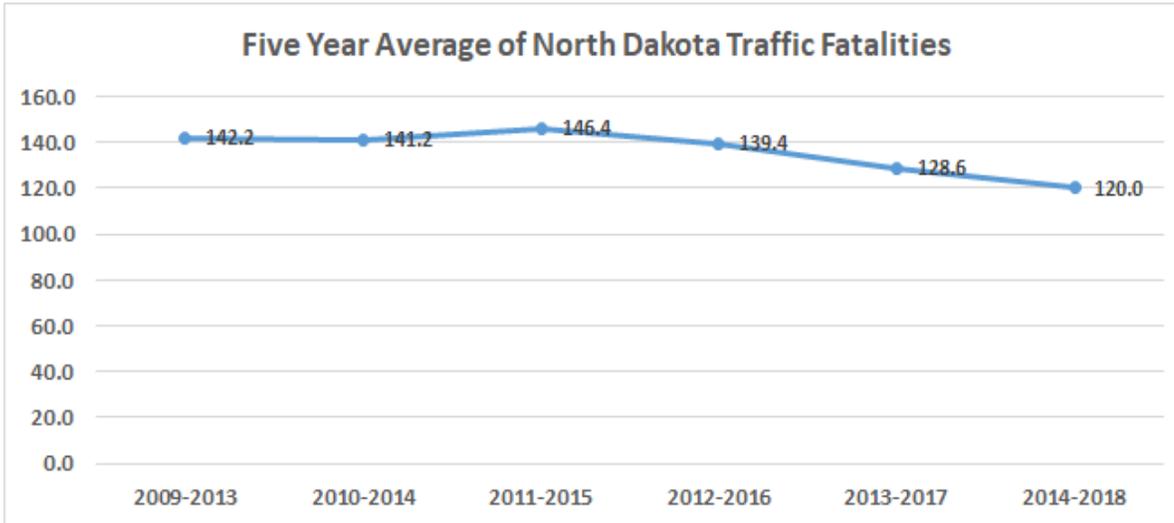
### Program areas

## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

#### Problem Identification

The number of traffic fatalities has fluctuated over the past seven years; in 2018 there were 105 traffic fatalities in North Dakota. The five-year average of fatalities has seen a decrease from 2009-2013 to 2014-2018 (refer to chart below).



In 2018, there were 95 fatal crashes and 105 fatalities.

The 2014-2018 five-year average of the fatalities who were not restrained was 52.6. This average is decreased from the previous 2013-2017 five-year average of 58.4.

The number of speed-related fatalities decreased in the 2013-2017 five-year average of 41 to 37.2 for the 2014-2018 five-year 2014-2018.

North Dakota continues to see an increase in Vehicle Miles Traveled (VMT) from 9.7 in 2017 to 9.9 in 2018.

The number of registered vehicles in North Dakota increased from 1,163,949 in 2017 to 1,189,274 in 2018.

North Dakota also has seen an increase in population from 755,760 in 2017 to 760,077 in 2018.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	108.3
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	48.5
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	34.3

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications
Data/Evaluation
Outreach
Program Management
Training/Technical Assistance

## Countermeasure Strategy: Communications

Program Area: Community Traffic Safety Program

### Project Safety Impacts

The Community Traffic Safety Program Media campaign is designed to create greater awareness among the public. It is an evidence-based activity countermeasure as identified in NHTSA's Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities.

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's total traffic fatalities. Communicating traffic safety through the use of paid and earned media along with training and education is vital to creating greater awareness through diverse partnerships on ND's roadways. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on developing an educational video and conducting earned and paid media. This funding accounts for 14.6% of our total funds. Funds allocated to this project will primarily address driver behavior.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP2009-04	Oil Country Partnership - Paid/Earned/PI&E
CP2009-04	Media - Native American Populations
CP2009-09	Highway Safety Corridors

### Planned Activity: Oil Country Partnership - Paid/Earned/PI&E

Planned activity number: CP2009-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

The NDDOT, the NDHP, the North Dakota Petroleum Council and the North Dakota Motor Carriers Association have 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, print ads and public information and education materials. Alternative media including blogs, social networking websites, email blasts, etc. may 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 media vendor to develop, coordinate, and implement the campaign including paid media placement.

### Intended Subrecipients

The Safety Division Media Vendor

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$50,000.00	\$0.00	\$0.00

### Planned Activity: Media - Native American Populations

Planned activity number: CP2009-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division will coordinate all media and outreach activities as a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention messages and countermeasures to North Dakota tribes.

A media firm will be under contract to develop, print, and purchase media. Costs are for the Safety Division’s media vendor to develop, coordinate, and distribute media.

### Intended Subrecipients

Odney Communications

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$100,000.00	\$0.00	\$0.00
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## Planned Activity: Highway Safety Corridors

Planned activity number: CP2009-09

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division will coordinate all media and outreach activities as a means to educate the public about Safety Corridors - a new highway safety strategy being implemented in North Dakota. Safety Corridors are highway segments selected for heightened driver education, heightened law enforcement, and low-cost engineering solutions. Motorists will see enhanced signing and pavement marking and more law enforcement in safety corridors. There will be strict enforcement of laws. If drivers obey speed limits and other driving laws, they can expect to see fewer crashes and better driving behavior, making the road safer for everyone.

A media firm will be under contract to assist with media and outreach related to Safety Corridors.

Costs are for the Safety Division's media vendor to develop, coordinate, and distribute media and PI&E materials.

### Intended Subrecipients

Odney Communications

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$65,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Data/Evaluation

Program Area: Community Traffic Safety Program

### Project Safety Impacts

Program Evaluation projects are designed to assist NDDOT Safety Division to evaluate projects to help create greater awareness by the public about traffic safety issues. It is an evidenced-based activity countermeasure as identified in NHTSA's Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities.

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State’s total traffic fatalities. Evaluating projects is vital to creating greater awareness through diverse partnerships on ND’s roadways. Funding for this and all other strategies are distributed based on problem identification.

**Rationale**

This strategy focuses on evaluating traffic safety projects to assist NDDOT Safety Division to create awareness amongst the public and changing safety culture within NDDOT. The funding will address public opinion surveys, crash and driver data, select traffic safety interventions, and questions for NDDOT employees. The funding accounts for 14.6% of the total funds. The universities are in the best position to do program evaluations.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP2009-06	Program Development and Evaluation
CP2009-09	Transforming Traffic Safety Culture

**Planned Activity: Program Development and Evaluation**

Planned activity number: CP2009-06

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The North Dakota State University (NDSU) Upper Great Plains Transportation Institute (UGPTI) will complete the following evaluation projects:

The annual public opinion survey consistent with NHTSA/GHSA-established performance reporting requirements

An analysis of crash and driver data sets upon request to meet specified needs of the Safety Division

An evaluation of select traffic safety interventions as identified by the Safety Division

Observational study of use of cell phone among drivers

Costs will consist of UGPTI’s consulting fees, sub-consultant fees, operating expenses, and an approved indirect cost rate.

**Intended Subrecipients**

North Dakota State University - Upper Great Plains Transportation Institute

**Countermeasure strategies**

Countermeasure Strategy
Data/Evaluation

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$115,000.00		\$0.00
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## Planned Activity: Transforming Traffic Safety Culture

Planned activity number: CP2009-09

Primary Countermeasure Strategy ID:

### Planned Activity Description

The “Transforming Traffic Safety Culture” project exists to grow a strong safety culture within the NDDOT. The project will be led by the NDDOT Safety Division with support through Montana State University (MSU) Center for Health and Safety Culture to develop and use a set of tools and guidance to assess and transform organizational safety culture to support safety programs. Lessons learned will be used both internally within the NDDOT and externally with traffic safety partners to transform North Dakota’s safety culture to achieve Vision Zero.

Funds will be used to reimburse salary, benefits, and travel expenses for MSU and operational costs, PI&E material development through the NDDOT Safety Division’s media vendor, and other allowable costs associated with the projects.

### Intended Subrecipients

Montana State University along with other partners.

### Countermeasure strategies

Countermeasure Strategy
Data/Evaluation

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$35,000.00	\$0.00	\$0.00

### Countermeasure Strategy: Outreach

Program Area: Community Traffic Safety Program

### Project Safety Impacts

This campaign is designed to create greater awareness amongst the diverse partnerships about traffic safety issues. It is an evidenced-based activity countermeasure as identified in NHTSA’s Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities.

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State’s total traffic fatalities. Communicating traffic safety through the use of paid and earned media along with training and education through outreach is vital to creating greater awareness through diverse partnerships on ND’s roadways. Funding for this and all other strategies are distributed based on problem I.D.

## Rationale

This strategy focuses on county and corporate outreach in the local communities. This funding accounts for 14.6% of our total funds. Funds allocated to this project will primarily address occupant protection, impairment, distracted driving and young drivers outreach through local counties and businesses.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP2009-02	County and Corporate Outreach Program

## Planned Activity: County and Corporate Outreach Program

Planned activity number: CP2009-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

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, public health, 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, C9 and Distracting Driving.

### Intended Subrecipients

North Dakota Association of Counties

### Countermeasure strategies

Countermeasure Strategy
Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$300,000.00	\$0.00	\$0.00
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## Countermeasure Strategy: Program Management

Program Area: Community Traffic Safety Program

### Project Safety Impacts

The Program Manager will manage the Community Traffic Safety Program to help reduce injuries and fatalities on roadways.

### Linkage Between Program Area

Program Manager is needed to manage the community traffic safety program which will help meet performance targets and countermeasure strategies.

### Rationale

This strategy focuses on program management, implementation, and evaluation functions.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP2009-01	Program Management - CP

## Planned Activity: Program Management - CP

Planned activity number: CP2009-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

NDDOT Safety Division Staff

### Countermeasure strategies

Countermeasure Strategy
Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$500,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Training/Technical Assistance

Program Area: Community Traffic Safety Program

## Project Safety Impacts

This program is designed to assist the NDDOT Safety Division Staff and partners in training and educating our 4E stakeholders about traffic safety issues. It is an evidenced-based activity countermeasure as identified in NHTSA's Countermeasures That Work. ND's 4E stakeholders and their partners share the road with the motoring public and share their expertise on traffic safety issues. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motorcycle injury and fatality.

## Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's total traffic fatalities. Assisting NDDOT Safety Division staff through training and educating the 4E stakeholders is vital to creating greater awareness on ND's roadways.

## Rationale

This strategy focuses on the 4E stakeholders in North Dakota which will address occupant protection, impairment, distracted driving, and young drivers. This funding accounts for 14.6% of our total funds. Funds allocated to this project will primarily address training and education needs that arise in the state.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP2009-05	Policy Advocacy - Stakeholder Training
CP2009-07	Vision Zero Partner Summit & Events Coordination

## Planned Activity: Policy Advocacy - Stakeholder Training

Planned activity number: CP2009-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

The NDDOT Safety Division will host a policy advocacy training course to help highway safety professionals learn how to be an advocate for traffic safety issues. The course will give you tips and tools on how you can use your voice to create positive and lasting change to the decision makers in your community. This course will help 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.

### Intended Subrecipients

Venone Public Relations

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$30,000.00	\$0.00	\$0.00

## Planned Activity: Vision Zero Partner Summit & Events Coordination

Planned activity number: CP2009-07

Primary Countermeasure Strategy ID:

### Planned Activity Description

Vision Zero Partner Summit. The NDDOT Safety Division will conduct its annual Vision Zero Partner Summit. The conference provides the 4E stakeholders in education, enforcement, engineering, and emergency medical services and other non-traditional partners with information and best practices in traffic safety. Participants are also informed of the status of the North Dakota Vision Zero Plan implementation and crash data results.

Professional continuing education credits are provided.

Other Events as Identified by the Safety Division. The NDDOT Safety Division will conduct other Vision Zero events such as stakeholder meetings, etc.

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

### Intended Subrecipients

Venone Public Relations

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$200,000.00	\$0.00	\$0.00

## Program Area: Distracted Driving

### Description of Highway Safety Problems

Distracted driving has been an under-enforced and under-reported traffic incident for a number of years and still continues to be. In August, 2015 the North Dakota Legislature enacted a bill which prohibited texting while driving and made it a primary offense. August 2017 the North Dakota Legislature enacted legislation NDCC 39-08-25(1)(a) which allows law enforcement to cite for distracted driving if the driver failed to maintain

control of their vehicle and committed another traffic violation if the driver was distracted for any reason. Distracted driving violations continue to increase each year with the total distracted violations issued as reported from the ND Supreme Court in 2017 were 815 and in 2018 there were 1,046.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	A6 - Distracted Driving Citations	2020	Annual	510
2020	Other - Distracted Driving - Talking on Cell While Driving	2020	Other	52.20
2020	Other - Distracted Driving - Texting While Driving	2020	Other	52.6

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communication
Enforcement
Program Management

**Countermeasure Strategy: Communication**

Program Area: Distracted Driving

**Project Safety Impacts**

The Safety Division will develop a media campaign and placement strategy that will focus on distracted driving and the target demographics that engage in this behavior. This media campaign will create a greater awareness among the public in an effort to reduce motor vehicle serious injuries and fatalities. Paid media campaigns are part of a comprehensive, evidence-based effort to reduce serious injuries and fatalities caused by motor vehicles.

