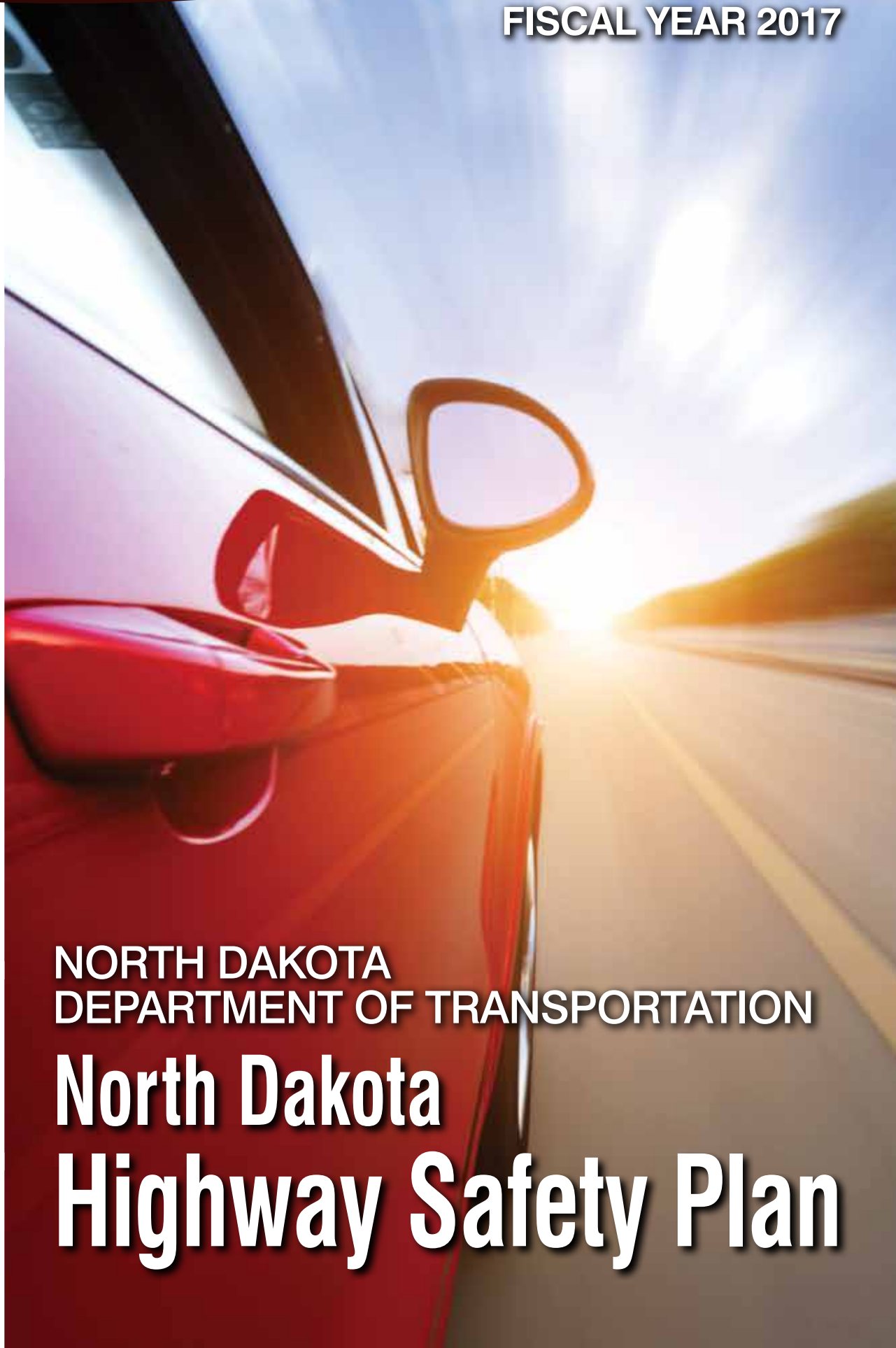


FISCAL YEAR 2017



NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION

North Dakota Highway Safety Plan

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BISMARCK, NORTH DAKOTA

dot.nd.gov

DIRECTOR

Grant Levi, P.E.

OFFICE OF DRIVER AND VEHICLE SERVICES

Mark Nelson, Deputy Director

SAFETY DIVISION

Karin Mongeon, Director

Ashlee Doan, Safety Communication Specialist

Lory Harsche, Contract/Finance Manager

TRAFFIC SAFETY PROGRAM

Carol Thurn, Co-Manager

Sandy Wilson, Co-Manager

Lori Malafa – Program Manager

DATA ANALYSIS SECTION

Rod Hair, Manager

Lynn Heinert, Traffic Records Manager

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Mission Statement

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

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NORTH DAKOTA DEPARTMENT OF TRANSPORTATION SAFETY DIVISION

2017 NORTH DAKOTA HIGHWAY SAFETY PLAN

Executive Summary

North Dakota is the second-leading oil producing state in the nation following Texas. Oil production in the state began in late 2008 and has grown to the current level of production of about one million barrels of oil per day (U.S. Energy Information Administration Petroleum and other Liquids 2016)

Census data show that the oil boom in North Dakota has sparked a population increase that made the state the fastest growing since 2010 – 12.5 percent Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015) (United States Census Bureau, Quick Facts North Dakota). The “oil boom” has impacted North Dakota in many ways including: an influx of population statewide but primarily in the northwest where the bulk of oil is being produced; a significant increase in commercial and non-commercial vehicle traffic, travel time, and vehicle miles traveled; economic prosperity; and an increase in motor vehicle fatalities.

