



North Dakota Department of Transportation
Office of Traffic Safety

Highway Safety Plan
Federal Fiscal Year 2008

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

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EXECUTIVE SUMMARY

North Dakota's Highway Safety Plan (HSP) process begins with a thorough study of crash records and other related data. Crash statistics are a critical element of traffic safety programming. It is only through careful analysis of crashes that we learn about the causes and develop corresponding solutions through legislation, law enforcement, safety programs, and highway improvements.

Data from 2006 indicates that fewer people died on North Dakota roads than in the previous year; a decrease of nearly 11 percent (from 123 to 111 fatalities).

The decrease in crash fatalities may be attributed to:

- Statewide and local traffic safety programs that have increased awareness of traffic safety issues
- High-visibility enforcement campaigns (high volume multi-media in conjunction with increased, targeted law enforcement) specific to driver behavior (impaired driving and safety belt use)
- Improved engineering of roadway infrastructure
- Advanced engineering to provide safer motor vehicles and improved crash survivability

In addition, safety belt use in North Dakota climbed to an all-time high of 82.2 percent in 2007. This is the first time North Dakota has achieved a safety belt use rate above the national average. This is an increase of 4 percent from 2006 and a significant achievement by traffic safety partners involved in occupant protection programs.

As improvements are made and progress continues, traffic safety must continue to be a top priority in North Dakota. In 2006:

- North Dakota became one of ten states in the nation with the highest rate of alcohol-related motor vehicle fatalities
- 42 percent of motor vehicle crash fatalities involved alcohol
- 56 percent of individuals killed in motor vehicle crashes were not wearing safety belts

North Dakota has consistently ranked as one of the safest states in the nation and strives to maintain that distinction through effective traffic safety programs. The number of motor vehicle fatalities each year in North Dakota has dropped from a high of 227 in 1971 to 111 in 2006. The fatality rate has reflected a decrease from 5.73 deaths per 100 million vehicle miles of travel (VMT) in 1971 to 1.45 deaths per 100 million VMT in 2006. With the exception of 2005, the statewide fatality rate has been consistently lower than the national fatality rate since 1979.

It is important to note that North Dakota's safety record is a result of cooperation between the motoring public and the traffic safety community, many of whose efforts receive funding support through the North Dakota Department of Transportation's (NDDOT) Office of Traffic Safety (OTS) through this annual HSP.

PERFORMANCE PLAN

Trends, Problem Identification, and Goals

Process Overview

Each year, the NDDOT, OTS compiles a summary of motor vehicle crash reports to identify traffic safety problems. The planning process for the fiscal year (FY) 2008 HSP began in March with review of the National Highway Traffic Safety Administration (NHTSA) action plan for Region VII. In April, a solicitation notice was sent to traffic safety partners inviting them to submit project proposals to the OTS by June 28, 2007.

OTS staff facilitated proposal review to NDDOT officials in July 2007. Program goals and objectives were discussed. The following schedule outlines North Dakota's HSP process.

HIGHWAY SAFETY PLAN SCHEDULE

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

Data Analysis

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

- ❖ NDDOT Crash Reporting System
- ❖ Fatal Analysis Reporting System (FARS)
- ❖ Drivers License file data
- ❖ North Dakota Department of Health
- ❖ North Dakota Highway Patrol
- ❖ Statewide safety belt surveys
- ❖ Safe Communities programs
- ❖ NHTSA statistical information
- ❖ North Dakota Office of Attorney General, Crime Laboratory (State Toxicology Laboratory)

This information is then analyzed and used to establish an historical trend line for the previous ten years of available crash data. With this data, the planning process moves to problem identification.

Problem Identification

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

- ❖ NDDOT
- ❖ North Dakota Department of Health, Division of Emergency Medical Services (DEMS)
- ❖ Safe Communities and other agencies and organizations concerned with impaired driving
- ❖ State and local governments
- ❖ Indian reservation jurisdictions
- ❖ State, county, and city law enforcement agencies
- ❖ Regional and local public health agencies
- ❖ Various non-profit highway safety organizations and coalitions
- ❖ Private entities
- ❖ Motorcycle safety education groups
- ❖ Youth organizations
- ❖ Entities submitting proposals in prior years

As a result of this process, the OTS staff determines specific problems that require intervention through the HSP.

In 2006, North Dakota's fatality rate per 100 million VMT was 1.45, a decrease from the 2005 rate of 1.65. While this decrease is encouraging, it is important to look beyond these numbers to determine the factors contributing to this decrease. The 111 highway fatalities, while lower than 2005, are still higher since 1999 with the exception of 2005. Speed and alcohol continue to be the major contributing factors in fatal crashes. The month of October resulted in 16 motor vehicle fatalities, the same as 2005. May was not as deadly as October, but still resulted in 15 fatalities.

Performance Goals

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

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

Below are the FY 2008 performance measures adopted by the NDDOT OTS for the 2008 HSP.

- A. Planning and Administration
 1. To allow each staff member the opportunity to attend a professional development training
 2. To align the goals and measures of success of the NDDOT Strategic Highway Safety Plan (SHSP) and the annual HSP
- B. Police Traffic Services
 1. To reduce the motor vehicle crash fatality rate per 100 million vehicle miles traveled (VMT) from 1.45 in 2006 to 1.26 in 2011.
- C. Emergency Medical Services
 1. To reduce the fatality rate per VMT from 1.45 in 2006 to 1.26 in 2011
- D. Traffic Records
 1. To distribute the annual *North Dakota Crash Summary* within eight months of the end of the calendar year
 2. To continue the role of the Traffic Records Coordinating Committee (TRCC) and their contribution to data systems and the 408 Grant criteria
 3. To deploy Traffic and Criminal Software (TraCS) to five enforcement agencies
 4. To work with Traffic Operations to implement the NDDOT Strategic Highway Safety Plan (SHSP)
 5. To maintain the location tool within the TraCS software
 6. To develop and deploy the citation form within TraCS to the county agencies
- E. Occupant Protection
 1. To reduce the percentage of unbelted crash occupants from 55.8% in 2006 to 51.5% in 2011
 2. To increase the percentage of buckled occupants in North Dakota from 82.2% in 2007 to 85% in 2011
- F. Motorcycle Safety
 1. To reduce the upward trend in motorcycle crashes from 217 in 2006 to 200 in 2011.
- G. Alcohol Countermeasures
 1. To reduce the percentage of alcohol-related crash fatalities from 42.34% in 2006 to 40% in 2011
 2. To reduce the alcohol-related injury crashes from 14.7% in 2006 to 12.5% in 2011
 3. To reduce the average blood alcohol concentration at time of arrest from 0.167 in 2006 to 0.162 in 2011