**Linkage Between Program Area**

Distracted Driving is prevalent in North Dakota as evidenced by the Youth Risk Behavior Survey (YRBS) and the annual increase in distracted driving citations issued. The media campaign will provide education and information statewide regarding the dangers of distracted driving. A highly saturated media campaign coupled with enforcement can deter this behavior and overall result in lower crashes and injuries. Funding for this and all other strategies are distributed based on problem I.D.

**Rationale**

The funding for this program has increased considerably over the past three years as NDs distracted driving laws have improved allowing law enforcement the ability to issue citations for individuals who text and drive.

Funds allocated to this project are primarily spent on media and enforcement efforts.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
DD2011-03	Media - Paid/Earned/PI & E (Media Vendor)

**Planned Activity: Media - Paid/Earned/PI & E (Media Vendor)**

Planned activity number: DD2011-03

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The Safety Division will provide distracted driving enforcement messages to the public through paid and earned media in conjunction with distracted driving enforcement events.

The Safety Division 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 media vendor to develop and implement distracted driving media campaigns including paid media placement.

**Intended Subrecipients**

Media Vendor

**Countermeasure strategies**

Countermeasure Strategy
Communication

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$300,000.00	\$0.00	\$0.00

**Countermeasure Strategy: Enforcement**

Program Area: Distracted Driving

## Project Safety Impacts

This high visibility enforcement campaign is designed to create greater awareness among drivers 18-34 about dangers of distracted driving. It is an evidenced based countermeasure as identified in NHTSA's Countermeasures that Work.

## Linkage Between Program Area

Distracted driving continues to be under reported behavior for crashes and high visibility enforcement can confirm the high rate of individuals who text and drive. High visibility enforcement along with paid media can deter this behavior and overall result in lower crashes and injuries. Funding for this and all other strategies are distributed based on problem I.D.

## Rationale

The funding for this program has increased considerably over the past several years as NDs distracted driving laws have improved allowing law enforcement the ability to issue citations for individuals who text and drive and engage in distracting activities while driving. Funds allocated to this project are primarily spent on media and enforcement efforts.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD2011-02	High Visibility Enforcement

## Planned Activity: High Visibility Enforcement

Planned activity number: DD2011-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

Law enforcement agencies will conduct overtime enforcement of North Dakota's anti-texting law and distracted driving 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.

### Intended Subrecipients

County and city local law enforcement agencies throughout the state.

### Countermeasure strategies

Countermeasure Strategy
Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Distracted Driving (FAST)	\$300,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Program Management

Program Area: Distracted Driving

### Project Safety Impacts

#### Linkage Between Program Area

Distracted Driving is prevalent in North Dakota as evidenced by the Youth Risk Behavior Survey (YRBS) and the annual increase in distracted driving citations issued. The media campaign will provide education and information statewide regarding the dangers of distracted driving. A highly saturated media campaign coupled with enforcement can deter this behavior and overall result in lower crashes and injuries. Funding for this and all other strategies are distributed based on problem I.D.

#### Rationale

Program Management is essential in the oversight and management of grants and contracts to ensure proper use of funds.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD202011	Program Management

### Planned Activity: Program Management

Planned activity number: DD202011

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### Intended Subrecipients

Highway Safety Office Program Managers

#### Countermeasure strategies

Countermeasure Strategy
Program Management

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Highway Safety Program Management	\$5,000.00	\$0.00	\$0.00

## Program Area: Impaired Driving (Drug and Alcohol)

### Description of Highway Safety Problems

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 2018, the state

had 28 fatalities involving an operator with a BAC of .08 or higher. The alcohol related fatalities five year average for 2013-2017 was 53. The five year average of alcohol related fatalities for 2014-2018 is 46.6. This is approximately a 12.08 percent decrease from the 2013-2017 five-year average . However, operators with a BAC of .08 or higher contribute to approximately 45 percent of North Dakota’s fatalities on an annual basis. While there was a decrease in alcohol related fatalities in 2018 the continued increase population, drivers, registered vehicles and vehicle miles traveled in North Dakota are indicators that it will be challenging to continue to see decreases in upcoming years.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	42.9

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communications
Data/Evaluation
Enforcement
Outreach
Program Management
Training/Technical Assistance

**Countermeasure Strategy: Communications**

Program Area: Impaired Driving (Drug and Alcohol)

**Project Safety Impacts**

will create an awareness among drivers 18-34 about the dangers of impaired driving. It is an evidenced based countermeasure as identified in NHTSA's Countermeasures that Work.

**Linkage Between Program Area**

Impaired driving accounts for a significant portion of North Dakota's impaired driving crashes and fatalities (approximately 45% based on five-year rolling averages). High visibility enforcement along with a highly saturated media campaign is a known countermeasure that can reduce the incidents of impaired driving. Funding for this and all other strategies are distributed based on problem identification.

**Rationale**

A highly saturated media campaign that utilizes traditional media venues and social media is a proven strategy to reduce the incidents of impaired driving. This project will be conducted statewide and does have the ability to impact public awareness which can lead to behavior change. Funds allocated to this project are primarily

spent on paid media and high visibility enforcement efforts.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
ID2010-03	Impaired Driving Media Campaign
ID201004	Fargo PD Media

**Planned Activity: Impaired Driving Media Campaign**

Planned activity number: ID2010-03

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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 Safety Division to coincide with each planned enforcement campaign. Media venues will include television, radio, billboards, print (posters, news print, etc.), and social media (YouTube, Twitter, Facebook and other social media).

Ads will be tagged with NHTSA slogans Drive Sober or Get Pulled Over.

Weighted media buys, based on the gross rating points (GRP), will be made to assure maximum message saturation to the target demographic. We will also grow our online presence by using social media optimization. Social media optimization allows us to strengthen our “brand”, generate interest, get more visibility online and connect with our followers.

**Earned Media**

Earned media will begin several days in advance of each enforcement period and can include news releases, news conferences, TV interviews, radio announcements, media ride-along 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, television and radio interviews, etc., (2) internet marketing activities including postings to social networking websites like Facebook and Snapchat, email blasts, and 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 Safety Division and the Safety Division’s media services vendor provide technical assistance, resources, and support to law enforcement for earned media purposes throughout the fiscal year.

**Intended Subrecipients**

The Safety Division’s media vendor.

**Countermeasure strategies**

Countermeasure Strategy
Communications

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$578,254.00	\$0.00	

## Planned Activity: Fargo PD Media

Planned activity number: ID201004

Primary Countermeasure Strategy ID:

### Planned Activity Description

A comprehensive media campaign will be developed by the Fargo PD that will focus on target demographics of 18-34 year old in the Fargo metro area. The Fargo PD will coordinate with North Dakota State University to develop media materials that will be pertinent to the Fargo demographics.

### Intended Subrecipients

Fargo Police Department

### Countermeasure strategies

Countermeasure Strategy
Communications

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$7,000.00	\$0.00	

## Countermeasure Strategy: Data/Evaluation

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Program evaluation supports the Safety Division's planning, program development, and resource allocation decisions. The NDSU 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:

### Linkage Between Program Area

Impaired driving continues to be a prevalent factor in impaired driving crashes in North Dakota. Evaluation of projects and programs is an essential function of the Safety Division and aids in directing future funding. Funding for this and all other strategies are distributed based on problem I.D.

## Rationale

Data Evaluation provides information to make informed decisions on project and program development and funding. Data evaluation is funded based on the need to conduct continuous research of projects, programs and to identify the demographics and locations of the traffic fatalities and serious injuries in ND.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID2010-08	Program Evaluation (NDSU UGPTI)

### Planned Activity: Program Evaluation (NDSU UGPTI)

Planned activity number: ID2010-08

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Program evaluation supports the Safety Division's planning, program development, and resource allocation decisions. The North Dakota State University (NDSU) Upper Great Plains Transportation Institute (UGPTI) will continue to analyze and validate arrest and conviction data of the NDDOT Safety Division for accuracy, completeness and assessment of conviction rates for use to evaluate DUI strategies in place in the state. NDSU UGPTI will also:

Conduct an analysis of alcohol/drug-related crash, driver and other data sets upon request to meet specific needs of the Safety Division

Complete an evaluation of select impaired driving strategies and projects as identified by the Safety Division

Determine the feasibility and cost of developing an impaired driving record information system.

Conduct a ride-sourcing survey regarding the use and role of ride-sourcing in traffic safety on North Dakota roadways

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

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

#### Intended Subrecipients

NDSU UGPTI

#### Countermeasure strategies

Countermeasure Strategy
Data/Evaluation

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$100,000.00	\$0.00	

## Countermeasure Strategy: Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

High-visibility enforcement is an evidence-based proven strategy that is proven to reduce motor vehicle crashes the result in serious injury and death and deter this type of dangerous driving behavior.

### Linkage Between Program Area

Impaired driving has been a consistent problem on North Dakota roadways for a number of years with approximately 45% of motor vehicle fatalities caused by impaired driving. Highly visible enforcement along with a comprehensive media plan can deter impaired driving behavior and reduce fatalities and injuries caused by impaired driving.

### Rationale

The Safety Division allocates a significant portion of the 405(d) funds to enforcement and paid media.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID2010-02	Overtime DUI Enforcement (Law Enforcement Agencies)
ID201009	DRE Call-out Overtime and Travel

### Planned Activity: Overtime DUI Enforcement (Law Enforcement Agencies)

Planned activity number: ID2010-02

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Safety Division will through data analysis identify the locations that have been identified as having the greatest number of impaired driving fatalities and serious injury have occurred and will work with the law enforcement agencies that have jurisdiction over those locations to conduct HVE. The enforcement effort accompanied by paid and earned media will create a public awareness and establish a perception of risk. North Dakota law enforcement agencies participate in the National Labor Day Drive Sober or Get Pulled Over campaign, in addition to two additional enforcement periods, December 13 – January 31 and March 1-31. These campaigns were initiated to address high-risk times based on crash data. During each contract period, each agency must: (1) conduct a minimum of two shifts during each state defined enforcement event and (2) conduct a minimum of four shifts during the National Labor Day Drive Sober or Get Pulled Over campaign. The North Dakota Highway Patrol provides sustained statewide enforcement year-round in addition to the national and state campaigns.

With each planned enforcement period, the agency must: (1) conduct required enforcement activities during the

times determined by the state or as required by NHTSA, (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 HVE within corridors and times where the occurrence of injury and death from impaired driving is greatest, (4) coordinate with the Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post- enforcement news release, etc.), and (5) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request.

The agency may conduct additional enforcement activity beyond the required calendar requirements within their own jurisdiction to address local high-risk activities, if their budget allows.

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

The Safety Division will monitor all agencies throughout each enforcement campaign to ensure compliance and participation.

### Intended Subrecipients

State, County and City law enforcement.

### Countermeasure strategies

Countermeasure Strategy
Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$653,254.00	\$0.00	

### Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Axomiter 4000	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
GC-FID	1	\$173,890.20	\$173,890.20	\$173,890.20	\$173,890.20
Hydrogen Generator	1	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00
In-car video Cameras	25	\$6,000.00	\$150,000.00	\$6,000.00	\$150,000.00

RPM4 BA100K Reference Pressure Barometer	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
TurboVap LV	1	\$10,552.60	\$10,552.60	\$10,552.60	\$10,552.60
Wiley Mass Spectra	1	\$5,225.00	\$5,225.00	\$5,225.00	\$5,225.00
Wiley Registry	1	\$9,500.00	\$9,500.00	\$9,500.00	\$9,500.00

## Planned Activity: DRE Call-out Overtime and Travel

Planned activity number: ID201009

Primary Countermeasure Strategy ID:

### Planned Activity Description

This planned activity is developed with the intent to assist to further utilize the training and expertise of Drug Recognition Experts (DREs) and to provide reimbursement for a law enforcement agency if an off-duty DRE is needed to assist another law enforcement agency. This is to encourage DREs to promote their services to surrounding agencies and to increase the awareness of drugged driving.

### Intended Subrecipients

North Dakota law enforcement agencies who have current DREs.

### Countermeasure strategies

Countermeasure Strategy
Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$50,000.00	\$0.00	

### Countermeasure Strategy: Outreach

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

The Parents LEAD (Listen Education Ask Discuss) program is designed to create a greater awareness among parents about the dangers of underage access to alcohol. Education and information are evidence based as effective countermeasures that provide support to evidence-based strategies.

### Linkage Between Program Area

#### Rationale

Information and education are proven strategies to deter and reduce the incidents of impaired driving. This

project is conducted statewide and does have the ability to impact public awareness and change behavior. Funds allocated to this project are primarily spent on enforcement efforts and paid media, with funding being utilized to focus on parent education.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
ID12010-10	Parents LEAD

**Planned Activity: Parents LEAD**

Planned activity number: ID12010-10

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The Safety Division 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 Safety Division, 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.

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.