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

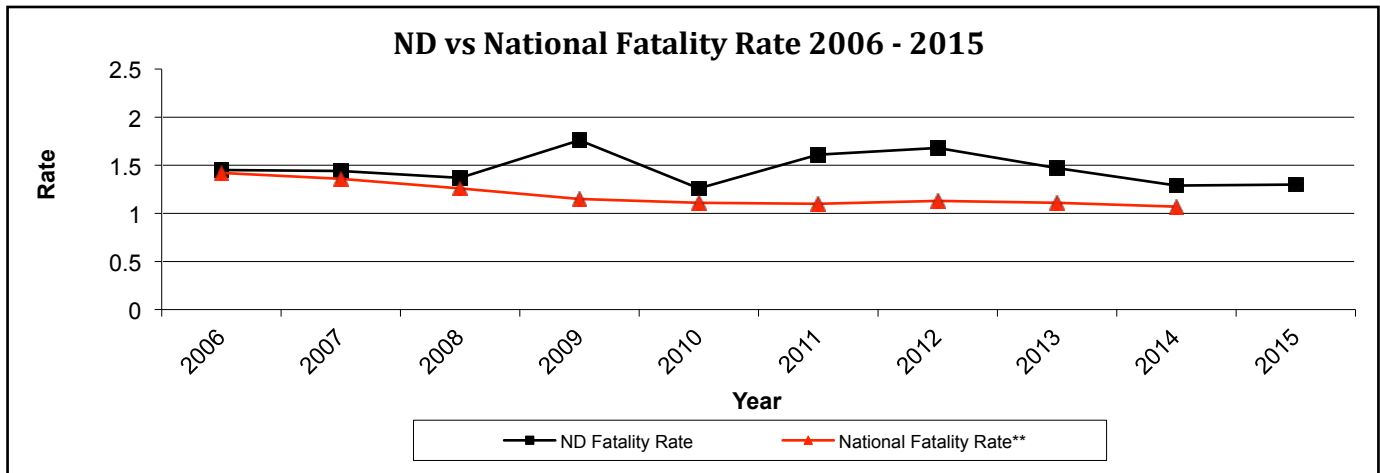
To accomplish this, North Dakota has reinvigorated the Strategic Highway Safety Plan (SHSP) process with increased stakeholder involvement, revised processes to identify priority emphasis areas and selection of evidence-based strategies for implementation, and increased resource commitment to the process.

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

Crash Data Summary

In 2015, 131 people died on North Dakota roads.

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



* Source: Fatality Analysis Reporting System

** Rate is based on fatalities per 100 million vehicle miles traveled

***2015 national fatality numbers per VMT were not reported at time of publication

Due to North Dakota's rural nature, it is not unexpected that about 80-90 percent of fatal crashes occur on rural roads in North Dakota each year. In 2015, 87.4 percent of fatal crashes occurred on rural roads. Through the North Dakota SHSP, greater emphasis and resources is being committed to implementing identified safety strategies on the rural roads where these crashes are occurring.

The vehicles most prevalently involved in fatal crashes in order of frequency include pickup/van/utility truck (accounting for 45.6 percent of fatal crashes in 2015), followed by passenger vehicle, truck tractor, trucks, and motorcycles.

Fatal crashes in North Dakota occur sporadically in terms of month of year, day of week, and time of day. A three-year crash data analysis (2012-2015) shows that fatal crashes appear to occur more regularly during weekend nights (Friday-Sunday) and during the following times: 4 p.m. to 6 p.m.; 11 p.m. to 2 a.m.

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

- Male drivers aged 18-34 account for 33.0 percent of North Dakota's licensed drivers in 2015 and 37.0 percent of drivers involved in fatal crashes. The main contributing factors to these crashes are:
 - » Non-seat belt use – males aged 18-34 accounted for 48.1 percent of all unbelted crash fatalities in 2015.
 - » Speed – males aged 18-34 accounted for 53.6 percent of drivers in speed-related fatal crashes in 2015.
 - » Alcohol use – males aged 18-34 accounted for 42.5 percent of impaired drivers involved in fatal crashes in 2015.

- Drivers aged 14-20 represent 6.8 percent of all licensed drivers in North Dakota but accounted for 15.7 percent of all crashes but less than six percent of fatal crashes in 2015.

Recent Data Impacting Performance Goals

North Dakota is experiencing rapid growth in Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles. The North Dakota population has increased over 100,000 from 2008 and has increased at an average rate of 2.41 percent per year since 2010 (refer to Figure 2).

North Dakota's number of licensed drivers has shown drastic increases. Since 2008 the number of licensed drivers in the state has increased by 73,536 (refer to Figure 3). VMT in North Dakota may have the biggest impact on traffic crashes and because of oil related traffic has seen some of our largest increases. VMT has increased 2.45 billion miles since 2008 and at an average rate per year since 2008 of 4.18 percent (refer to Figure 4). The number of registered vehicles in the state has increased by 184,863 since 2008 at an average rate of 3.64 percent per year (refer to Figure 5).