H. Safe Communities Programs

1. To reduce the number of motor vehicle crashes from 15,094 in 2006 to 14,500 in 2011
2. To increase safety belt use for all occupants from 82.2% in 2007 to 85% in 2011
3. To reduce the total number of crashes per VMT from a rate of 196.94 in 2006 to 195 in 2011
4. To reduce the total number of fatal crashes per VMT from a rate of 1.45 in 2006 to 1.26 in 2011
5. To reduce the injury crash rate per VMT from a rate of 54.03 in 2006 to 50 in 2011

Crash Data / Trends

Baseline Data 1997-2001

Progress Report Data 2002-2006

| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2011 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Fatalities (Actual) | 105 | 92 | 119 | 86 | 105 | 97 | 105 | 100 | 123 | 111 | 100 |
| Fatality Rate /100 million VMT | 1.51 | 1.30 | 1.68 | 1.22 | 1.48 | 1.37 | 1.44 | 1.34 | 1.65 | 1.45 | 1.26 |
| Injuries (Actual) | 5,900 | 4,917 | 4,962 | 4,619 | 4,608 | 4,886 | 4,817 | 4,611 | 4,360 | 4,141 | 4,000 |
| Injuries Rate /100 million VMT | 84.98 | 69.32 | 69.88 | 65.42 | 65.05 | 68.88 | 66.08 | 61.98 | 58.59 | 54.03 | 50.0 |
| Injury Crashes (Actual) | 3,984 | 3,394 | 3,312 | 3,153 | 3,129 | 3,252 | 3,244 | 2,701 | 2,735 | 2,701 | 2,600 |
| Total Crash Rate /100 million VMT | 239.98 | 203.34 | 203.22 | 205.74 | 208.34 | 227.15 | 227.05 | 227.48 | 212.15 | 196.94 | 195.0 |
| Alcohol-related Fatalities (Actual) | 47 | 43 | 58 | 42 | 52 | 48 | 53 | 38 | 56 | 47 | 40 |
| Percentage of Alcohol-related Fatalities | 44.8% | 46.7% | 48.7% | 48.8% | 49.5% | 49.5% | 50.5% | 38.0% | 45.5% | 42.3% | 40.0% |
| Total Number of Motorcycle Crashes | 122 | 118 | 112 | 91 | 123 | 143 | 163 | 175 | 240 | 217 | 200 |
| Percent of Population Using Safety Belts* | | 39.9% | 46.7% | 47.7% | 57.9% | 63.4% | 63.7% | 67.3% | 76.3% | 79.0% | 85.0% |

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

Project Selection

The project selection process begins with a request to various agencies and organizations to submit proposals for projects that will address the established Office of Traffic Safety (OTS) performance goals and measures. Each program manager develops a list of potential applicants and traffic safety partners who might be interested in traffic safety issues. Correspondence was mailed to traffic safety partners inviting them to submit project proposals by June 28, 2007. Requests for Proposals (RFPs) are posted on the NDDOT Web site and are available for public review and submission for consideration.

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

- ❖ Does the proposal respond to the identified problem?
- ❖ Is it likely to have an impact?
- ❖ Is there a level of confidence in the project personnel?
- ❖ Are the objectives clearly stated?
- ❖ Is the evaluation plan adequate?
- ❖ Is the budget realistic and cost effective?
- ❖ Is this a single- or multiple-year project?

After all the proposals are reviewed, they are ranked from most to least desirable, accepted as funding levels permit, and detailed in the appropriate focus area within the HSP.

Monitoring and Technical Assistance

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

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

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

The Annual Report

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

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

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

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

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

HIGHWAY SAFETY PLAN

Performance Measures & Project Descriptions

PLANNING & ADMINISTRATION

Performance Goal:

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

Performance Measures:

To allow each staff member the opportunity to attend a professional development training

To align the goals and measures of success of the NDDOT's Strategic Highway Safety Plan (SHSP) and the annual Highway Safety Plan (HSP)

Action Plan:

- ❖ Encourage professional development of staff members through attendance at one professional development training, at a minimum
- ❖ Foster program manager participation in the NDDOT's SHSP process to meld the goals and measures of success to meet the NHTSA requirements for the annual HSP

Justification:

- ❖ Program planning and administration activities allow the NDDOT's Office of Traffic Safety (OTS), to effectively direct statewide traffic safety programs.

POLICE TRAFFIC SERVICES

Performance Goal:

To support North Dakota law enforcement agencies to reduce traffic violations and crashes and promote traffic safety

Performance Measure:

To reduce the motor vehicle crash fatality rate per 100 million VMT traveled from 1.45 in 2006 to 1.26 in 2011

Action Plan:

- ❖ Purchase radar/LIDAR units for distribution to state and local law enforcement agencies
- ❖ Provide specialized traffic safety training for law enforcement officers
- ❖ Fund overtime enforcement for state and local law enforcement agencies participating in high-visibility enforcement campaigns
- ❖ Provide awards and incentives to honor law enforcement agencies and community members who have demonstrated achievement in traffic safety
- ❖ Fund PI& E and paid media in support of safety belt enforcement activities

Justification:

- ❖ The total fatality and injury rate per VMT decreased from 2005 to 2006. The Office of Traffic Safety (OTS) must continue to set more aggressive goals to reduce the number of fatal crashes on North Dakota's roadways.
- ❖ Increased enforcement continues to be a budget constraint, primarily for high-visibility enforcement related to alcohol and safety belts.
- ❖ While the majority of injury crashes occur in urban areas of the state (59.1%), the majority of fatal crashes occurred in rural areas (96%). Equipment requests from law enforcement will be considered to address the disparity and to assist with enforcement of statewide speed, DUI, and other traffic safety laws.
- ❖ Due to limited resources and staff, many law enforcement agencies, both in rural and urban areas, suffer from budget limits on technical assistance and training, equipment, and personnel, and have come to value OTS expertise and assistance in providing training, equipment, and overtime funding for selective traffic enforcement.
- ❖ A combination of high-visibility enforcement, PI&E, and training is needed to reduce crash-related injuries and fatalities in North Dakota.
- ❖ North Dakota's 2007 Statewide Safety Belt Survey reported an 82.2 percent use rate (an increase of 4.1 percent from 2006). Law enforcement agencies must continue to make safety belt enforcement a top priority as North Dakota remains lower than many states in safety belt restraint use.
- ❖ The use of saturation patrols at the local level has been popular and successful in North Dakota. Saturation patrols conducted in the major communities are designed to encourage area law enforcement agencies to share labor and resources. Enforcement efforts designed to curb the frequency of impaired driving continue with the funding support from 410 alcohol incentive funds.