**Intended Subrecipients**

North Dakota Department of Human Services, Substance Abuse and Mental Health Division

**Countermeasure strategies**

Countermeasure Strategy
Outreach

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$50,000.00	\$0.00	

**Countermeasure Strategy: Program Management**

Program Area: Impaired Driving (Drug and Alcohol)

**Project Safety Impacts**

Program Management is utilized to insure proper management of funds and grants.

## Linkage Between Program Area

Impaired driving accounts for a significant portion of North Dakota's impaired driving crashes and fatalities (approximately 45% based on five-year rolling averages) . Funding for this and all other strategies are distributed based on Problem ID.

## Rationale

Program Management is a necessity for overall project management. Funding providing for this project is for overall project management, travel to conduct law enforcement on-sites and to attend training and conferences associated with impaired driving.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID201001	Program Management ID (Program Manager)

## Planned Activity: Program Management ID (Program Manager)

Planned activity number: ID201001

Primary Countermeasure Strategy ID:

## Planned Activity Description

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.

## Intended Subrecipients

Safety Division Program Manager

## Countermeasure strategies

Countermeasure Strategy
Program Management

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$260,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Training/Technical Assistance

Program Area: Impaired Driving (Drug and Alcohol)

## Project Safety Impacts

Law enforcement training is designed to provide education and information to law enforcement agencies regarding Standardized Field Sobriety Testing (SFST), SFST refresher, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) Training and any additional training that may be

identified throughout the course of the year regarding traffic safety laws and new case law.

### Linkage Between Program Area

Impaired driving accounted for over 50 percent of impaired driving fatalities based on the five-year rolling average. High visibility enforcement is a key project in reducing those numbers. Law enforcement officers are provided training on a regular basis to ensure they are kept informed of the latest laws and case law outcomes. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

Training and Technical assistance provides support to law enforcement and prosecutors and judges. Training is funded based on the current needs of law enforcement.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID2010 07	Traffic Safety Resource Prosecutor
ID2010-09	Law Enforcement Training

### Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: ID2010 07

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Safety Division 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) support law enforcement with preparation for administrative hearings; (3) review and recommend changes in state policy, procedure, and/or programs to eliminate drunk driving in the state; and (4) 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.

### Intended Subrecipients

North Dakota Association of Counties

#### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$200,000.00	\$0.00	
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## Planned Activity: Law Enforcement Training

Planned activity number: ID2010-09

Primary Countermeasure Strategy ID:

### Planned Activity Description

Law enforcement training will be provided to all law enforcement agencies across the state regarding Standardized Field Sobriety Testing (SFST), SFST refresher, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) Training and any additional training that may be identified throughout the course of the year regarding traffic safety laws and new case law. This planned activity will also assist in the coordination of the annual North Dakota State's Attorney Association and Drug Evaluation and Classification conference. This conference provides an opportunity for law enforcement and their local prosecutors to train together on drug impaired driving topics.

### Intended Subrecipients

Safety Division Events Coordinator vendor

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$100,000.00	\$0.00	

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

The number of motorcyclist fatalities continues to be an issue in North Dakota. Since 2014 North Dakota has averaged 11.4 motorcycle fatalities per year. In 2018, sixteen people were killed in motorcycle-related crashes – 12 of the 16 motorcyclist fatalities were males – and 69 percent (11 of 16) were not wearing a helmet at the time of the crash. In 2018, 38% of all motorcycle fatalities in North Dakota involve alcohol.

Over the past five years, the number of registered motorcycles in the state has increased by 9.2 percent and the number of licensed motorcycle drivers has increased by 8.2 percent.

The number of registered motorcycles and licensed drivers has steadily increased over the last five years, North Dakota motorcycle crashes have also seen a slight increase based on five-year averages.

North Dakota's goals for the number of unhelmeted motorcyclist fatalities is based on five-year averages.

Program activity to decrease the five-year average of unhelmeted motorcyclist fatalities from 8.6 in 2014-2018 to 5.6 by December 31, 2020 will focus on awareness and education. In order to meet this goal, the five-year average for 2016-2020 will need to be six fatalities or less in 2019 and 2020.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	11.6
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	8.4

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communications
Program Management

**Countermeasure Strategy: Communications**

Program Area: Motorcycle Safety

**Project Safety Impacts**

This awareness & education campaign is designed to create greater awareness amongst the motoring public about motorcyclists. It is an evidenced-based activity countermeasure as identified in NHTSA’s Countermeasures That Work. ND has a significant motorcycle rider population that shares the road with increasing personal auto and commercial vehicle traffic. In addition, the State experiences an influx of resident and non-resident riders due to its proximity to the annual Sturgis Motorcycle Rally. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motorcycle injury and fatality.

**Linkage Between Program Area**

Motorcyclist fatalities represent a significant portion of the State’s total traffic fatalities. Communicating motorcyclist awareness through the use of paid and earned media is vital to creating greater awareness of motorcyclists on ND’s roadways. Funding for this and all other strategies are distributed based on problem I.D.

**Rationale**

This strategy focuses on motorist awareness and education. This funding accounts for 1.9% of our total funds. Funds allocated to this project will primarily address media promoting "Share the Road". North Dakota Motorcycle Safety Program (NDMSP) is in the best position to interact with the motoring public.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
MC2006-02	Statewide Awareness/Education Campaign
MC2006-03	Motorcycle Safety Education - Paid Media and Outreach

## Planned Activity: Statewide Awareness/Education Campaign

Planned activity number: MC2006-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 NDMSPP administrator – ABATE of North Dakota – for these purposes.

### Intended Subrecipients

American Bikers Aiming Toward Education (ABATE) of North Dakota

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$69,430.00	\$0.00	

## Planned Activity: Motorcycle Safety Education - Paid Media and Outreach

Planned activity number: MC2006-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 benefit of full personal protective gear.

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

### Intended Subrecipients

Odney Communications

### Countermeasure strategies

Countermeasure Strategy
Communications
Communications

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$50,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Program Management

Program Area: Motorcycle Safety

### Project Safety Impacts

The Program Management will manage the Motorcycle Safety Program to help reduce injuries and fatalities of motorcyclists.

### Linkage Between Program Area

Program Manager is needed to manage the motorcycle safety program which will help meet performance targets and countermeasure strategies.

### Rationale

This strategy focuses on program management, implementation, and evaluation functions.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC2006-01	Program Management - Motorcycles

## Planned Activity: Program Management - Motorcycles

Planned activity number: MC2006-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

Highway Safety Office Program Managers

### Intended Subrecipients

NDDOT Safety Division Staff

### Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management - MC
Program Management
Program Management

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$10,000.00	\$0.00	\$0.00
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## Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Description of Highway Safety Problems

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic 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.

North Dakota's target for the number of unrestrained passenger vehicle occupant fatalities (all seating positions) is based on five-year averages. The selected target for 2016-2020 uses a 4 percent annual reduction of the 5-year unrestrained fatality average. This target supports the Vision Zero interim goal of fewer than 75 motor vehicle crash fatalities by 2025.

A review of recent crash data shows there were 37 unrestrained motor vehicle crash fatalities in 2018, a 16.0 percent decrease from the previous year when there were 44 unrestrained fatalities. As a result of fewer unrestrained fatalities in the last three years, North Dakota has experienced a decreasing trend across the 5-year unrestrained traffic fatality averages since 2015. This translates to annual decreases in the 5-year unrestrained fatality averages ranging from 8.3 percent to 23.8 percent. In addition, the observed seatbelt use rate increased 4.0 percent in 2018 from the previous year indicating that just over eight out of ten North Dakotans wear seatbelts. The current 5-year unrestrained traffic fatality average (2014-2018) is 52.6. Based on this trend data, North Dakota believes the 2016-2020 target is a realistic and achievable goal.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	48.5
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	84.2
2020	A5 - Core Activity- Percentage of misused car seats during checks	2020	Annual	76.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications
Data/Evaluation
Enforcement
Outreach
Program Management
Training/Technical Assistance

## Countermeasure Strategy: Communications

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The Occupant Protection Media campaign is designed to create greater awareness among the public about occupant protection & rural driver's issues. It is an evidenced-based activity countermeasure as identified in NHTSA's Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities. This project will have statewide coverage and it will support rural and youth population in support of 405 (b).

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's total traffic fatalities. Communicating occupant protection through the use of paid and earned media is vital to creating greater public awareness on ND's roadways. Funding for this and all other strategies are distributed based on the problem I.D.

### Rationale

This strategy focuses on statewide public outreach through different mediums such as radio, television & social media. This funding accounts for 23.3% of our total funds. Funds allocated to this project will primarily address occupant protection and rural drivers. A marketing and media is in the best position to distribute traffic safety messages.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP2005-06	OP Enforcement Media - (Paid/Earned/PI&E)

## Planned Activity: OP Enforcement Media - (Paid/Earned/PI&E)

Planned activity number: OP2005-06

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division will coordinate all media and outreach activities in support of scheduled occupant protection HVE to increase public awareness.

The Safety Division 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 Safety Division’s media vendor to develop and implement occupant protection media campaigns including paid media placement.

This project will have statewide coverage and it will support rural and youth population in support of 405 (b).

### Intended Subrecipients

Odney Communications

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$435,000.00	\$0.00	\$0.00

### Countermeasure Strategy: Data/Evaluation

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The statewide observational CPS survey is designed to assist NDDOT Safety Division in evaluating child passenger safety car seat usage to help create awareness among the public about child passenger safety issues. It provides support to evidenced-based countermeasure strategies as identified in NHTSA’s Countermeasures That Work in terms of program management, implementation, and evaluation functions. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic.

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State’s total traffic fatalities. Evaluating projects is vital to creating greater awareness through diverse partnerships on ND’s roadways. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on evaluating traffic safety projects to assist NDDOT Safety Division in creating awareness among the public. This funding accounts for 23.3% of our total funds. Funds allocated to this project will primarily address CPS car seat observational survey. The university is in the best position to do program evaluations.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
OP2005-03	Observational Seat Belt Survey
OP2005-04	Observational CPS Survey (NDSU)

**Planned Activity: Observational Seat Belt Survey**

Planned activity number: OP2005-03

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The Safety Division 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 NDSU 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.

**Intended Subrecipients**

North Dakota State University - Upper Great Plains Transportation Institute

**Countermeasure strategies**

Countermeasure Strategy
Data/Evaluation

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$55,000.00	\$0.00	

**Planned Activity: Observational CPS Survey (NDSU)**

Planned activity number: OP2005-04

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The Safety Division will conduct a child passenger safety observational survey to determine North Dakota’s use rate as a measure to evaluate the success of child passenger safety occupant protection programs.

Costs are for the contractual services of UGPTI and include an approved indirect cost rate.

**Intended Subrecipients**

North Dakota State University Upper Great Plains Transportation Institute

## Countermeasure strategies

Countermeasure Strategy
Data/Evaluation

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$50,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The Occupant Protection high visibility overtime enforcement campaign is designed to create greater awareness among the driving population on occupant protection issues. It is an evidenced-based activity countermeasure as identified in NHTSA's Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities.

High Visibility Enforcement will cover 81 percent of the geographic areas of the unrestrained passenger vehicle occupant fatalities and serious injuries occurring.

This project will have statewide coverage and it will support rural and youth population in support of 405 (b).

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's total traffic fatalities. Communicating traffic safety through the enforcement and education of seat belts and car seats is vital to creating greater awareness to the public on ND's roadways. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on law enforcement overtime at the local level and statewide. This funding accounts for 17.7% of our total funds. Funds allocated to this project will primarily address occupant protection both seat belts and car seats. Law enforcement agencies (state, county, city and tribal) are in the best position to interact with the motoring public.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP2005-05	OP Overtime Enforcement

## Planned Activity: OP Overtime Enforcement

Planned activity number: OP2005-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division through data analysis will identify the locations in which at least 70% of the state’s unrestrained fatalities and serious injuries have occurred (see Table 3) and will work with the law enforcement agencies that have jurisdiction over those locations to conduct HVE. The enforcement effort accompanied by paid and earned media will create a public awareness and establish a perception of risk.

Participating law enforcement agencies will conduct HVE of North Dakota’s occupant protection laws including participation in the national Click It or Ticket campaign conducted in May/June of each year. The State, using crash data, has defined two additional six-week enforcement periods, November 1 – December 12 and July 1 – August 13, for FY 2020. The North Dakota Highway Patrol provides sustained statewide enforcement year-round in addition to the national and state campaigns.

With each planned enforcement period, the agency must: (1) conduct required enforcement activities during the times determined by the state or as required by NHTSA; (2) conduct HVE within corridors and times where the occurrence of injury and death from lack of seat belt use is at its greatest, (3) coordinate with the Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (4) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request.

The Safety Division will monitor all agencies throughout the campaign period to ensure compliance and participation.

### Intended Subrecipients

State, county, and city law enforcement.

### Countermeasure strategies

Countermeasure Strategy
Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$172,000.00	\$0.00	
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$250,000.00	\$0.00	\$250,000.00

### Countermeasure Strategy: Outreach

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The Child Passenger Safety (CPS) program is designed to create greater awareness outreach among the public about CPS. CPS inspection stations will be statewide coverage and will support urban, rural, and high-risk population which includes low-income and Native American families.