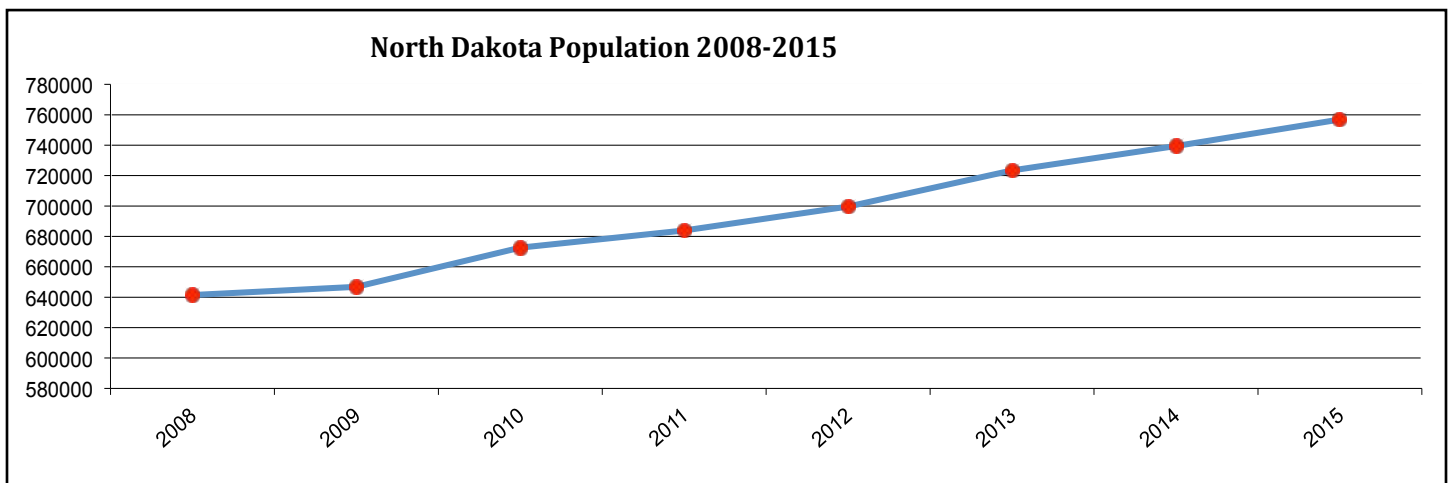


Figure 2

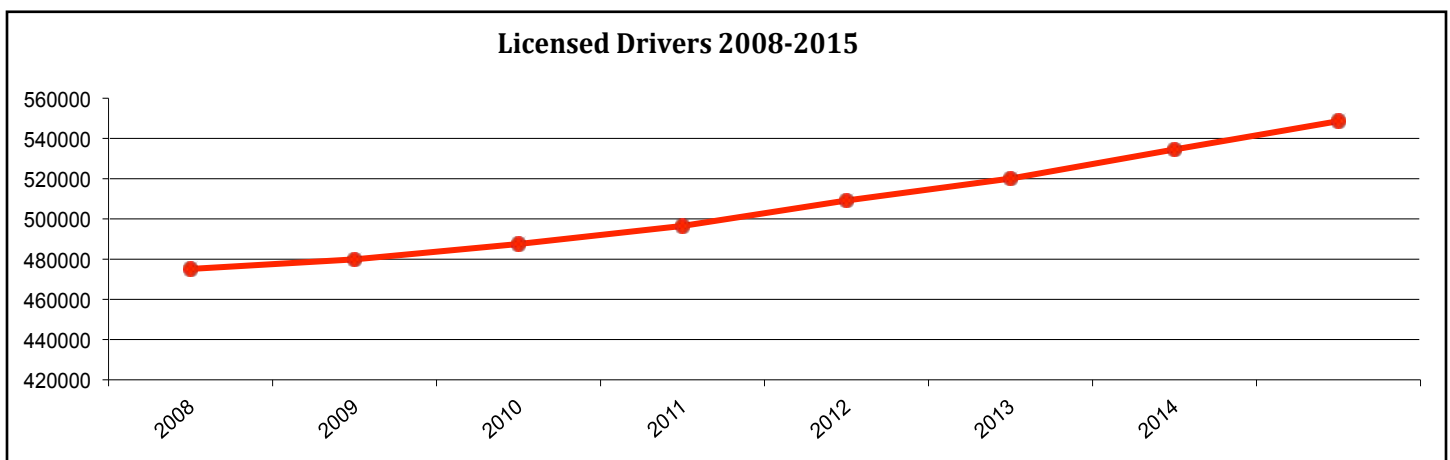


Figure 3

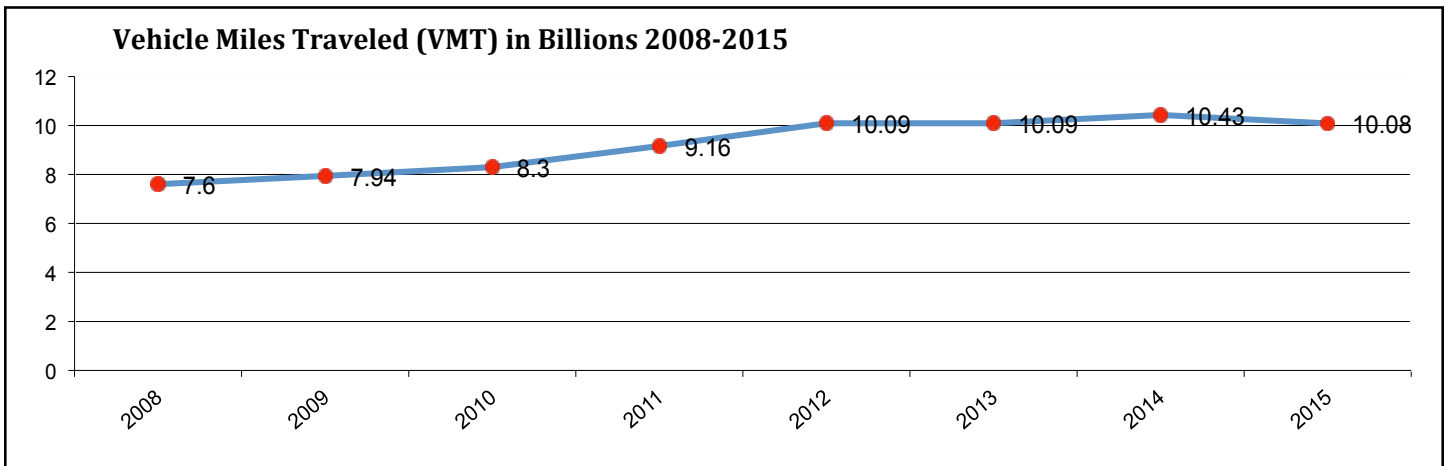


Figure 4

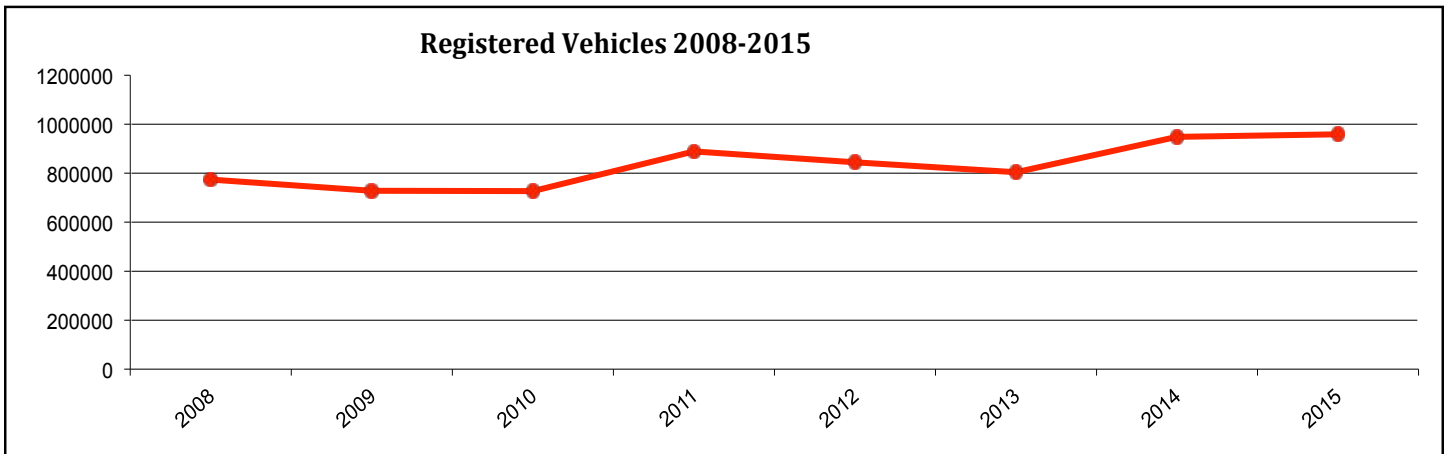


Figure 5

North Dakota Profile

North Dakota is geographically located in the Upper Midwest. The 2015 Census estimate for North Dakota population was 756,927, this is an increase of 12.5 percent from 2010. North Dakota has 53 counties and 357 municipalities distributed over 69,000 square miles with an average of 9.7 people per square mile. Approximately 89.1 percent of North Dakota's population is White, 5.4 percent Native American, 3.2 percent Hispanic and 2.1 percent Black or African American (2014 U.S. Census Bureau estimates). According to the U.S. Census, approximately 22.8 percent of the population is under 18, 56.4 percent is 19 to 64 and 14.2 percent is 65 and older. There are 106,673 miles of roads in the state. Of the total only 7,378 are state highway system, 18,698 are county highway system and 56,867 are other rural roads. In 2015 there were 548,665 licensed drivers and 959,209 registered vehicles in North Dakota.