Police Traffic Services: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|--|---------------------------|-------------------------|
| PT4020801-01 | Program Management | \$16,000 | 402 |
| PT4020802-02 | Local Law Enforcement Radar | \$18,000/ <i>\$5,000</i> | 402/ <i>Local Match</i> |
| PT4020802-03 | State Law Enforcement Radar | \$128,500 | 402 |
| PT4020802-04 | Law Enforcement Training | \$10,000 | 402 |
| PT4020802-05 | Incentive Program/ASSISTS Awards | \$30,000 | 402 |
| PT4020802-06 | Law Enforcement Overtime for Speed Enforcement | \$50,000/ <i>\$1,000</i> | 402/ <i>Local Match</i> |
| PT4020802-07 | Public Information and Paid Media for Speed | \$75,000 | 402 |
| PT4020802-08 | Speed Trailers | \$8,000 | 402 |
| 402 Total | | \$335,500 | |
| Total All funds | | \$335,500/ <i>\$6,000</i> | |

Police Traffic Services Projects (PT)

PT4020801-01 Program Management (Karin and Vacant)

FUNDING SOURCE: 402

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

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

PT4020802-02 Local LE Radar Equipment (Vacant)

FUNDING SOURCE: 402/*Local Match*

Funding will be provided for radar units to be used by local law enforcement agencies in reducing noncompliance with posted speed limits. All radar purchases will require 25 percent local match and must prove a need for equipment. All equipment will conform to the International Association of Chiefs of Police (IACP) Consumer Products List. Equipment resource allocation will be data-driven to assure equipment is placed with agencies with an identified need.

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

PT4020802-03 State LE Enforcement Radar Equipment (Vacant)

FUNDING SOURCE: 402

The North Dakota Highway Patrol (NDHP) will receive funds to purchase new-technology traffic radar and/or LIDAR units to reduce noncompliance with state speed limits. The NDHP has evaluated the latest technology in traffic radar, giving troopers the capability of apprehending motorists traveling in the same lane as the patrol vehicle. Vehicles speeding away from or toward the patrol vehicle can be targeted. This updated technology can also be used to detect the fastest vehicle in the group instead of the largest. All equipment will conform to the list approved by IACP.

PT4020802-04 Law Enforcement Training (Vacant) FUNDING SOURCE: 402

Funds will be provided for specialized traffic safety training for law enforcement officers. Funds will also be set aside to provide travel expense reimbursement for highway safety professionals to attend training and conferences that will provide opportunities to learn about new and innovative programs and to become more specialized in grant contract management and maintenance.

PT4020802-05 Incentive Program/ASSISTS Awards (Vacant) FUNDING SOURCE: 402

A Police Traffic Services Incentive Program called ASSISTS (Alcohol, Seat Belts and Speed Intervention to Support Traffic Safety) has been developed to assist and recognize those enforcement agencies that have demonstrated a commitment to reducing traffic-related deaths and injuries and that have not received an overtime grant from OTS to participate in enforcement campaigns. Awards will be given to the top ten agencies that develop comprehensive programs in their communities that include public information, media relations, and enforcement activities conducted throughout the fiscal year.

PT4020802-06 LE Overtime for Speed (Vacant) FUNDING SOURCE: 402/Local Match

Funds will be provided for overtime wages for law enforcement agencies (local and state) participating in the statewide high-visibility enforcement of speed during the “*Speeding. Obey the sign or pay the fine.*” campaign to be conducted in September 2008.

PT4020802-07 Public Information & Paid Media/Speed (Vacant) FUNDING SOURCE: 402

Funds will be provided for the development, printing, and purchasing of public awareness materials and media needed to support speed enforcement. Funds will be used to purchase radio, television, and billboard ads with the enforcement message, “*Speeding. Obey the sign or pay the fine.*”

PT4020802-08 Speed Trailers for LE (Vacant) FUNDING SOURCE: 402

Funds will be set aside for one law enforcement agency to purchase a portable speed trailer to reduce noncompliance with state speed limits. Portable speed trailers visually display drivers' real-time speeds compared to the speed limit and are effective in reducing speeds and increasing awareness of local speed limits. Speed trailers also have the capability to collect traffic count data and speed data throughout the day, which can be used to identify the most dangerous traffic times when more enforcement is needed.

EMERGENCY MEDICAL SERVICES

Performance Goal:

To provide support and training for the Emergency Medical Services (EMS) System

Performance Measure:

To reduce the fatality rate per VMT from 1.45 in 2006 to 1.26 in 2011

Action Plan:

- ❖ Provide NHTSA training courses to ensure current and applicable information to EMS personnel throughout the state

Justification:

- ❖ North Dakota is a rural state with substantial distances between medical facilities; crashes often occur many miles from hospitals.
- ❖ Of the 111 fatalities in 2006, 108 were on rural roads. For this reason, it is essential that an effective network of emergency medical services be in place.
- ❖ The North Dakota EMS system relies heavily on volunteers who must receive adequate training to provide care to crash victims. It is estimated that 90 percent of the state's EMS personnel are volunteers. Replacement of volunteers continues to be the most significant problem facing the North Dakota EMS system.

Emergency Medical Services: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|--------------------|----------------------|------------------|
| EM4020803-01 | Program Management | \$1,000 | 402 |
| EM4020803-02 | EMS Training | \$140,000/ \$327,000 | 402/ State Match |
| 402 Total | | \$141,000 | |
| Total All funds | | \$141,000/ \$327,000 | |

Emergency Medical Services Projects (EM)

PT4020803-01 Program Management (Karin and Vacant)

FUNDING SOURCE: 402

Direct management costs and travel expenses for EMS will be funded. Technical assistance will be provided.

PT4020803-02 EMS Training (Lory)

FUNDING SOURCE: 402/ State Match

The North Dakota EMS system relies heavily on the services of volunteers. Shrinking and aging populations in rural areas, combined with social trends providing fewer volunteers, make maintaining EMS systems difficult. To maintain and improve the system, adequate initial and refresher medical training must be provided for personnel. In addition, emergency vehicle operations courses must be offered to assist in assuring public safety and reducing personnel attrition levels. Training, testing, and certification, as well as continuing education, must be provided to keep North Dakota's EMS volunteers current in proper procedures. Distance-learning opportunities will continue to be provided with resources available for Emergency Medical Services (EMS) personnel statewide.