The National Safety Council has led the effort to develop a standardized National Digital Car Seat Check-up

form to capture data electronically at car seat check-up events for participating child passenger safety technicians (CPSTs) with support from NHTSA. Nationally certified CPSTs and instructors can input data directly into this digital form and then use that data to monitor trends and highlight issues encountered in the field. This new resource has been developed by technicians for technicians.

It is an evidenced-based activity countermeasure as identified in NHTSA’s Countermeasures That Work. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic. This strategy is part of a comprehensive, evidenced-based effort to reduce the prevalence of motor vehicle injuries and fatalities.

### Linkage Between Program Area

Motorist injuries & fatalities represent a significant portion of the State’s total traffic fatalities. Educating child passenger safety through the use of earned media along with training and education and evaluating CPS check-up installation forms is vital to creating greater awareness outreach for the public on ND’s roadways. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on evaluating traffic safety projects to assist NDDOT Safety Division in creating awareness among the public. This funding accounts for 23.3% of our total funds. Funds allocated to this project will primarily address CPS digital car seat check-up forms and data. The university is in the best position to do program evaluations.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP2005-02	CPS Program Administration
OP2005-04	CPS Digital Check-Up Form
OP2005-07	CPS Restraints

### Planned Activity: CPS Program Administration

Planned activity number: OP2005-02

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Child Passenger Safety (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) four to five 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. CPS inspection stations will be statewide coverage and it will support urban, rural, and high-risk population which includes low-income and Native American families.

The NDDH will coordinate and conduct all CPS program outreach including outreach for Child Passenger Safety Month in February and Child Passenger Safety Week in September.

CPS recruitment - the program will offer 4-5 CPS Certification Trainings in ND. The program promotes the trainings by sharing an electronic/hard copy training flyer to many agencies in the state including law enforcement, childcare, fire departments, hospitals, clinics, current cps techs, EMS, vehicle dealerships, state agencies, WIC programs and more. CPS certification trainings will be offered across the state for new CPS technicians. NDDH will continue to provide CPS trainings at the law enforcement academy and Lake Region College training centers (Bismarck, Devils Lake, Fargo, Minot, and Grand Forks). Will also offer general CPS training to agencies/companies that transport children (social workers, child-care providers, healthcare workers, etc.). CPS courses will be offered throughout the year to current CPS Technicians and Instructors either classroom style or via webinar to assist with the required CEU's for recertification or new information released.

CPS Technician Maintaining - Throughout the year, the program contracts with many CPS proxies and instructors to assist with recertifying CPS technicians at checkups. They either coordinate checkups or travel to existing checkups to assist with recertification. Continuing education opportunities are shared via email and CPS workshops are offered either via webinars or during semi-annual CPS workshops.

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.

### Intended Subrecipients

North Dakota Department of Health

### Countermeasure strategies

Countermeasure Strategy
Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$145,000.00	\$0.00	

### Planned Activity: CPS Digital Check-Up Form

Planned activity number: OP2005-04

Primary Countermeasure Strategy ID: Outreach

### Planned Activity Description

The National Safety Council has led the effort to develop a standardized National Digital Car Seat Check-up

form to capture data electronically at car seat check-up events for participating child passenger safety technicians (CPSTs) with support from NHTSA. Nationally certified CPSTs and instructors can input data directly into this digital form and then use that data to monitor trends and highlight issues encountered in the field. This new resource has been developed by technicians for technicians. This planned activity will include the transition to electronic capture of data and the purchase of tablets for communities across the state to implement the National Safety Council’s CPS Digital car seat check-up form. The university will collect the submission of data.

### Intended Subrecipients

North Dakota State University - Upper Great Plains Transportation Institute

### Countermeasure strategies

Countermeasure Strategy
Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$35,000.00	\$0.00	\$0.00

### Planned Activity: CPS Restraints

Planned activity number: OP2005-07

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Child Passenger Safety (CPS) program will provide community CPS inspection stations 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.

The NDDH will assure the existence of an active network of CPS inspection stations with nationally certified CPS technicians. 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.

CPS inspection stations will be statewide coverage and it will support urban, rural, and high-risk population which includes low-income and Native American families.

Funds will be used for child passenger safety seats for distribution to low-income parents.

### Intended Subrecipients

North Dakota Department of Health

### Countermeasure strategies

Countermeasure Strategy
Outreach

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$10,000.00	\$0.00	
2018	FAST Act NHTSA 402	Child Restraint	\$15,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Program Management

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The Program Manager will manage the Occupant Protection Program to help reduce injuries and fatalities of unrestrained motorists on roadways.

### Linkage Between Program Area

Program Manager is needed to manage the occupant protection program which will help meet performance targets and countermeasure strategies.

### Rationale

This strategy focuses on program management, implementation, and evaluation functions.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP2005-01	Program Management - OP

## Planned Activity: Program Management - OP

Planned activity number: OP2005-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

The program manager will provide technical assistance and resources to grantees and contractors who are tasked with increasing adult seat belt use, child passenger safety use and the public related to occupant protection, including the development of seat belt use policies and the coordination of enforcement programs. Funds are for expenses related to the direct management and travel associated with occupant protection projects.

### Intended Subrecipients

NDDOT Safety Division Staff

## Countermeasure strategies

Countermeasure Strategy
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## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$200,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Training/Technical Assistance

Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Project Safety Impacts

The Occupant Protection Program Assessment is designed to provide NDDOT Safety Division with a review of the occupant protection program through the identification of programmatic strengths and accomplishments, the identification of challenge areas, and recommendations for enhancement or improvement. ND has a significant population that shares the road with increasing personal auto, motorcycles and commercial vehicle traffic.

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State’s total traffic fatalities. Evaluating projects is vital to creating greater awareness through diverse partnerships on ND’s roadways. Funding for this all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on evaluating occupant protection program to assist NDDOT Safety Division in creating a tool for occupant protection program planning, development, and implementation purposes, and for making decisions about how to best prioritize programs and use available resources. The funding accounts for 23.3% of out totals funds. Funds allocated to this project will primarily address occupant protection assessment. The events coordinator is in the best position to plan the assessment.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP2005-07	OP Assessment

### Planned Activity: OP Assessment

Planned activity number: OP2005-07

Primary Countermeasure Strategy ID: Training/Technical Assistance

### Planned Activity Description

The NDDOT Safety Division will host a NHTSA assessment of North Dakota’s occupant protection 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.

### Intended Subrecipients

Venone Public Relations – Events Coordinator.

## Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$30,000.00	\$0.00	\$0.00

## Program Area: Planning & Administration

### Description of Highway Safety Problems

The Planning and Administration program will plan, develop, implement, market, monitor and evaluate the annual Highway Safety Plan.

### Associated Performance Measures

### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA2001-01	Planning and Administration	

### Planned Activity: Planning and Administration

Planned activity number: PA2001-01

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Safety Division 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 Safety Division Managers and the contract/finance 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 Program

General Public Information and Education (PlampE) 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 Vision Zero Safety Plan (VZSP) process

Other NDDOT resources are leveraged to supplement Safety Division 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.

### Intended Subrecipients

NDDOT Safety Division Staff

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$300,000.00	\$0.00	\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

North Dakota's annual traffic fatalities decreased in 2018 (105) compared to 2017 (116). North Dakota has seen an increase in population and vehicle miles traveled in 2018. In addition, the state continues to see an increase in the number of registered vehicles in FY2018. The number of unrestrained passenger vehicle occupant fatalities decreased from 46 in 2017 to 29 in 2018. Impaired driving fatalities decreased from 2017 (57) to 2018 (34) and the number of speed-related fatalities increased from 2017 (28) to 2018 (40). These statistics indicate that while North Dakota has seen some success in previous years, it is challenging to decrease these numbers without developing strategies that can have a direct impact on these outcomes.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	108.3
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	48.5
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	42.9

2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	34.3
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### Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement
Program Management - PTS
Training/Technical Assistance

### Countermeasure Strategy: Enforcement

Program Area: Police Traffic Services

#### Project Safety Impacts

High visibility traffic enforcement is designed to create a greater awareness among drivers about the dangers of speeding and disregarding traffic signals. This is an evidence based countermeasure as identified in NHTSA's Countermeasures that Work.

#### Linkage Between Program Area

Disregard for traffic signals is a serious violation and is the cause of many crashes and injuries each year. Many times individuals disregard traffic signals because they often drive too fast for the conditions of the roadway. High visibility enforcement along with paid media can deter this behavior and overall result in lower crashes and injuries. Funding for this and all other strategies are distributed based on problem I.D.

#### Rationale

Police Traffic Services provides funding for high-visibility enforcement of traffic signals, training, and maintenance of the web-based reporting program. Approximately 1% of the total funding is allocated to PTS program.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT2002-03	Maintenace of Web-Based Law Enforcement Reporting System
PT2002-05	Red-Light Running Pilot Project

### Planned Activity: Maintenace of Web-Based Law Enforcement Reporting System

Planned activity number: PT2002-03

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Safety Division 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.

#### Intended Subrecipients

ND Information Technology Department

## Countermeasure strategies

Countermeasure Strategy
Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	PTS Training and Education	\$50,000.00	\$0.00	\$0.00

## Planned Activity: Red-Light Running Pilot Project

Planned activity number: PT2002-05

Primary Countermeasure Strategy ID:

### Planned Activity Description

Red light-running violations have increased considerably over the last several years. Enforcement of this violation is often difficult and labor intensive for law enforcement agencies. The city of Bismarck has installed confirmation lights that allows officers to identify a red light-running violation based on the color of the confirmation light.

The Bismarck Police Department has identify intersections with the highest crashes and near misses and will utilize the confirmation lights to conduct low manpower enforcement at those intersections. The goal of the program will be to increase awareness of the dangers of red light-running, and decrease motor vehicles crashes. An evaluation will be conducted prior to and post enforcement activity and will measure the observed number of red light-running violations, and crashes at the intersection.

### Intended Subrecipients

Bismarck Police Department and potentially other local police departments who have the ability to conduct red-light running enforcement.

## Countermeasure strategies

Countermeasure Strategy
Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$50,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Program Management - PTS

Program Area: Police Traffic Services

### Project Safety Impacts

Program Management provides the oversight to the projects in this program area. This is an evidence based project will insure funds are spent appropriately.

### Linkage Between Program Area

Program Management for the PTS program area provides support needed to ancillary projects that provide an indirect support to the high visibility enforcement projects. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

Program Management oversight of the PTS projects is in support of the high visibility enforcement efforts for all projects. Funds are distributed based on upcoming training needed and planned based on law and case law changes.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT2002-01	Program Management

### Planned Activity: Program Management

Planned activity number: PT2002-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

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

### Intended Subrecipients

Safety Division Program Manager

### Countermeasure strategies

Countermeasure Strategy
Program Management - PTS

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$25,000.00	\$0.00	\$0.00

### Countermeasure Strategy: Training/Technical Assistance

Program Area: Police Traffic Services

## Project Safety Impacts

Law enforcement training is designed to provide education and information to law enforcement agencies regarding Traffic Occupant Protection Strategies (TOPS), annual Vision Zero Summit and any additional training that may be identified throughout the course of the year regarding traffic safety laws and new case law.

## Linkage Between Program Area

Traffic fatalities in North Dakota have been in excess of 100 individuals each year. High visibility enforcement is a key component in reducing those numbers. Law enforcement officers are provided training on a regular basis to ensure they are kept informed of the latest laws and case law outcomes. Funding for this strategy is based on problem ID.

## Rationale

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### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT2002-04	Law Enforcement Training

## Planned Activity: Law Enforcement Training

Planned activity number: PT2002-04

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division will contract with a professional firm to assist planning 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.

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.

**TOPS Training.** This program covers educational, enforcement, and reporting issues to improve officer 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.

**Distracted Driving Enforcement.** This program provides 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.

**Incentive Programs.** The Safety Division 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 Occupant Protection Award, (2) the Drug Recognition Expert Officer of the Year Award, (3) the Traffic

Safety Officer of the Year Award, (4) the Beyond the Traffic Stop Award, (5) the Traffic Safety Media Award, and the Traffic Safety Civil Servant Award.