Planning Process

The Highway Safety Planning Process

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

The North Dakota Highway Safety Plan

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



Figure 6

At any point in time, the Safety Division may be working on previous, current and upcoming fiscal year plans adding additional complexity to the process.

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

Table 1

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

Problem Identification

North Dakota's Problem Identification

The Safety Division's planning process begins with problem identification to:

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

Steps for problem identification include:

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

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

- NDDOT Crash Reporting System (CRS) – the crash data from the CRS are analyzed annually and used to establish a historical trend data for identified traffic safety problems using the previous 10 years of available crash data
- Fatal Analysis Reporting System (FARS)
- Driver license data
- Motor vehicle data
- Vehicle miles traveled (VMT) data
- North Dakota State University Upper Great Plains Transportation Institute – traffic safety issue briefs and program evaluation reports developed through the analysis of state and local crash, driver, motor vehicle, and traffic safety program data
- North Dakota Department of Health – Division of Emergency Medical Services, vital records, injury data, medical services cost data, Behavior Risk Factor Surveillance Survey (BRFSS), Youth Risk Behavior Survey (YRBS)
- North Dakota Department of Human Services – Medicaid data, annual household survey
- North Dakota Highway Patrol crash reconstruction data
- Statewide observational seat belt surveys (statewide and rural locations)
- Community-level program data
- National Highway Traffic Safety Administration (NHTSA) statistical information
- North Dakota Office of Attorney General, State Toxicology Laboratory

PROBLEM IDENTIFICATION

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

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

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

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

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

North Dakota's Strategic Highway Safety Plan

https://www.dot.nd.gov/divisions/safety/docs/ND_SHSP_final_2013-09-09.pdf

Enforcement Plan

Enforcement Plan

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

Table 2 shows North Dakota total crashes, injuries, and fatalities by county in 2015.

Table 2

2015 Crashes by County								
County	PDO Crashes	Injury Crashes	Total Injuries	Fatal Crashes	Total Fatalities	Total Crashes	Total Rate per MVMT	VMT by County
Adams	12	4	4	1	1	17	0.47	36,307,876
Barnes	134	47	72	3	3	184	0.80	231,206,715
Benson	20	10	15	2	2	32	0.30	105,429,983
Billings	20	15	20	0	0	35	0.33	104,814,108
Bottineau	49	26	35	1	1	76	0.70	108,256,387
Bowman	16	4	5	2	2	22	0.39	56,144,438
Burke	22	14	19	0	0	36	0.57	63,692,004
Burleigh	1,946	574	774	9	10	2,529	3.50	721,958,627
Cass	2,700	862	1,149	6	6	3,568	2.29	1,558,107,574
Cavalier	21	8	10	1	1	30	0.49	60,777,708
Dickey	40	10	12	0	0	50	0.92	54,231,153
Divide	30	11	13	0	0	41	0.47	87,747,628
Dunn	100	32	40	3	3	135	0.64	210,719,616
Eddy	9	5	5	0	0	14	0.45	30,824,974
Emmons	35	19	19	2	2	56	0.98	57,434,643
Foster	24	9	11	0	0	33	0.69	48,125,181
Golden Valley	24	6	7	0	0	30	0.59	51,175,535
Grand Forks	1,048	367	494	5	6	1,420	2.32	613,248,357
Grant	16	6	7	0	0	22	0.66	33,500,977
Griggs	6	4	4	0	0	10	0.33	29,962,938
Hettinger	19	4	5	0	0	23	0.54	42,427,972
Kidder	31	12	15	0	0	43	0.38	114,235,528
Lamoure	35	11	15	0	0	46	0.82	56,071,938
Logan	21	5	5	0	0	26	1.07	24,363,458
McHenry	49	28	45	0	0	77	0.60	129,335,827
McIntosh	21	8	10	0	0	29	0.93	31,215,788
McKenzie	332	145	204	11	18	488	0.89	546,995,357
McLean	87	46	58	4	6	137	0.61	224,230,372
Mercer	88	26	33	0	0	114	1.16	98,588,717
Morton	395	148	207	5	6	548	1.25	439,515,020
Mountrail	137	51	83	5	5	193	0.52	370,497,929
Nelson	25	6	14	0	0	31	0.44	70,078,886
Oliver	7	4	6	1	1	12	0.35	34,070,534
Pembina	51	19	26	1	1	71	0.58	123,013,953
Pierce	26	13	22	3	3	42	0.71	59,329,735
Ramsey	122	39	54	1	1	162	1.07	151,294,951

ENFORCEMENT PLAN

Ransom	46	16	21	0	0	62	1.19	52,084,563
Renville	11	15	19	0	0	26	0.57	45,750,964
Richland	164	62	80	1	2	227	0.84	268,870,951
Rolette	18	11	17	1	1	30	0.32	94,799,294
Sargent	19	10	11	1	1	30	0.50	59,827,853
Sheridan	5	5	9	1	1	11	0.39	28,194,120
Sioux	2	1	3	3	3	6	0.14	42,614,526
Slope	3	5	6	0	0	8	0.27	30,113,542
Stark	685	116	139	6	6	807	1.90	424,318,005
Steele	5	5	5	0	0	10	0.28	35,868,458
Stutsman	420	126	175	7	7	553	1.74	318,410,145
Towner	12	4	8	2	2	18	0.49	36,954,303
Traill	52	11	14	0	0	63	0.33	191,273,058
Walsh	123	40	59	2	4	165	1.05	157,261,352
Ward	982	340	515	8	8	1,330	1.83	726,642,217
Wells	50	16	25	0	0	66	0.80	82,224,389
Williams	1,021	249	309	13	18	1,283	1.82	704,923,527
Summary	11,336	3,630	4,932	111	131	15,077	1.50	10,079,063,654

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

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

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

North Dakota’s FY 2017 enforcement plan, as described on the following pages, is designed to assure high visibility of law enforcement in a sustained, data-driven approach. The enforcement plan includes the deployment of resources and HVE strategies for occupant protection, impaired driving, distracted driving, and underage drinking campaigns to be conducted in FY 2017.