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

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

Other training will include:

7. **Emergency Vehicle Operations.** Approximately 100 EMS personnel will be initially trained, and approximately 50 EMS personnel will be recertified.
8. **Advanced Trauma Life Support (ATLS).** Approximately 40 rural physicians and mid-level practitioners will be trained and recertified in ATLS.

Of the 46 acute care hospitals, 40 (87%) will be trauma center designated. Five EMS Training Institutions will be licensed in North Dakota. The state EMS Advisory Committee will continue to assist in the development of EMS policy and long-term goals.

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

Data collection from the EMS database systems will be completed by the NDDH with funding assistance from the 408 Grant. This project will provide better analysis of EMS data and be used to incorporate into the traffic records system. Status of this project will be reported to the Traffic Records Coordinating Committee (TRCC).

TRAFFIC RECORDS

Performance Goals:

To analyze and make effective use of state, regional, and local crash data which will determine appropriate traffic safety countermeasures

To update the Traffic Records Coordinating Committee (TRCC) Strategic Plan

Performance Measures:

To distribute the annual *North Dakota Crash Summary* within eight months of the end of the calendar year

To continue the role of the TRCC and their contribution to data systems and the 408 Grant criteria

To deploy the Traffic and Criminal Software (TraCS) to five enforcement agencies

To work with Traffic Operations to implement the NDDOT Strategic Highway Safety Plan (SHSP)

To maintain the location tool within the TraCS software

To develop and deploy the citation form within TraCS to the county agencies

Action Plan:

- ❖ Rewrite the crash manual for law enforcement training to include TraCS and other current information
- ❖ Install TraCS system for use at five additional law enforcement agencies

Justification:

- ❖ Information for effective traffic safety decisions is based on accurate, timely, and complete traffic records data. The OTS has responsibility for the crash data records that consist of reports completed by all law enforcement agencies using a uniform reporting process.
- ❖ Access to the crash data records and the capability to query multiple factors simultaneously is necessary to conduct effective crash-trend analyses. The online query functionality enables NDDOT crash report data users to perform more extensive queries.
- ❖ The TRCC continues to provide statewide input and recommends prioritization of proposed enhancements to all traffic records-related data projects. Progress on the traffic records strategic plan includes implementation of an electronic crash reporting process using TraCS, an electronic citation module, and planning for incorporation of Global Positioning System (GPS) data and Global Information System (GIS) analysis. The TRCC will also be reviewing the crash reporting process for compliance with Model Minimum Uniform Crash Criteria (MMUCC) guidelines.

Traffic Records Program: Budget Summary (includes 2006 & 2007 carryover)

| Project Number | Project Title | Budget | Budget Source |
|------------------------|--------------------------------|-----------------------|-----------------|
| TR4020804-01 | Program Management | \$35,000 | State Match |
| TR4020804-02 | Crash Data System Enhancement | \$5,000 | State Match |
| TR4020804-03 | Traffic Records Strategic Plan | \$1,094,000/\$260,125 | 408/Local Match |
| TR4020804-04 | EMS Data Analyst | \$106,500 | 408 |
| 402 Total | | \$-0- | |
| Total All funds | | \$1,200,500/\$300,125 | |

Traffic Records Program Projects (TR)

TR4020804-01 Program Management (Karin and Lynn)

FUNDING SOURCE: *State Match*

Direct management costs and travel expenses for traffic records projects will be funded with state matching funds. The costs incurred by the Office of Traffic Safety (OTS) staff in developing specific tables and graphs, developing responses to data inquiries, and analyzing traffic safety data for the Statewide Problem Identification are included here.

The traffic records manager works toward continual enhancements to the motor vehicle crash reporting system including coordination with the Traffic Records Coordinating Committee (TRCC). The manager works with law enforcement personnel and NDDOT staff to identify and correct frequent data errors and to encourage complete, timely, and accurate reporting of crash report data elements. The traffic records manager also responds to requests for crash data from within NDDOT and from other state, local, and federal agencies and the general public.

The annual *North Dakota Crash Summary* is placed on the NDDOT Web site and printed for mail distribution. The document contains detailed traffic safety information. Printing is paid with matching state dollars.

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

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

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

TR4020804-02 Crash Data System Enhancement (Lynn)

FUNDING SOURCE: *State Match*

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

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

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

The MVCR form, animal crash report form, and the officer's instruction manual will be reviewed, updated, and reprinted as needed, considering the implementation of TraCS. Revisions to the motor vehicle and animal crash reports will include guidance from the TRCC and other users, along with MMUCC guidance. The process will work toward a Model Minimum Uniform Crash Criteria (MMUCC)-compliant form in both paper and electronic formats.

TR4020804-03 Traffic Records Strategic Plan

FUNDING SOURCE: *408/Local Match*

In March 2006, NHTSA conducted a Traffic Records Assessment for the NDDOT OTS. The assessment provided recommendations for future improvements to North Dakota data systems. With the recommendations from the Traffic Records Assessment, an updated TRCC Strategic Plan was developed through a cooperative process with law enforcement, engineering, health, safety, judicial, and information technology representatives statewide. This Strategic Plan describes the goals, requirements, and initiatives to plan for, integrate, and more effectively use the state's traffic safety systems and data.

The Traffic Records Coordinating Committee (TRCC) Strategic Plan identifies these activities by priority:

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

Subcommittees exist to address each issue. The subcommittees and the TRCC continue to implement the Strategic Plan.

The Traffic and Criminal Software (TraCS) system will continue to be implemented for the electronic collection and submission of motor vehicle crash reports. TraCS will provide the foundation to meet most of the Strategic Plan initiatives.

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

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

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

Funds will also be used to provide funding to the North Dakota Department of Health (NDDH) for a research analyst to coordinate the EMS database system. This was a deficiency defined in the Traffic Records Assessment.

State match will be provided by the North Dakota Highway Patrol, using officers' time dedicated to crash reporting. Match will also be provided by the TRCC members with donated hours, volunteer time, and travel.

TR4020804-04 EMS Data Analyst

FUNDING SOURCE: 408

In March 2006, NHTSA conducted a Traffic Records Assessment for the OTS. The assessment recommended that improvements be made to the Injury Surveillance System. The TRCC Strategic Plan includes a project that provides an EMS Data Analyst position within the NDDH, Division of Emergency Medical Services (DEMS). This position analyzes data from the North Dakota Trauma Registry and the Statewide Online Ambulance Reporting (SOAR) system. This position also provides training to our end-users to assure data integrity and accuracy. Although DEMS has been collecting this data for some time, there has not been any scientific analysis done. SOAR data is National Emergency Medical Services Information System (NEMSIS)-compliant.