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

### Intended Subrecipients

Events Coordinator vendor

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

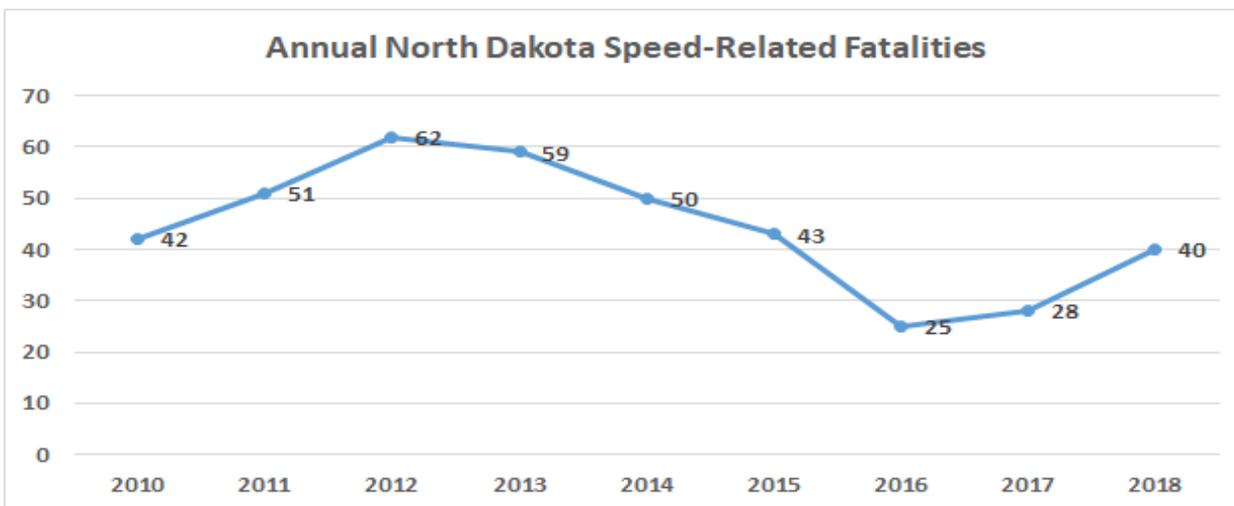
### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$50,000.00	\$0.00	\$0.00

## Program Area: Speed Management

### Description of Highway Safety Problems

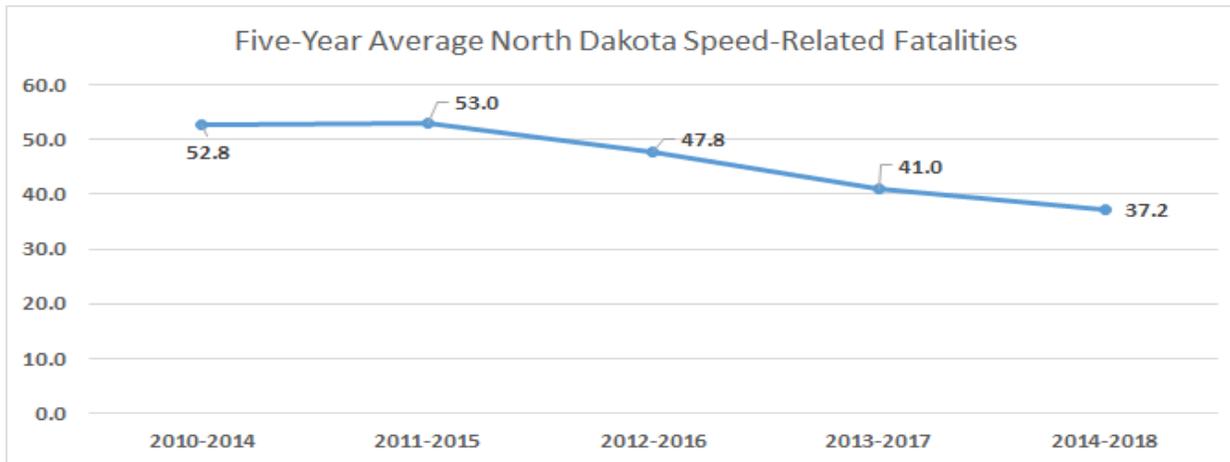
The number of speed-related fatalities has fluctuated in recent years with a low of 25 in 2016 (see Annual North Dakota Speed-Related Fatalities chart below). Since 2010 North Dakota has seen a 29.5 percent decrease in the five year average of speed-related fatalities. However, in 2018, 40 people were killed in speed-related crashes, which is a 42.9 percent increase from 2017.



In 2018 27.8 percent of speed-related fatal crashes happened on a Saturday and 16.5 percent of all speed-related crashes happened on a Wednesday.

In 2018 1.20 percent of all speed-related crashes happened during the month of June.

In 2018 37.89 percent crashes were attributable to too fast for conditions-related crashes.



**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	34.3

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communications
Enforcement
Program Management

**Countermeasure Strategy: Communications**

Program Area: Speed Management

**Project Safety Impacts**

Comprehensive media campaigns are a proven strategy in the overall efforts to reduce fatalities and injuries related to motor vehicle crashes.

**Linkage Between Program Area**

A media campaign will be developed to address speed and too fast for conditions driving behavior and will portray the consequences of that risky driving behavior. the campaign will use traditional media and social media and will be targeted at the demographics as identified by data analysis.

**Rationale**

Media campaigns are a proven countermeasure strategy that has been shown to be effective in changing behavior.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
SC2007-03	Paid Media Speed

**Planned Activity: Paid Media Speed**

Planned activity number: SC2007-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

A paid media plan will be developed the Safety Division's media vendor and will be based on data and research to address speed and too fast for conditions driving behavior. Paid media is a proven strategy to reduce and deter risky driving behavior. The media plan will consist of social media and traditional media venues as well as earned media.

### Intended Subrecipients

Safety Division's media vendor

### Countermeasure strategies

Countermeasure Strategy
Communications

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00	\$0.00	\$0.00

### Countermeasure Strategy: Enforcement

Program Area: Speed Management

### Project Safety Impacts

Law enforcement often will patrol for speed violations when conducting occupant protection and impaired driving enforcement programs. Sustained high-visibility enforcement is a proven strategy to reduce crashes and fatalities.

### Linkage Between Program Area

Speed continues to be a factor in approximately one-third of the traffic fatalities on North Dakota roadways. High visibility enforcement along with paid media can deter behavior and reduce crashes and fatalities. The Highway Safety Office will provide funding to law enforcement agencies who participate in the impaired driving and seat belt overtime enforcement efforts, to purchase radar equipment. Up to 25 radar units will be awarded based the agency's ability to justify the sustained use and maintenance of the equipment. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

High visibility enforcement is a proven strategy to deter and reduce traffic crashes. Funds allocated to this program are primarily used to fund equipment to support the high visibility efforts of law enforcement throughout the year. The use of speed detection devices is a proven strategy to accompany high visibility enforcement to change behavior.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SC2007-02	Radar Equipment to Law Enforcement (Law Enforcement Agencies)

## Planned Activity: Radar Equipment to Law Enforcement (Law Enforcement Agencies)

Planned activity number: SC2007-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

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. Agencies conducting overtime enforcement for seat belts (OP1905-05 and ID1910-02) will be eligible for radar/LIDAR units.

The North Dakota Highway Patrol (NDHP) and select county and city law enforcement agencies will receive funds to purchase new-technology traffic radar and/or Light Detection and Ranging (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 and conducting quality overtime enforcement for seat belts and impaired driving will be considered for funding.

### Intended Subrecipients

The North Dakota Highway Patrol and select local county and city law enforcement agencies.

### Countermeasure strategies

Countermeasure Strategy
Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Speed Control (FAST)	\$200,000.00	\$2,500.00	\$25,000.00

### Countermeasure Strategy: Program Management

Program Area: Speed Management

### Project Safety Impacts

Safety Division staff will administer speed management projects and monitor progress and impact.

### Linkage Between Program Area

planned activities.

### Rationale

Approximately 1.9 percent of the total funding is allocated to the Speed program area with the primary funding being allocated to the purchase of speed control equipment.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
SC2007-01	Program Management - SC

**Planned Activity: Program Management - SC**

Planned activity number: SC2007-01

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

Safety Division Program Manager

**Countermeasure strategies**

Countermeasure Strategy
Program Management

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Highway Safety Program Management	\$2,000.00	\$0.00	\$0.00

**Program Area: Traffic Records**

**Description of Highway Safety Problems**

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). North Dakota’s most recent Traffic Records Assessment was completed in May 2016. Assessment findings indicated the state did not meet the Advisory ideal for 45.5 percent of the 391 questions. More specifically, the state did not meet the Advisory criteria 63.2 percent of the time for Traffic Records Coordinating Committee Management, 56.2 percent of the time for Strategic Planning, 45.5 percent of the time for Crash, 51.3 percent of the time for Vehicle, 55.6 percent of the time for Driver, 81.6 percent of the time for Roadway, 31.5 percent of the time for Citation/Adjudication, 80.5 percent of the time for EMS/Injury Surveillance and 76.9 percent of the time for Data Use and Integration. Based on these findings, the assessment provided recommendations to improve the ratings for module subsections that scored below that data system’s weighted average. North Dakota had substantial room for improvement in nearly every module.

While the state has experienced improvement in several of the performance measures identified in the TRCC Strategic Plan following the assessment, there are still many opportunities for growth. Traffic Records projects support accurate, timely, complete, uniform, accessible and integrated data for use in problem identification and selection, implementation, and evaluation of evidence-based projects. The NDDOT leads the NDTRCC in prioritizing and setting goals for system improvements to support effective, efficient data analysis and data integration. This, in turn, allows the state to develop more effective mitigation programs and safer road designs, which leads to safer roads and improved traffic safety.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	A4: Number of Citations Electronically Submitted	2020	Annual	104,425.92

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Improves uniformity of a core highway safety database

**Countermeasure Strategy: Improves uniformity of a core highway safety database**

Program Area: Traffic Records

**Project Safety Impacts**

Use of the citation module within the standardized, automated electronic crash-reporting system (TraCS) creates a uniform electronic system for citation issuance. It also allows for timely electronic data transmission between data systems, and increased accuracy and completeness through the standardization of form edits to reduce errors and missing data.

**Linkage Between Program Area**

Uniform traffic records data (i.e., CST violation codes) is vital for the state to have accurate, consistent and complete data within the seven systems. This strategy addresses the following recommendations from the May 2016 Traffic Records Assessment: 1.) Improve interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory, 2.) Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory, and 3.) Improve traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory. Placing focus on this strategy to gain overall improvement in the target performance measure will positively impact the states scores for these areas in next Traffic Records Assessment in 2021.

**Rationale**

Traffic records data, including citation data, is used to develop traffic safety programs, promote policy change and determine how to appropriate funds. This is an evidence-based strategy supported by the TRCC Strategic Plan with priority focus on insuring quality data is received by the state. Funding to traffic records activities

accounts for approximately 13% of the overall funding.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
TR2001-01	Program Management - TR
TR2004-02	Crash Data System Enhancement
TR2004-03	TraCS (Information Technology Vendor)
TR2004-04	Annual TraCS License Fee

**Planned Activity: Program Management - TR**

Planned activity number: TR2001-01

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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 identified 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.

**Intended Subrecipients**

Program Manager, HSO

**Countermeasure strategies**

Countermeasure Strategy
Improves uniformity of a core highway safety database

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$350,000.00	\$0.00	\$0.00

**Planned Activity: Crash Data System Enhancement**

Planned activity number: TR2004-02

Primary Countermeasure Strategy ID:

## Planned Activity Description

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 identified 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 identified 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 office 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.

## Intended Subrecipients

NDDOT Information Technology

### Countermeasure strategies

Countermeasure Strategy
Improves uniformity of a core highway safety database

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$25,000.00	\$0.00	
2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$40,649.00	\$0.00	\$0.00

## Planned Activity: TraCS (Information Technology Vendor)

Planned activity number: TR2004-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 and to provide ongoing technical assistance and resources to facilitate efficient TraCS use.

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

**Intended Subrecipients**

Affinity Global Solutions (AGS)

**Countermeasure strategies**

Countermeasure Strategy
Improves uniformity of a core highway safety database

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$348,257.00	\$0.00	
2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$200,000.00	\$0.00	\$0.00

**Planned Activity: Annual TraCS License Fee**

Planned activity number: TR2004-04

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

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

**Intended Subrecipients**

TraCS Vendor

**Countermeasure strategies**

Countermeasure Strategy
Improves uniformity of a core highway safety database

**Funding sources**

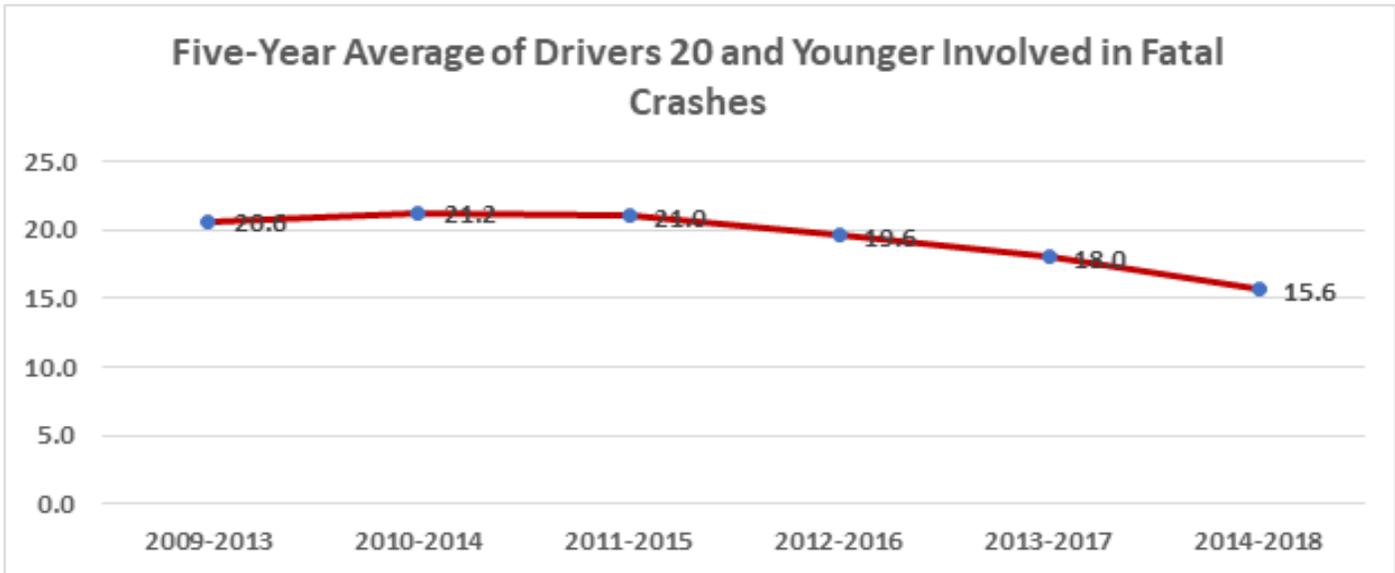
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$75,000.00	\$0.00	\$0.00
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## Program Area: Young Drivers

### Description of Highway Safety Problems

The number of drivers age 20 and younger involved in fatal crashes has fluctuated over the past five years; however, the general trend is moving downward. The overall trend has been downward and the five-year averages continue to show a decline in this area.



### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	14.4

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Outreach
Program Management
Training/Technical Assistance

### Countermeasure Strategy: Outreach

Program Area: Young Drivers

### Project Safety Impacts

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's young drivers under the age of 20 traffic fatalities. Communicating traffic safety through education is vital to creating greater awareness of drivers under

the age of 20 on ND's roadways. Funding for this and all other strategies are distributed based on problem I.D.

## Rationale

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSP2008-02	Mini-Grants to Schools
TSP2008-04	Early Warning Letter

### Planned Activity: Mini-Grants to Schools

Planned activity number: TSP2008-02

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Schools throughout the state will be offered the opportunity to apply for a mini-grant 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 this issue.

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

#### Intended Subrecipients

Middle and High Schools

#### Countermeasure strategies

Countermeasure Strategy
Outreach

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$50,000.00	\$0.00	\$0.00

### Planned Activity: Early Warning Letter

Planned activity number: TSP2008-04

Primary Countermeasure Strategy ID:

#### Planned Activity Description

This project will consist of mailing an Early Warning Letter (EWL) to a teens parent/guardian upon a teen's receipt of a citation for a moving violation, after a crash, and at 9-months post licensure. The EWL is an effective tool to reduce recidivism among first-time teen violators. The EWL provides information to the teen and parent/guardian that teens are at high risk for crashes and provides resources to them to increase their knowledge related to traffic safety law, the consequences of engaging in unsafe habits early in their driving careers, and the importance of personal responsibility.

Costs are for developing, printing, mailing, and other costs associated with the project.

## Intended Subrecipients

North Dakota State University - Upper Great Plains Transportation Institute

## Countermeasure strategies

Countermeasure Strategy
Outreach

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$2,500.00	\$0.00	\$0.00

## Countermeasure Strategy: Program Management

Program Area: Young Drivers

### Project Safety Impacts

The Program Manager will manage the Young Drivers Program to help reduce injuries and fatalities on roadways.

### Linkage Between Program Area

Program Manager is needed to manage the Young Drivers program which will help meet performance targets and countermeasure strategies.

### Rationale

This strategy focuses on program management, implementation and evaluation functions. The funding will address occupant protection, impairment, distracted driving and young drivers. The NDDOT Safety Division will manage the program.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSP2008-01	Program Management -Young Driver

## Planned Activity: Program Management -Young Driver

Planned activity number: TSP2008-01

Primary Countermeasure Strategy ID:

### Planned Activity Description

Direct management costs and travel expenses for young driver/teen safety program will be funded.

## Intended Subrecipients

NDDOT Safety Division Staff

## Countermeasure strategies

Countermeasure Strategy
Program Management

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$35,000.00	\$0.00	\$0.00

## Countermeasure Strategy: Training/Technical Assistance

Program Area: Young Drivers

### Project Safety Impacts

### Linkage Between Program Area

Motorist fatalities represent a significant portion of the State's young drivers under the age of 20 traffic fatalities. Communicating traffic safety through training and education is vital to creating greater awareness of drivers under the age of 20 on ND's roadways. Funding for this and all other strategies are distributed based on problem I.D.

### Rationale

This strategy focuses on teens in the local schools. This funding accounts for 1.8% of our total funds. Funds allocated to this project will primarily address occupant protection, impairment, distracted driving and young drivers through educating teens. The ND Safety Council & Venone Public Relations are in the best position to interact with the local schools with this project.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE2008-02	Driver's Education Curriculum and Support
TSP2008-02	Driving Skills for Life
TSP2008-03	Alive at 25 Defensive Driving Program

## Planned Activity: Driver's Education Curriculum and Support

Planned activity number: DE2008-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

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) Playbook. The curricula are 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 driving among young drivers/riders.

The North Dakota Driver and Traffic Safety Education Association (NDDTSEA) will continue to improve the

curriculum and delivery as necessary and continue 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.

### Intended Subrecipients

Venone Public Relations

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$10,000.00	\$0.00	\$0.00

### Planned Activity: Driving Skills for Life

Planned activity number: TSP2008-02

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Safety Division will conduct the ninth annual Driving Skills for Life (DSFL) program. The DSFL program uses interactive activities/stations 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 officers where the teens have the opportunity to drive through a closed-course driving-range (1) under normal conditions, (2) while being distracted by receiving and sending text messages, and (3) taking a selfie photo while driving.

Participants will also be escorted through a series of interactive traffic safety information stations.

### Intended Subrecipients

Venone Public Relations

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$7,500.00	\$0.00	\$0.00

## Planned Activity: Alive at 25 Defensive Driving Program

Planned activity number: TSP2008-03

Primary Countermeasure Strategy ID:

### Planned Activity Description

The North Dakota Safety Council will offer the Alive at 25 program to schools in North Dakota. Alive at 25 specifically targets drivers in this age group. Alive at 25 teaches teens and young adults that people in their age group are more likely to be hurt or killed in a vehicle crash; that inexperience, distractions and peer pressure cause unique driving hazards; that speeding, alcohol and party drugs greatly increase their risk of injury or death; and that as a driver or passenger, they can reduce their risk by taking control.

Costs are for student registrations, material, distribution, and other costs associated with the project.

### Intended Subrecipients

North Dakota Safety Council

### Countermeasure strategies

Countermeasure Strategy
Training/Technical Assistance

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$42,500.00	\$0.00	\$0.00

## Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
DD2011-02	High Visibility Enforcement
OP2005-05	OP Overtime Enforcement
ID2010-02	Overtime DUI Enforcement (Law Enforcement Agencies)

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Crash Analysis

Table 2 shows North Dakota total crashes, injuries, and fatalities by county for year 2013-2017. Highlighted fields indicate counties designated as hotspot counties that account for most of the fatalities for severe crashes,

unrestrained, speed-related or impaired-driving crashes.

Table 2

North Dakota Severe* Traffic Crashes By County, CY2013-2017	County	2017 Population**	Severe Crashes	Alcohol Related Severe Crashes	Speed Related Severe Crashes
Unrestrained Severe Crashes** Unrestrained Severe Crashes** Unrestrained Severe Crashes** Unrestrained Severe Crashes**	Adams	2,368	10	1	2
4	Barnes 1	10,971	59	19	22
26	Benson	6,875	18	9	2
9	Billings	983	16	3	10
3	Bottineau	6,651	23	9	8
12	Bowman	3,226	14	2	6
5	Burke	2,253	24	5	6
12	Burleigh 1	92,372	181	44	48
45	Cass 1	170,620	250	55	55
53	Cavalier	3,817	16	6	5
10	Dickey	5,041	14	6	2
7	Divide	2,378	18	6	3
8	Dunn 1	4,349	48	19	10
17	Eddy	2,321	9	2	1
4	Emmons	3,389	22	7	3
7	Foster	3,318	6	3	0
0	Golden Valley	1,892	10	3	6
6	Grand Forks 1	70,130	139	27	39
36	Grant	2,387	15	6	6
8	Griggs	2,276	13	7	3
6	Hettinger	2,601	12	1	3
3	Kidder	2,457	23	7	9
14	LaMoure	4,106	25	8	8
15	McHenry	5,591	30	10	7
14	McIntosh	2,680	10	1	0
3	McKenzie 1	11,679	221	59	87
92	McLean	9,607	54	19	17
22	Mercer	8,637	27	5	7

6	Mountrail	9,986	114	29	51
45	Nelson	2,971	19	7	8
11	Oliver	1,822	7	5	3
3	Pembina	7,050	7	5	3
3	Pierce	4,272	15	7	1
12	Ramsey	11,574	30	9	5
14	Ransom	5,411	18	3	5
10	Renville	2,543	14	4	9
6	Richland	16,333	61	19	17
15	Rolette	14,657	33	14	9
17	Sargent	3,883	16	4	3
9	Sheridan	1,403	3	1	0
0	Sioux	4,420	27	10	7
13	Slope	674	13	3	6
3	Stark 1	30,316	94	28	29
33	Steele	1,915	9	3	1
5	Stutsman 1	21,058	79	17	22
25	Towner	2,258	5	1	1
3	Traill 1	8,050	34	7	13
16	Walsh 1	69,628	237	60	77
63	Wells 1	4,089	14	3	0
4	Williams 1	32,916	267	85	84
96	Total	745,475	2,577	720	769
909	Total Crashes In High Risk Counties		1,844,844	510510	537537
636636	Percent of Crashes in High Risk Counties		.72.72	.71.71	.70.70

1 Identifies counties where overtime enforcement contracts are in place\*Severe crashes include fatal and serious (incapacitating) injury crashes\*\* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates\*\*\*Includes Seat Belt Eligible Vehicles Only: Motorcycles, Pedestrians, Bicycles, School Bus/Bus Passengers, Construction Equipment, Farm Equipment, Off-Highway Vehicles, Snowmobiles and Trains are excluded from this analysis.

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 these primary factors in crashes, enforcement resources are deployed 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, and distracted driving.

## Deployment of Resources

### Continuous Follow-Up and Adjustment of the Enforcement Plan

The Safety Division will use the NHTSA and State Core Performance Measures as a baseline and guide in determining program effectiveness. The Safety Division will continually monitor progress and outcomes related

to HVE and will work toward continuous quality improvement until progress is achieved. In establishment of the FY 2020 performance goals, consideration was given to 2018 state data.

In addition to monitoring the NTHSA and State Core Performance Measures each agency's performance will be evaluated after each required enforcement event to assure that agencies are performing at a level commensurate with identified enforcement performance standards as established by the Safety Division. 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 have the ability to access and monitor their own performance levels 24/7 through the Law Enforcement Web Reporting (LEWR) web site.

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

Unique Identifier	Planned Activity Name
DD2011-02	High Visibility Enforcement
ID2010-02	Overtime DUI Enforcement (Law Enforcement Agencies)
OP2005-05	OP Overtime Enforcement

## 405(b) Occupant protection grant

### Occupant protection plan

**State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:**

Program Area Name
Community Traffic Safety Program
Occupant Protection (Adult and Child Passenger Safety)
Police Traffic Services
Young Drivers

### Participation in Click-it-or-Ticket (CIOT) national mobilization

#### Agencies planning to participate in CIOT:

Agency
McKenzie County Sheriff's Office
Watford City Police Department
Mountrail County Sheriff's Office
Williams County Sheriff's Office
Williston Police Department
North Dakota Highway Patrol

McLean County Sheriff's Office
Minot Police Department
Surrey Police Department
Ward County Sheriff's Office
Grand Forks County Sheriff's Office
Grand Forks Police Department
University of North Dakota
Walsh County Sheriff's Office
Dunn County Sheriff's Office
Dickinson Police Department
Killdeer Police Department
Stark County Sheriff's Office
Bismarck Police Department
Burleigh County Sheriff's Office
Lincoln Police Department
Mandan Police Department
Morton County Sheriff's Office
Valley City Police Department
Jamestown Police Department
Stutsman County Sheriff's Office
Cass County Sheriff's Office
Fargo Police Department
North Dakota State University Police
West Fargo Police Department
Traill County Sheriff's Office
New Town Police Department
Rolette County Sheriff's Office
Barnes County Sheriff's Office

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

**Planned Participation in Click-it-or-Ticket**

The Safety Division through data analysis will identify the locations in which at least 70% of the state's unrestrained fatalities and serious injuries have occurred and will work with the law enforcement agencies that have jurisdiction over those locations to conduct HVE. The enforcement effort accompanied by paid and earned media will create a public awareness and establish a perception of risk. Participating law enforcement agencies will conduct HVE of North Dakota's occupant protection laws including participation in the national Click It or Ticket campaign conducted in May/June of each year. The State, using crash data, has defined two additional six-week enforcement periods, November 1 – December 12 and July 1 – August 13, for FY 2020. The North Dakota Highway Patrol provides sustained statewide enforcement year-round in addition to the national and state campaigns. With each planned enforcement period, the agency must: (1) conduct required enforcement activities during the times determined by the state or as required by NHTSA; (2) conduct HVE within corridors and times where the occurrence of injury and death from lack of seat belt use is at its greatest, (3) coordinate with the Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement

period for a post-enforcement news release, etc.), and (4) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request. The Safety Division will monitor all agencies throughout the campaign period to ensure compliance and participation.