The Safety Division continues to work diligently to deploy a strategic multi-agency enforcement program to counteract low staffing among smaller agencies and increase law enforcement’s ability to be highly visible even in the most rural parts of the state. The multi-agency enforcement program rolled out in FY 2011 and brings together the North Dakota Highway Patrol and about 55 percent of the state’s county, city, and tribal law enforcement agencies to conduct statewide coordinated sustained HVE on a regional basis per a pre-determined enforcement calendar. The enforcement calendar targets planned enforcement to high-risk periods where there’s a greater risk of lack of seat belt use, impaired driving, or speed in the region such as holidays and high-risk community celebrations.

Participating agencies are organized into eight regions in which HVE is conducted. A dark black border identifies each region in Figure 7. Figure 7 also shows North Dakota counties identified as being priority in terms of motor vehicle fatalities and serious injuries. Priority counties have been identified as having twenty-five or more fatalities and/or serious injuries in 2015.

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

High Visibility Enforcement Regional Task Force and Priority Areas – Fiscal Year 2017

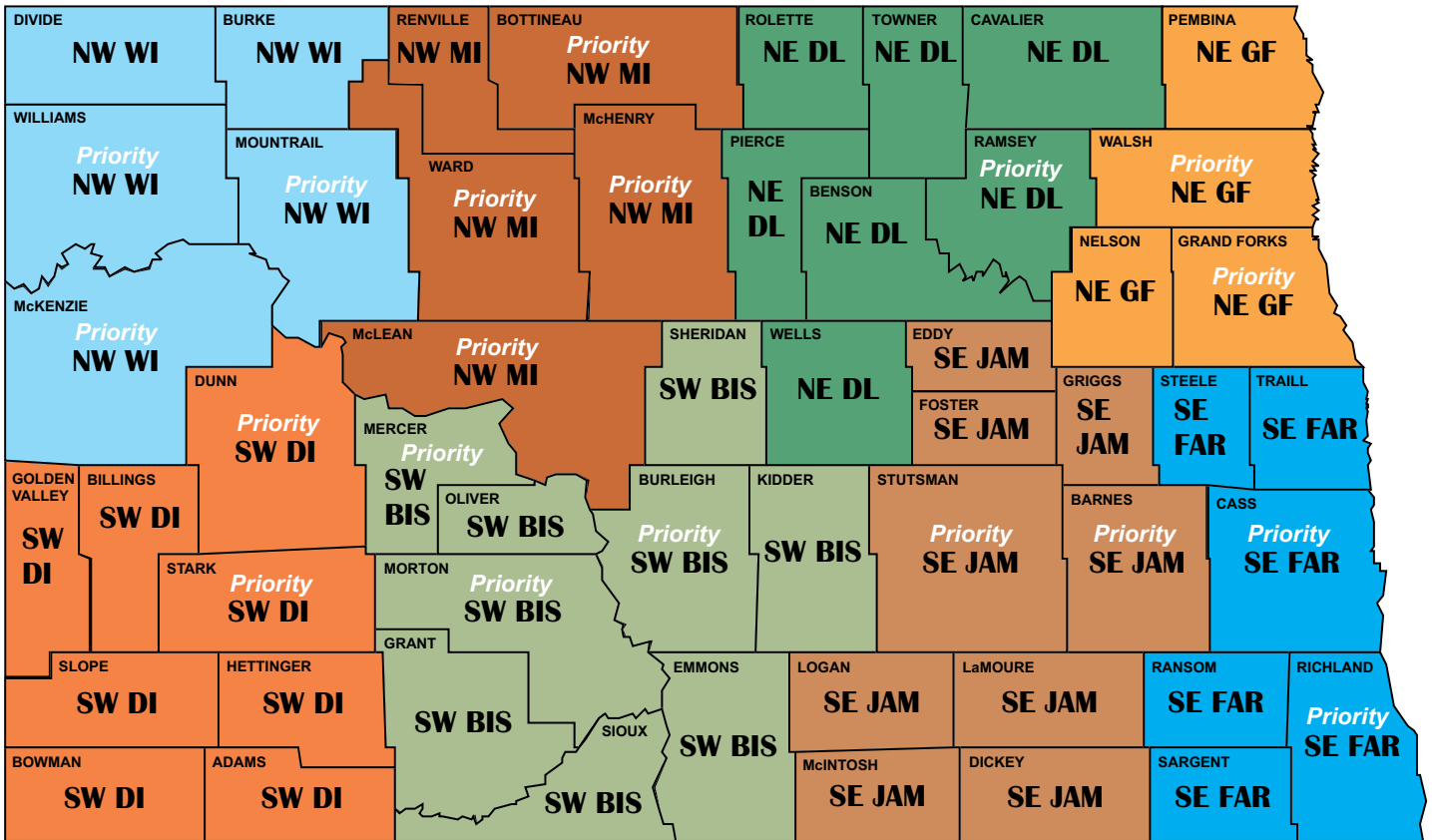


Figure 7

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Overtime grants for occupant protection, distracted driving, impaired driving, and underage drinking will be provided by the Safety Division in FY 2017 to the law enforcement agencies listed in Table 3.

Table 3

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

Northeast Region – Devils Lake			
Benson	No		
Cavalier	No		
Pierce	Yes	Rugby	4,357
Ramsey	No	Devils Lake	7,141 (city)
Rolette	Yes	Rolla	13,937
Towner	No		
Wells	Yes		4,168
Spirit Lake Reservation	No		Population included in county census data.
Turtle Mountain Reservation	No		
Northeast Region – Grand Forks			
Grand Forks	Yes	Grand Forks, University of North Dakota	66,861
Nelson	Yes		3,126
Pembina	Yes		7,413
Walsh	Yes		11,104
Southwest Region – Dickinson			
Adams	Yes		2,360
Billings	Yes		783
Bowman	No		
Dunn	No		
Hettinger	No		
Stark	Yes	Dickinson	24,199
Southwest Region – Bismarck			
Burleigh	Yes	Bismarck, Lincoln	81,308
Emmons	Yes		3,402
Grant	Yes		2,394
Kidder	No		
Mercer	No	Beulah	3,121
Morton	Yes	Mandan	27,471
Southeast Region – Jamestown			
Barnes	No	Valley City	6,676
Dickey	Yes	Oakes	5,104
Eddy	Yes		2,365
Foster	Yes	Carrington	3,343
LaMoure	Yes	LaMoure	4,139
Stutsman	Yes	Jamestown	21,100
Southeast Region – Fargo			
Cass	Yes	Fargo, North Dakota State University, West Fargo	149,778
Ransom	Yes	Lisbon	5,457
Richland	No	Wahpeton	7,853 (city)
Sargent	Yes		3,890
Steele	Yes		1,975
Traill	Yes		8,121

Total North Dakota Population (2010 Census)			672,591
Total Population Covered Through HVE – FY17			593,009 (88%)

As demonstrated in Table 3, North Dakota will collectively serve 88 percent of North Dakota’s population through enforcement by these agencies.