Funds will be provided to DEMS to continue supporting a staff person who will coordinate the EMS database system.

OCCUPANT PROTECTION

Performance Goal:

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

Performance Measures:

To reduce the percentage of unbelted crash occupants from 55.8% in 2006 to 51.5% in 2011

To increase the percentage of buckled drivers within the state of North Dakota from 82.2% in 2007 to 85% in 2011

Action Plan:

- ❖ Public information and education efforts are spearheaded through the *“Click It or Ticket”* campaign, the state’s multi-agency, multi-year occupant protection campaign
- ❖ The partnership with the North Dakota Department of Health (NDDH), initiated in 1978, will continue to address motor vehicle fatalities and injuries as a public health issue
- ❖ The NDDH will continue to provide program coordination for children from birth through teen years through: (1) education and child safety seat distribution at public health agencies and hospitals; (2) inspection of seats at child safety seat checks; (3) educational programs at day care facilities and elementary schools; and (4) distribution of educational materials to teenagers
- ❖ The upgrade of the child restraint law has provided opportunities to fund innovative projects for booster seat and teen safety belt use
- ❖ Besides providing technical support for local and state safety belt and child restraint campaigns, the NDDH coordinates two-day child safety seat introductory classes, refresher workshops, and the 32-hour standardized child passenger safety training course for national certification as technicians or instructors
- ❖ Complementing the *“Click It or Ticket”* PI&E effort is a visible enforcement presence: the NDDOT, North Dakota Highway Patrol (NDHP), and local law enforcement officials continue to provide a strong occupant protection partnership
- ❖ Conduct an annual statewide Safety Belt Observational Survey
- ❖ Support car seat checkpoint clinics across the state
- ❖ Continue collaborative efforts with the NDDH, NDHP, NDDOT, Safe Communities programs, and employers
- ❖ Support local school and work site safety belt incentive programs
- ❖ Programs at the state and community levels will be funded to promote safety belt honor roll awards and the requirements of the law

Justification:

- ❖ Fatality data from the *North Dakota 2006 Crash Summary* shows that 56% of those killed were unrestrained occupants of motor vehicles. Seventy-five percent of child fatalities under the age of 18 were not restrained.
- ❖ Although safety belt use has increased during the past several years (2003 rate 63.7%; 2007 rate 82.2%), the failure to buckle up still contributes to more fatalities than any other traffic safety-related behavior.
- ❖ Child safety seat misuse continues to exceed 85%, according to data obtained during safety seat inspection clinics conducted throughout the state.

- ❖ Safety belt use continues to be higher on Interstates or unfamiliar roads (86.2%). Research proves that the fear of getting a ticket is the best way to reach the 17.8% of North Dakotans who are still riding unbuckled. The **“Click It or Ticket”** campaign will use this message to increase safety belt use.
- ❖ According to 2007 survey results, just 44.8% of all occupants were buckled on the Three Affiliated Tribes Reservation.

Occupant Protection Program: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|------------------------------------|--------------------|------------------|
| OP4020805-01 | Program Management | \$13,000 | 402 |
| OP4020805-02 | Public Information & Education | \$44,500 | 402 |
| OP4020805-03 | School Safety Belt Projects | \$12,700/\$12,700 | 402/ Local Match |
| OP4020805-04 | Car Safety Seats and Training | \$140,400/\$20,000 | 402/ State Match |
| OP4020805-05 | Statewide Safety Belt Survey | \$53,300 | 402 |
| OP4020805-06 | LE Overtime for OP | \$150,000/\$3,000 | 402/ Local Match |
| OP4020805-07 | Public Information & Paid Media/OP | \$170,000 | 402 |
| OP4020805-08 | Occupant Protection Assessment | \$30,000 | 402 |
| OP4020805-09 | Medical Services Study | \$45,000 | 402 |
| 402 Total | | \$658,900 | |
| Total All funds | | \$658,900/\$35,700 | |

Occupant Protection Program Projects (OP)

OP4020805-01 Program Management (Karin and Carol)

FUNDING SOURCE: 402

Direct management costs and travel expenses for Occupant Protection (OP) projects will be funded. The program manager will continue to provide guidance for development of safety belt policies for entities receiving traffic safety funding and technical assistance on occupant protection issues.

Evaluation of the occupant protection campaign is included.

OP4020805-02 Public Information and Education (Carol)

FUNDING SOURCE: 402

Public Information & Education (PI&E) efforts related to occupant protection issues will be funded. Key emphasis will be on promoting the importance of safety belt use and the upgraded child-restraint laws. The financial burdens and potential loss of livelihood and quality of life caused by motor vehicle crash injuries will be stressed through PI&E efforts. Programs at the state and community levels will promote safety belt honor roll awards and the requirements of the law. Information on restraints and air bags will continue to be a focus. Statewide activities will parallel and complement national campaigns during special emphasis times. North Dakota’s **“Click It or Ticket”** campaign will serve as the primary PI&E vehicle for safety belt efforts.

Coordinated efforts will continue between the NDDOT, North Dakota Department of Health (NDDH), Safe Communities programs, and local and state law enforcement agencies. Child passenger safety pamphlets and materials for

properly restraining children will be printed and distributed statewide. Emphasis will be focused on “tweens” (children aged 8-12) using safety belts and wearing them correctly. Activities will include parental involvement. The NDDH will loan child passenger safety displays to local agencies for health fairs, conferences, and other events.

The North Dakota Department of Health (NDDH) will continue the statewide booster seat promotion campaign. The campaign will include purchasing/developing educational materials, posters, a display, promotional items, and more. The department will review existing educational materials and will produce materials as appropriate. The NDDH will provide booster seat promotional materials to agencies sponsoring the checkups for those parents attending. Materials will be provided for private and public clinics to distribute.

OP4020805-03 School Safety Belt Projects (Carol)

FUNDING SOURCE: 402/ Local Match

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

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

OP4020805-04 Car Safety Seats and Training (Carol)

FUNDING SOURCE: 402/ Local Match

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

In addition, the NDDH will assess the current car seat program on each of the state’s Indian reservations and service areas, and car seats will be purchased and distributed. Reservation staff will be trained on proper distribution, use, and installation of the car seats.