## List of Task for Participants & Organizations

### Child restraint inspection stations

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
Outreach
Training/Technical Assistance

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
OP2005-02	CPS Program Administration
OP2005-07	CPS Restraints
OP2005-07	OP Assessment

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 600

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: 318

Populations served - rural: 282

Populations served - at risk: 600

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Outreach
Training/Technical Assistance

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
OP2005-04	CPS Digital Check-Up Form

OP2005-02	CPS Program Administration
OP2005-07	CPS Restraints
OP2005-07	OP Assessment

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 5

Estimated total number of technicians: 75

### Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

### Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: Yes

Occupant protection program assessment: No

### Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Communications
Enforcement
Training/Technical Assistance

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
OP2005-07	OP Assessment
OP2005-06	OP Enforcement Media - (Paid/Earned/PI&E)
OP2005-05	OP Overtime Enforcement

## High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Communications
Communications
Enforcement
Outreach
Outreach
Training/Technical Assistance
Training/Technical Assistance

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
TSP2008-03	Alive at 25 Defensive Driving Program
CP2009-02	County and Corporate Outreach Program
OP2005-02	CPS Program Administration
DE2008-02	Driver's Education Curriculum and Support
TSP2008-02	Driving Skills for Life
TSP2008-04	Early Warning Letter
CP2009-04	Media - Native American Populations
TSP2008-02	Mini-Grants to Schools
OP2005-07	OP Assessment
OP2005-06	OP Enforcement Media - (Paid/Earned/PI&E)
OP2005-05	OP Overtime Enforcement

## Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: 5/22/2015

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child

safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

**Page number(s) from your occupant protection multi-year strategic plan that addresses the following:**

Data-driven performance targets: 3

Program management strategy: 8

Countermeasure strategies: 8

Enforcement strategy: 9

**Name and title of the State's designated occupant protection coordinator:**

Designated occupant protection coordinator name: Carol Thurn

Designated occupant protection coordinator title: Program Manager

**Countermeasure strategies designed to achieve the performance targets of the strategic plan:**

Countermeasure Strategy
Communications
Data/Evaluation
Enforcement
Outreach
Outreach
Training/Technical Assistance
Training/Technical Assistance

## 405(c) State traffic safety information system improvements grant

### Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
9/18/2018
12/19/2018
2/19/2019
5/21/2019

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: Melissa Casteel

Title of State's Traffic Records Coordinator: Research Analyst

**TRCC members by name, title, home organization and the core safety database represented:**

### List of TRCC members

NDTRCC Executive Committee Members

Ron Henke

Interim Director, North Dakota Department of Transportation

Gerald VandeWalle

Chief Justice, North Dakota Supreme Court

Mylynn Tufte

State Health Officer, North Dakota Department of Health

NDTRCC Members

North Dakota Department of Transportation	Chris Holzer	Programming, Traffic Operations	Crash, Roadway
	Paul Benning	Local Government	Roadway
	Breanna Leingang	Safety, Traffic Records Coordinator	TRCC, Crash
	Robin Rehborg	Driver License, Interim Director	Driver
	Lindi J Michlitsch	Motor Vehicle, Director	Vehicle
	Karin Mongeon	Safety, Director	All
	Scott Moran	Information Technology, Programmer	Crash, Driver, Vehicle
	Dan Donlin	Safety, Safety Liaison Officer	All
	Justin Schlosser	Programming, Traffic Operations	Crash, Roadway
	Jack Smith	Planning amp Asset Management	Roadway
	Sandy Wilson	Safety, Alcohol amp LE Program Manager	All
	Steve Nelson	Planning amp Asset Management, Roadway Information	Roadway
	Melissa Casteel	Safety, Research Analyst	Crash
North Dakota Highway Patrol North Dakota Highway Patrol North Dakota Highway Patrol	Sarah Keney	Information Technology, Safety Net	Crash
	Carrie Oswald	Information Technology	Crash, Citation
	Capt. Eric Pederson	HP Support Services	Crash, Citation
ND Dept of Health ND Dept of Health	Chris Price	Director, ND Division of Emergency Medical Services	EMS, Injury Surveillance
	Vacant	Program Representative, ND Division of Emergency Medical Services	EMS, Injury Surveillance
North Dakota Supreme Court North Dakota Supreme Court	Larry Zubke	Technology, Director	Citation/Adjudication

	Jeff Stillwell	Technology	Citation/Adjudication
ND AG Office	Charles E. Eder	AG Crime Lab, State Toxicologist	Crash
Bismarck PD	LT. Jeff Solemsass	Traffic	Crash, Citation
FMCSA	LeeAnn Jangula	Federal Program Specialist	All
FHWA	David Ferrell	Federal Program Specialist	All
NHTSA	Jamie Burns	Regional Program Manager	All
	Michael Close	Regional Program Manager	All
Affinity Global Solutions	Trish Levinson	President, TraCS	Crash, Citation
	Brent Levinson	TraCS	Crash, Citation
CJIS	Vacant	ND CJIS, IT	Crash, Citation
	Heidi J Smith	ND CJIS Manager	Crash, Citation
Upper Great Plains Transportation Institute	Dr. Kim Vachal	Research	Crash, Driver, citation

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## Traffic Records System Assessment

All Recommendations from 2016 Traffic Records Assessment

### Traffic Records

Improve the traffic records system capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory

### Crash System

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

### Roadway System

Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Advisory

### Driver System

Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Vehicle System

Improve the data dictionary for Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve data quality control for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Citation/Adjudication and Court System

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

Improve the Interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### Statewide Injury Surveillance System (SwiSS)

Improve interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### Traffic Records for Measurable Progress

#### Recommendations That Will be Addressed From 2016 Traffic Records Assessment

##### Traffic Records Coordinating Committee

##### Recommendation

Improve the traffic records system capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be addressed: Ongoing process through TRCC stakeholder meetings. (TRCC01)

##### DATA USE AND INTEGRATION:

TRCC01: Provide guidance for quality control and quality improvement programs affecting all traffic records data.

Support dataset linkages for merging crash records with roadway, driver, vehicle, citation, and injury surveillance data.

Support the publication of research reports so that users are aware of the value.

Support and encourage making those datasets accessible to appropriate users.

Task Owner: TRCC Chairperson

Estimated Completion Date: Ongoing

Promote open access to analytic resources and assure the continued availability.

Task Owner: TRCC Chairperson

Estimated Completion Date: Ongoing

Encourage the compliance with State and Federal regulation as required.

Task Owner: TRCC Chairperson

Estimated Completion Date: Ongoing

Support continued education and training within the six systems.

Task Owner: TRCC Chairperson

Estimated Completion Date: Ongoing

Coordinate the membership of the TRCC to ensure that there is representation from the six systems, law enforcement, tribal or BIA, and any other stake holders.

Task Owner: TRCC Chairperson

Estimated Completion Date: Ongoing

TR1904-01 – Program Management (Traffic Records Manager) Budget

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) and addressing the recommendations in the Traffic Records Assessment; (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.

The TR Manager has met with each of the database element system Manager and together they have identified performance measures that can be adopted to improve data attributes. The TR Manager will continue to work with each database element Manager to ensure the performance measures will be carried out as funds and resources become available.

Crash System

Recommendation

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be addressed:

Task Owner: Traffic Record Coordinator

Estimated Completion Date: September 30, 2020

Baseline: An interface has been developed to transmit crash reports to the NDDOT and electronic citations to the Court system. Additional interfaces need to be developed to provide exchange of data between data owners.

Goal: Interfaces to develop (not all inclusive): Driver Record File, Vehicle Record File, Crash Magic (roadway) File, and Business Enterprise Software

The NDDOT is currently working on improving the interfaces with the Crash data system and is currently working with a Contractor to write and implement the necessary interfaces. Completion time is expected September, 2020.

Interfaces include, but are not limited to; Driver Record File, Vehicle Record File, Crash Magic (roadway) File, and Business Enterprise software.

#### Recommendation

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Will be addressed:

CRA01: Reduce the average number of days from crash date to date transmitted to NDDOT.

Task Owner: Traffic Records Manager

Estimated Completion Date: Ongoing

Baseline: (4/1/2017 through 3/31/2018) 8.83 days

Improvement: (4/1/2018 through 3/31/2019) 7.91 days (10% improvement)

TR2004-02 – Crash Data System Enhancement (NDDOT Information Technology)

This project will provide for the system enhancements necessary to allow remote data entry of crash reporting via TraCS (Traffic and Criminal Software). Integration of TraCS with the existing Crash Reporting System (CRS) enhances timely reporting, crash data reliability and access by state and local agencies. The CRS continues to be improved with the identification and correction of program errors. Various software packages – 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.

TR2004-03 & TR2004-04– TraCS (Information Technology Vendor & License Fee) Budget

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 and to provide ongoing technical assistance and resources to facilitate efficient TraCS use.

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

#### Roadway System

#### Recommendation

Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the

Traffic Records Program Advisory.

Will be addressed:

RWY01: Determine the number of MIRE Fundamental Data Elements that are currently being collected and increase that number to 100 percent.

Task Owner: Data Management amp Statistical Support (DMSS) Section, Planning amp Asset Management Division, NDDOT

Estimated Completion Date: September 20, 2026

Baseline: 54.9 percent of the 51 MIRE FD Elements are currently being collected

Goal: Collect 100 percent of MIRE FD Elements by April 1, 2026.

Data Collection Plan:

North Dakota participated in the 2nd Roadway Safety Data Capability Assessment with Federal Highway Administration during 2018 to measure progress and gaps regarding the collection of roadway data. An action plan template with the results of that assessment was received by the state on November 14, 2018. The action plan template is a roadmap intended to assist the state in conducting a gap analysis to be used in furthering roadway safety data initiatives which will allow the state to meet the FHWA requirements by September 20, 2026.

Driver System

Recommendation

Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be addressed:

DRI01: Determine if driver records contain all driver history from previous state of licensure.

Develop and adopt a data quality management practice to ensure all driver history is transferred to the North Dakota driver record from previous state of licensure. ND participates in the American Association of Motor Vehicle Administrators (AAMVA) State to State (S2S) Verification Service as a means to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state. This effort will assist in ND in confirming that all driver history is identified and transferred as needed.

Task Owner: Driver License Records Manager

Estimated Completion Date: December 31, 2023

Baseline: (4/1/2017 – 3/31/2018) 16 states participating in the national effort (32 percent)

Improvement: (4/1/2018 – 3/31/2019) 23 states participating in the national effort (46 percent); 2 additional states have completed implementation since 3/31/2019 and there are two more states planning implementation in 2019.

Vehicle System

Recommendation

Improve data quality control for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be addressed:

VEH01: Determine the average number of days to update registration file.

Determine the percent renewals completed by online and self-service channels compared to walk-in renewals completed in person.

Task Owner: Vehicle Records Manager

Estimated Completion Date: March 31, 2019

Goal: Increase online and self-service renewals by .5 percent – attained 14.1 percent increase in on-line and self-service renewals from Baseline year to current year

Baseline: (4/1/2017 through 3/31/2018) 32.5 percent of the motor vehicle renewals (283,426) were through on-line or self-service

Improvement: (4/1/2018 through 3/31/2019) 35 percent of the motor vehicle renewals (323,514) were through on-line or self-service

Citation/Adjudication and Court System

Recommendation

Improve the Interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. (The NDDOT has developed interfaces for the Citation and Adjudication system and will continue to improve as needed or as systems are upgraded. Expected completion date: Ongoing.)

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be Addressed:

CIA01: Increase the number of electronic citations issued to the court through the TraCS electronic crash reporting system.

Task Owner: Traffic Records Manager

Estimated Completion Date: Ongoing

Baseline: (April 1, 2017 – March 31, 2018) 102,198 electronic citations written by law enforcement agencies.

Improvement: (April 1, 2018 – March 31, 2019) 103,392 electronic citations written by law enforcement agencies, an increase of 1.2 percent. Note: 3 of the baseline agencies did not write any electronic citations during the reporting period. In addition, seven new agencies began writing electronic citations during the reporting period, resulting in an additional 474 electronic citations written. These additional citations were not included in the improvement measure so that exact comparison to baseline could be shown, but also provide evidence of an increase in electronic traffic citations issued by law enforcement during the reporting period.