Enforcement Strategies/Guidelines/Policies

Impaired Driving

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

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

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

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

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

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

Each agency will collaborate with the Safety Division to conduct a highly publicized earned media campaign with each scheduled enforcement period to assure the public’s awareness of the enforcement and establish a public perception of risk to deter impaired driving.

Occupant Protection

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

With each planned enforcement period, the agency must: (1) conduct HVE within corridors and times where the occurrence of injury and death from lack of seat belt use is at its greatest, (2) coordinate with the Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (3) maintain an enforcement log for each enforcement shift conducted with

traffic safety overtime for occupant protection and submit that log with the reimbursement request.

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

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

Distracted Driving

Participating law enforcement agencies will conduct a Distracted Driving HVE effort during April, National Distracted Driving Awareness month and September in FY 2017. These enforcement efforts will have an emphasis on detecting illegal use of a cell phone or other electronic devices while driving.

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

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

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

Each agency must collaborate with the Safety Division to conduct a highly publicized earned media campaign with each scheduled enforcement period to assure the public's awareness of the enforcement and establish a public perception of risk of distracted driving.

Underage Drinking Enforcement

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

At a minimum participating agencies will: (1) conduct underage drinking enforcement within their jurisdiction at times when the occurrence of underage drinking laws are being violated is the greatest, (2) coordinate with the Safety Division to complete earned media requirements (e.g. provide statistics from the enforcement effort and submit a post enforcement news release, (3) maintain an enforcement log for each enforcement shift conducted with traffic safety overtime enforcement funds and submit that log with the reimbursement request.

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

Media Plan

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

Paid Media

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

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

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

Earned Media

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

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

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

Continuous Follow-Up and Adjustment of the Enforcement Plan

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

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

The Safety Division will continually monitor process and outcomes related to HVE and will work toward continuous quality improvement until progress is achieved. In establishment of the FY 2017 performance goals, consideration was given to 2015 state data.

Performance Plan

North Dakota HSP Performance Status				
Core Performance Measure	2016 Performance Target (three-year average)	Three-year average 2012-2014	Status	Comments
C1: Number of fatalities from traffic crashes	151.4	151	Met	Fatalities dropped from 148 in 2013 to 135 in 2014
C2: Number of serious injuries from traffic crashes	512.8	518	Met	Serious injuries remained the same from 2013 to 2014 at 518
C3: Fatalities per vehicle mile traveled (VMT)	1.56	1.48	Met	Fatalities per VMT dropped from 1.47 in 2013 to 1.28 in 2014
C4: Number of unrestrained passenger vehicle occupant fatalities	76.2	75.6	Not Met	Unrestrained passenger vehicle occupant fatalities increased from 66 in 2013 to 71 in 2014
C5: Number of fatalities involving a driver or motorcycle operator with a .08 BAC or above	64.3	62.6	Met	Impaired driving fatalities dropped from 61 in 2013 to 55 in 2014
C6: Number of speed related fatalities	56.3	57.0	Met	Speed related fatalities dropped from 59 in 2013 to 50 in 2014
C7: Number of motorcycle fatalities	12.7	11.6	Met	Motorcycle fatalities increased from 9 in 2013 to 10 in 2014
C8: Number of unhelmeted motorcycle fatalities	7.9	7.6	Met	Unhelmeted motorcycle fatalities increased from 3 in 2013 to 9 in 2014
C9: Number of drivers age 20 and younger involved in fatal crashes	21.5	22.3	Not met	Drivers age 20 and younger increased from 21 in 2013 to 23 in 2014
C10: Number of pedestrian fatalities	5.6	5.6	Met	Pedestrian fatalities increased from 1 in 2013 to 9 in 2014
C11: Number of bicyclist fatalities	1	1.3	Not met	Bicycle fatalities increased from 1 in 2013 to 3 in 2014
Behavior Measures				
Program Area	2012 Data	2013 Data	2014 Data	
B1: Observed seat belt usage	80.9	77.7	81	
Activity Measures				
Program Area	2012 Data	2013 Data	2014 Data	2015 Data
A1: Seat belt citations	3,612	3,036	3,506	3,736
A2: Impaired driving citations	677	571	673	644
A3: Speeding citations	7,188	5,486	5,511	5,413
A4 Percentage of Crash Reports electronically submitted. (April 1-September 30 time frame for each year)			86.24	89.18
A5: Percentage of misused car seats during checks	New Measure 75%	75%	78%	77%
Other (Distracted Driving)	2014 (Texting) 79%	2014 (Talking) 77%	2015 (Talking) 68%	2015 (Texting) 57.6%

Core Outcome Performance and Behavior Goals

- C1: Decrease the number of traffic fatalities by .5 percent from a five-year (2010-2014) average of 141.2 to a five-year (2013-2017) average of 140.5 by December 31, 2017.
- C2: Decrease the number of serious traffic injuries by .5 percent from a five-year (2010-2014) average of 488.2 to a five-year (2013-2017) average of 485.7 by December 31, 2017.
- C3: Decrease the rate of fatalities per VMT by .5 percent from a five-year (2010-2014) average of 1.47 to five-year (2013-2017) average of 1.46 by December 31, 2017.
- C4: Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by .5 percent from a five-year (2010-2014) average of 69.6 to five-year (2013-2017) average of 69.3 by December 31, 2017.
- C5: Decrease the number of traffic fatalities involving a driver or motorcycle operator with a .08 BAC or above by .5 percent from a five-year (2010-2014) average of 59.4 to five-year (2013-2017) average of 59.1 by December 31, 2017.
- C6: Decrease the number of speed related traffic fatalities by .5 percent from a five-year (2010-2014) average of 52.8 to five-year (2013-2017) average of 52.5 by December 31, 2017.
- C7: Decrease the number of motorcyclist fatalities by .5 percent from a five-year (2010-2014) average of 12.8 to five-year (2013-2017) average of 12.7 by December 31, 2017.
- C8: Decrease the number of unhelmeted motorcyclist fatalities by .5 percent from a five-year (2010-2014) average of 9.0 to five-year (2013-2017) average of 8.9 by December 31, 2017.
- C9: Decrease the number of drivers age 20 and younger involved fatal crashes by .5 percent from a five-year (2010-2014) average of 21.2 to a five-year (2013-2017) average of 21.1 percent by December 31, 2017.
- C10: Decrease the number of pedestrian fatalities by .5 percent from a five-year (2010-2014) average of 6.6 to five-year (2013-2017) average of 6.5 by December 31, 2017.
- C11: Maintain the number of bicyclist fatalities at a five-year year (2010-2014) average of 1.2 to a five-year (2013-2017) average of 1.2 by December 31, 2017.
- B1: Increase the percent of observed occupants using a seat belts by .5 percent from 80.4 (2015) to 80.8 (2016) by December 31, 2017.