There are not enough child safety seat technicians to adequately cover the state of North Dakota. The NDDH will work with law enforcement, local health agencies, high schools, and child safety seat technicians to increase the use of safety belts, child safety seats, and to reduce the misuse of child safety seats. Child safety seat technician courses will continue to be held in the state. There will be 2-3 refresher courses and 2-3 of NHTSA’s 32-hour Standardized Child Passenger Safety Training for technician courses taught. The NDDH will hold 2-3 classes of regional child passenger safety workshops, and 6-8 short workshops targeted at specific audiences; i.e., law enforcement, child care providers, Head Start, car seat distribution programs, etc. Workshops will range from 2-8 hours in length. Child safety seat checkups will be held throughout the state. Materials will be developed and distributed for “*Child Passenger Safety Month*” in September.

The Classroom Performance System will be supplied for CPS trainings and interactive displays.

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

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

OP4020805-05 Community and Statewide Safety Belt Survey (Carol)

FUNDING SOURCE: 402

Observation surveys of safety belt use will be conducted statewide in communities and on Indian reservations having Safe Communities contracts, to provide use-rate data for individual programs and regions. The observation surveys will include a pre- and post-survey to be conducted in April and June 2008.

OP4020805-06 LE Overtime for OP (Carol)

FUNDING SOURCE: 402/Local Match

Funds will be provided for overtime wages by law enforcement agencies (local and state) participating in the statewide safety belt mobilization activities. High-visibility Enforcement (HVE) for the national “**Click It or Ticket**” campaign will occur May 12-26, 2008. Along with the NDHP, priority law enforcement agencies, selected to participate, will be within the 16 safety belt survey counties.

OP4020805-07 Public Information and Paid Media for OP (Carol)

FUNDING SOURCE: 402

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

OP4020805-08 Occupant Protection (OP) Assessment (Carol)

FUNDING SOURCE: 402

Funding will be set aside for travel expense reimbursement and supplies needed to conduct a statewide Occupant Protection Assessment. This assessment will give an overview of our current Occupant Protection program and determine its strengths and weaknesses. Recommendations will be provided to the Office of Traffic Safety (OTS) on how to best improve the state’s Occupant Protection Program.

OP4020805-09 Medical Services Study (Karin)

FUNDING SOURCE: 402

This project will provide funding for a study on the health care costs related to motor vehicle injury crashes based on data from hospitals, clinics, private insurance, and Medicaid. This study will assist OTS to better describe to the public the societal cost of crash injuries.

MOTORCYCLE SAFETY PROGRAM

Performance Goal:

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

Performance Measure:

To reduce the upward trend in motorcycle crashes from 217 in 2006 to 200 in 2011

Action Plan:

- ❖ Continue to coordinate education and awareness activities with ABATE of North Dakota, Inc.
- ❖ Increase the participation in the ABATE-sponsored safety courses to make safer riders and more people aware of motorcycles on the road, whether they are on a motorcycle or in another vehicle
- ❖ Emphasis will be on motorcycle education to new riders, aged 14 and older, to become as safe as possible while they are new to the riding equipment
- ❖ Experienced rider courses will be offered to those who want to polish their skills and reinforce safe-riding habits
- ❖ Civilian training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the normal training locations
- ❖ Provide additional sites and rider coaches to fill gaps in the statewide coverage during the program's current growth phase
- ❖ Develop and implement a statewide motorcycle "Share the Road" awareness campaign with 2010 funds
- ❖ Improve the program delivery of motorcycle training in both urban and rural areas

Justification:

- ❖ North Dakota has experienced a significant increase in motorcycle riders during the past five years which has contributed to the increase in motorcycle crashes.
- ❖ Motorcycle crashes in North Dakota have steadily increased since 2000 when 91 crashes were recorded. In 2006, the number of crashes decreased 9.6% from 2005, to 217 crashes.
- ❖ North Dakota is also experiencing the same increase in motorcycle fatalities as other states. While fatal motorcycle deaths dropped from 9 to 4 in 2006, this number remains the highest since 1995.

ALCOHOL PROGRAM

Performance Goal:

Reduce alcohol-related fatalities in North Dakota through prevention, education, and enforcement activities

Performance Measures:

To reduce the percentage of alcohol-related crash fatalities from 42.34% in 2006 to 40% in 2011

To reduce the alcohol-related injury crashes from 14.7% in 2006 to 12.5% in 2011

To reduce the average blood alcohol concentration at time of arrest from 0.167 in 2006 to 0.162 in 2011

Action Plan:

- ❖ Provide overtime funds to law enforcement to conduct DUI enforcement mobilizations including saturation patrols, sobriety checkpoints, and compliance checks
- ❖ Conduct shoulder tap and server-training programs
- ❖ Increase law enforcement patrol activity to reduce the number of drivers under the influence of alcohol or other drugs
- ❖ Fund high school and college campus programs for alcohol/drug prevention
- ❖ Continue to develop and expand the *Parents LEAD (Listen, Educate and Discuss)* Program to provide education and awareness of parental involvement and intervention in reducing underage alcohol consumption
- ❖ Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking
- ❖ Continue to strengthen the branding identity of the *“Drunk Driving. Over the Limit. Under Arrest”* slogan for alcohol enforcement campaigns
- ❖ Funding will be provided to the state and local law enforcement agencies for the purchase of in-car video camera surveillance systems and digital in-car video surveillance systems
- ❖ Conduct a statewide Alcohol Forum for traffic safety partners
- ❖ Continue the contract for part-time Traffic Safety Resource Prosecutor (TSRP) services
- ❖ Continue the contract to provide case management to first-time DUI offenders – the First Offender Assistance Program (FOAP)
- ❖ Purchase additional analytical equipment in the laboratory and alcohol-testing equipment in the field

Justification:

- ❖ In 2006, of the 111 persons killed on North Dakota roads, alcohol contributed to 47 (42%) of the deaths.
- ❖ In 2006, North Dakota entered the “top ten” of states nationally with the highest rate of alcohol-related motor vehicle fatalities.
- ❖ 5,867 impaired-driving arrests were made on North Dakota roadways in 2006. This is an increase from 2005. Of these impaired-driving arrests, 76 percent were male and 24 percent were female.

- ❖ Male drivers aged 20-24 represent the highest percentage of drivers involved in alcohol- and drug-related crashes; therefore, programs are targeted to college and high-school aged teens and young adults in an effort to influence positive behaviors and safe -driving habits that are learned and practiced.
- ❖ The Office of Traffic Safety will continue to fund high school and college programs due to the over-representation of young drivers involved in fatal traffic crashes in the state.