TR2004-03 & TR2004-04– TraCS (Information Technology Vendor & License Fee) Budget

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 and to provide ongoing technical assistance and resources to facilitate efficient TraCS use.

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

#### Recommendation

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be Addressed:

CIA02: Increase the number impaired driving citations tracked

Research and report to the TRCC the path of an impaired driving citation and the data owners throughout the processing of an impaired driving citation.

Task Owner: Traffic Records Manager

Estimated Completion Date: September 30, 2020

Baseline: Zero impaired driving citations currently being tracked

Goal: Tracking system developed for all impaired driving citations

The NDDOT is working with a Contractor to determine the owners of the data needed to conduct a full record tracking system and the feasibility of sharing that data to a central storage for stakeholder access.

A report will be provided to the TRCC that will identify the following:

Data owners

Type of system data owners use to store data

Accessibility

Feasibility

Statewide Injury Surveillance System (SwiSS)

#### Recommendation

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Will be Addressed:

ISS03: Transition from NEMSIS Version 2 to NEMSIS Version 3

Task Owner: EMST

Estimated Completions Date: September, 2019

Baseline: Data elements of NEMSIS 2

The Division of EMS transitioned to a new data system, ESO Solutions, on July 1, 2018. ESO is NEMSIS 3.4 compliant and will allow the state to use standard benchmarks for national comparisons. Implementation is ongoing with a target completion date of July 1, 2019 for all agencies. Approximately 35 agencies are using a third-party vendor other than ESO with the expectation that all North Dakota EMS data will be electronically transferred into the state system and stored in a central database for electronic transfer to NEMSIS by the state vendor. Currently, agencies are in varying stages of implementation; some are collecting the required data fields through their third-party vendor, but the data is not being transferred into ESO yet and a few agencies (7) have not begun implementation yet.

## Traffic Records Supporting Non-Implemented Recommendations

## Traffic Records Assessment Recommendations Not to be Addressed in FY20

### Roadway Information Quality system

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

(This recommendation is outside of the authority of the TRCC; however, the TRCC will recommend that this be addressed)

Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program advisory.

(This recommendation is outside of the authority of the TRCC; however, the TRCC will recommend that this be addressed.)

### Vehicle System

Improve the data dictionary for Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

(The new vehicle data system implemented by NDDOT in 2016 has a comprehensive data dictionary. Completion date: October, 2016.)

### Statewide Injury Surveillance System (SwiSS)

Improve interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

(Limited Resources)

## Traffic Records for Model Performance Measures

The NDTRCC Strategic Plan is uploaded in the supporting documents along with the documentation for the measure showing quantitative improvement (Attachment 1).

### State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

**Planned activities that implement recommendations:**

Unique Identifier	Planned Activity Name
TR2004-04	Annual TraCS License Fee
TR2004-02	Crash Data System Enhancement
TR2001-01	Program Management - TR
TR2004-03	TraCS (Information Technology Vendor)

### Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when

compared to the comparable 12-month baseline period.

### State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 5/5/2016

### Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

## 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

Impaired driving qualification: Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

### Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

### Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

### Authority and Basis of Operation

Charter

August, 2, 2013

ESTABLISHMENT OF THE NORTH DAKOTA STATEWIDE IMPAIRED DRIVING TASK FORCE

Whereas, the primary role of government is to protect the health, safety, and welfare of its citizens;

Whereas, impaired driving is a major cause of violence on North Dakota's highways;

Whereas, impaired driving is also a major cause of preventable deaths and injuries to North Dakota citizens;

Whereas, more effective policies and programs to deal with impaired driving issues can be developed through ongoing research; and

Whereas, North Dakota's citizens support and will benefit from a proactive approach to preventing deaths, injuries, and costs associated with impaired driving;

The North Dakota Impaired Driving Task Force is established.

Role

The North Dakota Impaired Driving Task Force shall:

- A. Promote research, discussion, and planning to reduce the incidence of impaired driving in North Dakota;
- B. Identify priority issues and problems related to impaired driving including the evaluation of existing programs and countermeasures in the State;
- C. Develop and approve a strategic plan to address impaired driving;
- D. Recommend strategies to implement proposals, including those outlined in the Strategic Plan;
- E. Convene stakeholders from within and outside of North Dakota state government at least once annually to solicit perspectives and input on the development of the DUI Strategic Plan and on impaired driving issues;
- F. Recommend content and timing of public awareness and education efforts relating to impaired driving issues; and
- G. Report to the Governor’s Highway Safety Representative.

**Composition**

The Statewide Impaired Driving Task Force shall consist of key stakeholders from the State Highway Safety Office and the areas of law enforcement and criminal justice system (e.g. prosecution, adjudication, probation), MADD, drivers licensing, treatment and rehabilitation, public health, communications, ignition interlock programs, data and traffic records and the 24/7 Sobriety program.

**Procedures amp Staffing**

The Governor’s Representative shall appoint a chairperson(s) of the Impaired Driving Task Force;  
 The Governor’s Representative shall name the facilitator(s) of the Impaired Driving. The facilitator shall be responsible for organizing meetings, preparing agendas, preparing and distributing meeting minutes.  
 Necessary funding for the Impaired Driving Task Force shall be provided through eligible federal highway safety grants as administered by the North Dakota Department of Transportation, subject to the restrictions of said funds by federal law;  
 The Impaired Driving Task Force shall meet as determined by the chairperson and facilitator;  
 Subcommittees may be created within the Impaired Driving Task Force to serve for a specified purpose and period of time.

Mark Nelson

Governor’s Highway Safety Representative

**Key Stakeholders**

Partner	Title	Organization	Representation
Laura Anderson	Prevention Administrator	Behavioral Health Division, Department of Human Services Behavioral Health Division, Department of Human Services	Prevention and Alcohol amp Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Katie Beyer	Prevention	City-County Health District	Prevention

Aaron Birst Aaron Birst	Traffic Safety Resource Prosecutor	ND Association of Counties ND Association of Counties	Criminal Justice: Law and Prosecution
Teresa Carrigan	Advocate	Bismarck Police Department	Prevention
Melissa Casteel	Research Analyst	NDDOT Safety Division	Program Evaluation and Data
Tarek Chase	ND DRE/SFST Coordinator	North Dakota Highway Patrol	Criminal Justice: Enforcement
Pete Czapiewski	Officer	Mandan Police Department	Criminal Justice: Enforcement
Ashlee Doan	Public Information Specialist	Safety Division, NDDOT	Communications and Criminal Justice: Publicizing High Visibility Enforcement
Shawn Doble	Chief	Watford City Police Department	Criminal Justice
Dan Donlin	Safety Liaison Officer	NDDOT Safety Division	Criminal Justice
Adam Dvorak	Lieutenant	North Dakota Highway Patrol	Criminal Justice: Enforcement and Publicizing High Visibility Enforcement
Charles Eder	State Toxicologist	ND Attorney General Office	Program Evaluation and Data
Kasi Eisenzimmer		Behavioral Health Division, Dept of Human Services	Prevention and Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Donovan Foughty Donovan Foughty	District Judge District Judge	North Dakota Courts – Ramsey County	Criminal Justice: Laws and Adjudication
Barbara Frydenlund	Prevention	Rollette County Public Health	Prevention
Ryan Gellner Ryan Gellner	Traffic Safety Outreach Program	ND Association of Counties ND Association of Counties	Prevention
Jennifer Goetzfried	Coordinator	Parole and Probation	Treatment and Rehabilitation
Lacresha Graham	Behavioral Health Administrator	Behavioral Health Division, DHS	Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Peter Halbach	Chief Hearing Officer	NDDOT	Criminal Justice: Administrative Sanction
Fahtima Hood Fahtima Hood	Tribal Outreach Coordinator Tribal Outreach Coordinator	Fort Berthold Community Traffic Safety Program	Prevention and Tribal
Sarah Huber	Hearing Officer	North Dakota Department of Transportation	Criminal Justice: Administrative Sanction
Rahya Iliff	Victim Services Specialist	MADD	Treatment and Rehabilitation
Patrick Joyce	Prevention Specialist	Behavioral Health Division, Department of Human Services	Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Wade Kadrmas	Sergeant	North Dakota Highway Patrol	Criminal Justice: Enforcement
Shannon Kaiser	Prevention	Central Valley Health District	Prevention
Gene LaDoucer	Senior Public Affairs Representative	AAA Auto Club	Prevention
Kayla Lemieux	Drivers' Licensing	NDDOT	Administrative Sanction and Driver Licensing Program
Mike Mahoney	Assistant Attorney General	Office of Attorney General	Criminal Justice: Laws
Miles Mehlhoff	Parent	Advocate	Prevention
Lynn Mickelson	Advocate		Prevention
Karin Mongeon	Director	Safety Division, NDDOT	Program Management and Strategic Planning
Natasha Nagel	Probation Officer	North Dakota Department of Corrections	Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
David Nelson	District Judge (ret)	Williston	Criminal Justice: Laws and Adjudication
Mark Nelson	Governor's Highway Safety Representative	NDDOT	Program Management and Strategic Planning

Mike Pitcher	Assistant Attorney General	Office of Attorney General	Criminal Justice: Laws and Administrative Sanctions and Driver Licensing Programs Criminal Justice: Laws and Administrative Sanctions and Driver Licensing Programs
Lisa Redford	Public Safety Coordinator	Office of Public Safety and Program Development, Three Affiliated Tribes	Prevention and Tribal
Jessica Rudnick	Community Prevention Specialist	North Dakota Department of Human Services, Behavioral Health Division	Prevention and Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Pamela Sagness Pamela Sagness Pamela Sagness Pamela Sagness	Director	North Dakota Department of Human Services Division of Mental Health and Substance Abuse	Prevention and Alcohol ampOther Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Robyn Litke Sall	Alcohol and Tobacco Prevention Coordinator	Office of Public Safety amp Program Development	Prevention
Jessica Schindeldecker	Public Information Officer	Fargo Police Department	Criminal Justice: Publicizing High Visibility Enforcement
Kshitij Sharma	Research	NDSU Upper Great Plains Transportation Institute	Program Evaluation and Data
Jeff Solemsaas	Lieutenant	Bismarck Police Department	Criminal Justice: Enforcement and Publicizing High Visibility Enforcement
Duane Stanley Duane Stanley	24/7 Program Coordinator 24/7 Program Coordinator	Bureau of Criminal Investigation, ND Attorney General	Program Evaluation and Data
Dr. Kimberly Vachal Dr. Kimberly Vachal Dr. Kimberly Vachal Dr. Kimberly Vachal	Program Director Program Director Program Director Program Director	North Dakota State University Upper Great Plains Transportation Institute Program	Program Evaluation and Data
Kristi Pettit Venhuizen Kristi Pettit Venhuizen	Traffic Safety Resource Prosecutor	Kalash and Pettit Law Firm Kalash and Pettit Law Firm	Criminal Justice: Laws and Prosecution

Christopher Votava	Prosecutor	Williams County States Attorney Office	Criminal Justice: Laws and Prosecution
Jeff Vyska	Law Enforcement	Burleigh County Sheriff's Department	Criminal Justice:Enforcement Criminal Justice:Enforcement
Terry Weaver	Traffic Safety Program Coordinator	North Dakota Safety Council	Prevention
Sandy Wilson Sandy Wilson	Co-Manager Traffic Safety Programs	Safety Division, NDDOT Safety Division, NDDOT	Program Management and Strategic Planning

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 2/25/2017

### Strategic plan details

**State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Continue to use previously submitted plan: Yes

**ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.**

### 405(d) 24-7 Sobriety programs grant

#### Mandatory license restriction requirement

**The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.**

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

#### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 39-20-04.1

Amended Date: 1/7/2013

#### Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: NDCC 39-20-04.1

Amended Date: 7/31/2013

### Sobriety program information

Legal citations: Yes

State program information: No

### Legal citations

**State law authorizes a Statewide 24-7 sobriety program.**

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 39-06.1-11

Amended Date: 1/7/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 39-20-03.1-5

Amended Date: 1/7/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 54-12-27 through 54-12-31

Amended Date: 1/7/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: NDCC 39-06.1-11

Amended Date: 7/31/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: NDCC 39-08-03.1-5

Amended Date: 7/31/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: NDCC 39-220-04.1

Amended Date: 7/31/2013

### Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: NDCC 54-12-27

Amended Date: 7/31/2013

## Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: NDCC 54-1231

Amended Date: 7/31/2013

## Program information

State program information that authorize a Statewide 24-7 sobriety program.

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: North Dakota Department of Transportation

State authority name/title: Ronald Henke, Interim Director

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Burleigh/Morton	6,826
Cass	8,149
Grand Forks	3,068
Ramsey	545
Stark	2,003
Stutsman	1,319
Ward	4,047

Williams	2,228
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**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 40,668

**Use of fees collected from motorcyclists for motorcycle programs**

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: Data State

**Legal citations for each law state criteria.**

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No

**Citations**

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: NDCC 39-28.01

Amended Date: 1/7/2005

**Citations**

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: 39-28-05

Amended Date: 1/7/1979

**Certifications, Assurances, and Highway Safety Plan PDFs**

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