Core Outcome Problem Identification, State Calculations and Countermeasures

C1 Traffic Fatalities

Problem Identification

The number of traffic fatalities has fluctuated over the past seven years; however, the general trend is moving upward. In 2015 there were 131 traffic fatalities in North Dakota and one person died in a traffic crash every 2.8 days compared to 2008 with only one fatality every 3.5 days. The five-year average of fatalities has seen an increase of 10 percent since 2008-2012 (refer to Figure 8). North Dakota is experiencing growth in many areas including population, licensed drivers, number of registered vehicles and vehicle miles traveled, but the one area that cannot afford to experience growth is traffic fatalities.

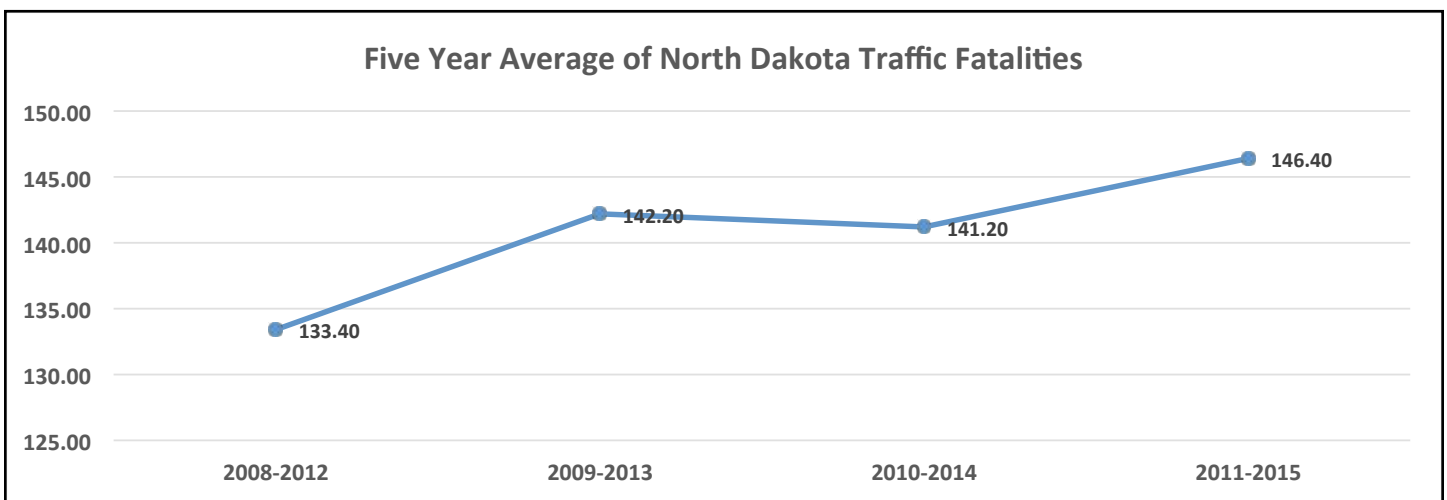


Figure 8

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

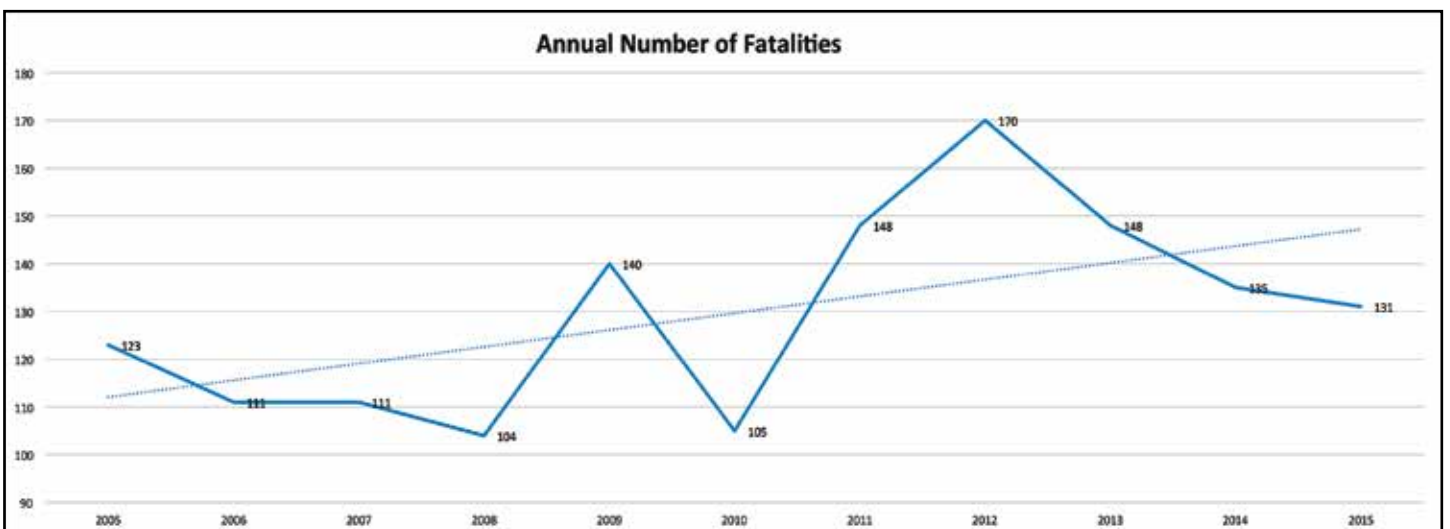


Figure 9

Performance Measure

2017 Performance Goals

Decrease the number of traffic fatalities by .5 percent from a five-year (2010-2014) average of 141.2 to a five-year (2013-2017) average of 140.5 by December 31, 2017.