Alcohol Program Area: Budget Summary

Note: 410 budget amounts include carryover from 2006 and 2007

| Project Number | Project Title | Budget | Budget Source |
|------------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| AL4020808-01 | Program Management | \$30,000 | 402 |
| AL4100801-01 | Program Management | \$30,000/ <i>\$30,000</i> | 410PA/ <i>State Match</i> |
| AL4020808-02 | Alcohol Forum | \$18,500 | 402 |
| AL4100802-01 | Alcohol PI&E | \$249,900/ <i>\$25,000</i> | 410 PM/ <i>Local Match</i> |
| AL4100802-02 | Media Campaign for Impaired Driving | \$232,000/\$400,000/ <i>\$25,000</i> | 410 PM/410 HV/ <i>Local Match</i> |
| AL4100803-01 | Statewide Enforcement Activities | \$300,000/\$450,000/ <i>\$4,000</i> | 410/410 HV/ <i>Local Match</i> |
| AL4100803-02 | Video Camera Surveillance Systems | \$100,000/\$150,000/ <i>\$20,000</i> | 410/410 FR/ <i>Local Match</i> |
| AL4100803-03 | Alcohol-Testing Equipment | \$86,700/\$200,000/ <i>\$397,500</i> | 410/410 FR/ <i>State Match</i> |
| AL4100803-04 | Traffic Safety Resource Prosecutor | \$185,900/ <i>\$30,000</i> | 410/ <i>Local Match</i> |
| AL4100803-05 | First Offender Assistance Program | \$143,500 | 410 |
| AL4100804-01 | Parents LEAD Program | \$125,000 | 410 |
| AL4100804-02 | Victim Impact Panel | \$5,000 | 410 |
| AL4100804-03 | Club NDSU | \$8,600 | 410 |
| AL4100804-04 | UND Night Life | \$8,600 | 410 |
| AL4100804-05 | SIDNE Project | \$9,000 | 410 |
| 402 Total | | \$48,500 | |
| Total All funds | | \$2,732,700/ <i>\$531,500</i> | |

Alcohol Program Area Projects (AL)

AL4020808-01 Program Management (Karin and Vacant)

FUNDING SOURCE: 402

AL4100801-01

FUNDING SOURCE: 410/ State Match

Direct management costs and travel expenses for alcohol projects will be funded. Technical assistance will be provided.

AL4020808-02 Alcohol Forum (Vacant)

FUNDING SOURCE: 402

Funds will be set aside to conduct a statewide Alcohol Forum during FY 2007. This forum will focus on impaired-driving issues and underage drinking enforcement efforts throughout our state. Topics will be addressed and speakers will be selected who will meet the needs of the communities to address these issues.

AL4100802-01 Alcohol PI&E (Vacant)

FUNDING SOURCE: 410/ State Match

Project funds will provide for the development, printing, and purchasing of materials needed to support alcohol countermeasure activities. Funds will be used to sustain existing emphasis campaigns such as *3D Month* and *“Drunk Driving. Over the Limit. Under Arrest”* materials. Materials will be purchased and/or developed on underage drinking, college campus alcohol awareness, and public information about saturation patrols. Public information efforts will also be coordinated with employers, colleges/universities, and the hospitality industry.

AL4100802-02 Parents LEAD Program (Vacant)

FUNDING SOURCE: 410

The *Parents LEAD (Listen, Educate and Discuss)* Program will continue. Distribution of **Parents LEAD** information will be significantly increased to provide education and awareness of the importance of parental involvement and intervention in reducing underage alcohol consumption. Funds will be used for promotional events, speaking engagements, Web site enhancements, public information, and paid media.

AL4100802-03 Media Campaign/Impaired Driving (Vacant)

FUNDING SOURCE: 410/410HV/Local Match

Funds for this project will be used to purchase media time to complement alcohol countermeasures activities. Paid media is an effective method of creating public awareness regarding enforcement efforts and consequences. Funds will be used to purchase radio, television, and billboard space. Both enforcement messages like *“Drunk Driving. Over the Limit. Under Arrest”* and social-norming messages including *“Buzzed Driving is Drunk Driving”* will be used.

Campaigns will target high-risk times when impaired driving is likely. Campaigns will include coordinated statewide enforcement activities, underage drinking prevention, and parent education awareness programs.

Effectiveness will be measured by the number of paid and non-paid print, radio, and television advertisements; the size of audience each medium reached; and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages used. Earned media will also be tracked and reported.

AL4100803-01 Statewide Enforcement Activities (Vacant)

FUNDING SOURCE: 410/410 HV/Local Match

Funds will provide overtime wages to support law enforcement agency participation in statewide enforcement activities including saturation patrols, sobriety checkpoints, server training, shoulder tap programs, and compliance checks. Guidelines and procedures developed and endorsed by the North Dakota Peace Officers Association's Traffic Safety Committee will continue to serve as the overall operational plan. This committee consists of law enforcement officers representing city, county, and state agencies.

Saturation patrols are conducted by participating law enforcement agencies recruited for participation by the Office of Traffic Safety (OTS). Saturation patrols are coordinated and conducted by state and local law enforcement agencies at high-risk times and locations. Coordinated activity benefits all participants by sharing resources, enhancing public opinion, and gaining extensive media coverage.

Saturation patrols are used statewide, and participating agencies typically cover more than 65 percent of the state's population. Participating state and local agencies follow the operational plans established by the North Dakota Peace Officers Association's (NDPOA) Traffic Safety Committee and described in the "*Saturation Patrols Targeting Impaired Driving: Guideline for Community-Based Alcohol Enforcement Programs*" manual. Each community is responsible for coordinating and implementing their own patrol activities.

All contracted agencies will participate in the "*Drunk Driving. Over the Limit. Under Arrest*" high-visibility enforcement campaign. Local/earned media events conducted by law enforcement during enforcement campaigns will be supported through the OTS' media coordinator and/or Safe Communities coordinators.

Checkpoints will be used in instances where a saturation patrol would have almost no impact on deterring impaired driving. Compliance checks and server training will be conducted regularly in selected communities as a means of educating the alcohol retailers and reducing underage access to alcohol.

AL4100803-02 Video Camera Surveillance Systems (Vacant) FUNDING SOURCE: 410/410FR/Local Match

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

AL4100803-03 Alcohol-Testing Equipment (Lory) FUNDING SOURCE: 410/410FR/State Match

Funds will be used to purchase an upgrade to the current software system and additional equipment in the laboratory and the field for alcohol-related testing. There is a demand for accurate measurement of low levels of alcohol, and equipment used by the State Toxicologist is dated and needs to be upgraded. Funds will be used to purchase:

- An upgrade to Atlas software and hardware;
- Preliminary breath-testing devices used to screen for the presence of alcohol in breath samples in the field and at the laboratory for training;
- Simulator units which are instruments used in conjunction with obtaining evidentiary breath-alcohol tests at the local sites; and
- *Intoxilyzer 8000* breath-testing devices. These units will update *Intoxilyzer 5000* units currently in the field. The devices will allow law enforcement a non-invasive, immediately accessible method to obtain BAC results for use in prosecuting DUI offenders. There are currently about 75 *intoxilyzers* used by law enforcement and by the State Toxicologist's Office for testing purposes. The majority of the *intoxilyzers* will be replaced in FY 2008, and the OTS will work with the State Toxicologist to determine a multi-year replacement strategy.

The State Toxicologist will be responsible for purchasing, maintaining, and distributing all new equipment.

Match for this project is provided from various state agencies who report the state funds spent for alcohol-related activities. Equipment purchased for State Toxicology is for highway safety testing only.

AL4100803-04 Traffic Safety Resource Prosecutor (Vacant) FUNDING SOURCE: 410/Local Match

The contract for part-time Traffic Safety Resource Prosecutor (TSRP) services will continue. The TSRP will conduct training for prosecutors and law enforcement statewide. The TSRP will also be available to assist in prosecuting impaired-driving cases, administrative hearings, and updating the prosecutor's manual for impaired driving.

AL4100803-05 First Offender Assistance Program (Vacant/Lynn) FUNDING SOURCE: 410

The First Offender Assistance Program (FOAP) is an administrative license revocation liaison program for first-time DUI offenders. Two case managers are under contract to work with the Fargo and Bismarck Municipal Courts to work directly with first-time offenders to assist them through their suspension period and obtain their license in a timely manner. Case managers also provide referral to substance abuse treatment programs, and conduct follow-up related to the status of treatment.

AL4100804-01 Victim Impact Panel (Vacant) FUNDING SOURCE: 410

Funding will be provided to communities to implement a Victim Impact Panel. Funds can be used in the development of these programs for travel reimbursement for speakers, stipends, printed materials, and training.

AL4100804-02 Club NDSU (Vacant) FUNDING SOURCE: 410

This project aims to educate students, particularly first-year students, about the negative consequences associated with underage drinking and driving under the influence of alcohol by providing late-night, alcohol-free events with an educational e-mail component. Evaluation will occur through monitoring of the ND State University's participation in the annual Core Alcohol and Drug survey which assesses the nature, scope, and consequences of alcohol and other drug use on college campuses.

AL4100804-03 UND Nightlife (Vacant) FUNDING SOURCE: 410

This project aims to increase the number and variety of alcohol-free social activities for students at the University of North Dakota (UND) and create a climate that encourages healthy behaviors through education and by providing alternate activities for students. Evaluation will occur through monitoring of the ND State University's participation in the annual Core Alcohol and Drug survey which assesses the nature, scope, and consequences of alcohol and other drug use on college campuses.

AL4100804-04 SIDNE Project (Vacant) FUNDING SOURCE: 410

This project aims to increase awareness of the dangers of impaired driving through the use of SIDNE (**S**imulated **I**mpaired **D**riving **N**g **E**xperience), a battery-powered vehicle that simulates the effects of impairment from alcohol or other drugs on a motorist's driving skills. This project will incorporate SIDNE demonstrations in driver education classes, schools, businesses (wellness/safety programs), and community events (in the northeast quadrant of North Dakota) to decrease impaired driving and the frequency of choosing to ride with somebody who is impaired.

SAFE COMMUNITIES PROGRAM

Performance Goal:

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

Performance Measures:

To reduce the number of motor vehicle crash fatalities and injuries from 15,094 in 2006 to 14,500 in 2011

To increase safety belt use for all occupants from 82.2% in 2007 to 85% in 2011

To reduce the total number of crashes per VMT from a rate of 196.94 in 2006 to 195.0 in 2011

To reduce the total number of fatal crashes per VMT from a rate of 1.45 in 2006 to 1.26 in 2011

To reduce the injury crash rate per VMT from a rate of 54.03 in 2006 to 50 in 2011

Action Plan:

- ❖ Fund 11 safe communities programs, covering 80% of the state's population
- ❖ Continue to fund a safe communities' technical contractor to provide continued training and technical support for local safe communities programs
- ❖ Fund public information and education campaigns to address traffic safety needs at state and community levels, including additional development and printing or purchase of traffic safety materials
- ❖ Public information and education campaigns will tie into the special emphasis weeks through *"Click It or Ticket"* and *"Drunk Driving. Over the Limit. Under Arrest"* activities.
- ❖ Continue to maintain a safe communities' Web site to provide faster and more updated access to safe communities' information by North Dakota citizens
- ❖ Provide funding for a fiscal agent to assist with the planning and preparation of forums and conferences conducted by the Office of Traffic Safety

Justification:

- ❖ The safe communities programs have proven to be a very successful approach to addressing traffic safety and injury-prevention issues.
- ❖ While crashes occur much more frequently in the 13 major cities (46.9%), only 4% of fatal crashes occurred in the urban areas.
- ❖ There are approximately 50% male and 50% female licensed drivers in North Dakota. Male drivers account for 58.1% of all crashes, while females account for 41.9%. A total of 64.7% of drivers involved in fatal crashes were male, while 35.3% were female.

North Dakota Department of Transportation Paid Media Calendar 2007-08 Contract Year



Alcohol Focus

- Halloween Social Norming
October 26 - 31, 2007
- 3-D Month Enforcement
December 15 - 31, 2007
- Super Bowl Social Norming
January 27 - February 3
- St. Patrick's Day Social Norming
March 8 - 18
- Alcohol Awareness Month
Social Norming
April 11 - 21
- 4th of July Enforcement
June 29 - July 6
- Labor Day Crackdown Enforcement
August 13 - September 1

Aggressive Driving Focus

- November 12 - 25, 2007
- July 18 - 31, 2008



Occupant Protection Focus

- May Mobilization
May 12 - 26, 2008

October 2007

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

November 2007

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | |

December 2007

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

January 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

February 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

March 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

April 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

May 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

June 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
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| 29 | 30 | | | | | |

July 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
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| 29 | 30 | 31 | | | | |

August 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| | | | | | | |
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

September 2008

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on

the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR Part 29 Sub-part F):h

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.

 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the

extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out

in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date