State Goal Calculation

North Dakota's goals for traffic fatalities is based on five-year averages. North Dakota has set a goal of .5 percent decrease in traffic fatalities by December 31, 2017. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C1 Countermeasures

Evidence-Base

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

CP1709-02 – County Outreach Program (North Dakota Association of Counties). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1709-06 – Program Evaluation (NDSU-UGPTI). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

CP1709-07 – Annual Traffic Safety Partner Summit (Vendor/Fiscal Agent). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

PA1701-01 – P & A

Budget: \$202,325 section 402 PA

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

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

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

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

CP1709-01 – Program Management (Program Manager)

Budget: \$75,000 section 402CP

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

CP1709-02 – County and Corporate Outreach Program

(North Dakota Association of Counties)

Budget: \$300,000 section 402 CP

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

Activity will occur through diverse partnerships: (1) governed by the North Dakota Association of Counties including the Institute of Local Government, the County Employers Group (CEG), and CEG Risk Managers Group; (2) within the counties including law enforcement, social services, public health, other health care services, and other entities; (3) through sports venues; and (4) through businesses/corporations statewide.

Funds will be used to reimburse salary, benefits and travel expenses for the program manager and for operational costs and other allowable costs related to the project. This program also applies to core performance measures: C4, C5, and Distracting Driving.

CP1709-06 – Program Evaluation (NDSU UGPTI)

Budget: \$125,000 section 402 CP

The NDSU UGPTI will complete the following evaluation projects:

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

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

CP1709-07 – TSP Summit & Positive Community Norms & Events Coordination

(Vendor/Fiscal Agent)

Budget: \$125,000 section 402 CP

DD1711-04 Employer Cell Phone Policy Seminar (Vendor/Fiscal Agent)

Budget: \$20,000 section 402 DD

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

Traffic Safety Partner Summit. The NDDOT will conduct its fourth annual Strategic Highway Safety Plan (SHSP) conference in North Dakota. The conference provides 4E stakeholders in education, enforcement, engineering, and emergency medical services with information and best practices in traffic safety. Participants are also informed of the status of the SHSP implementation and crash data results. Professional continuing education credits are provided. The conference will occur in 2017.

Positive Community Norms. This is a prevention framework to transform culture by growing positive norms that already exist in communities. PCN has been successfully applied to critical issues including underage drinking prevention, impaired and distracted driving prevention, and increased seat belt use. Funds will be used to reimburse a professional trainer, travel costs, room rental fees, printing, project materials, and miscellaneous associated costs.

Other Events as Identified by the Safety Division. Funds will be used to reimburse the firm’s hourly services and the direct costs associated with each event including advocacy support program, speaker honorariums, room rental fees, law enforcement travel reimbursement, printing, project materials, and miscellaneous associated costs.

Employer Cell Phone Policy Seminar. This seminar will focus on employers going beyond state laws to follow best practices by following case studies to learn why organizations put a cell phone policy in place. The seminar will focus on how employers can be held liable when an employee is involved in a cell phone distracted driving crash, why cell phone distracted driving is a growing public safety threat, what companies should include in a cell phone policy, how to build management support for cell phone policy, and how to educate employees about the policy and ensure compliance.

Table 5

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PA1701-01	P & A	\$202,325	402 PA
CP1709-01	Program Management	\$ 75,000	402 CP
CP1709-02	County & Corporate Outreach	\$300,000	402 CP
CP1709-06	Program Evaluation	\$125,000	402 CP
DD1711-04	Employer Cell Phone Policy Seminar	\$ 20,000	402 DD
CP1709-07	TSP Summit, Positive Community Norms, & Events Coordination	\$125,000	402 CP
402 Total		\$847,325	
Total All Funds		\$847,325	

C2 Serious Injuries

Problem Identification

The number of serious injuries in North Dakota has steadily and significantly increased over the past eight years. In 2015 there were 428 serious injuries in traffic crashes on North Dakota roads. The five-year average for serious injuries increased 22.2 percent since 2008-2012.

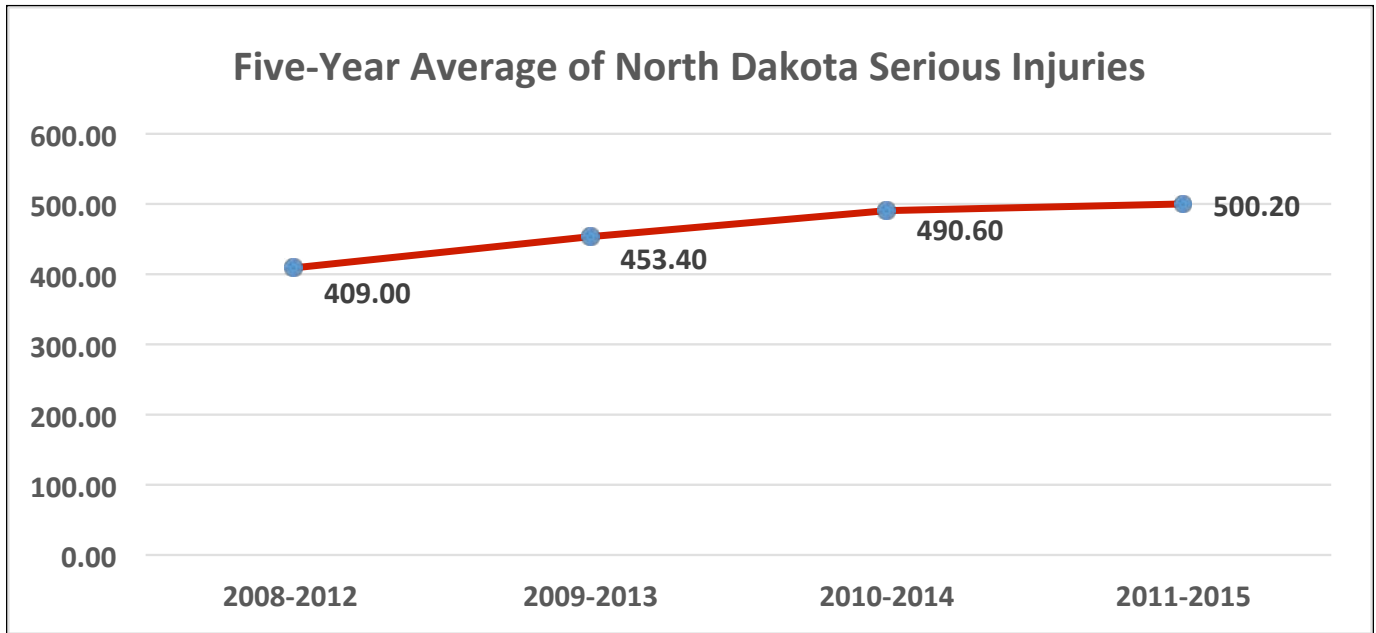


Figure 10

The number of serious injuries reached its highest point in 2012. However, serious injuries in 2015 remain significantly higher than 2008.

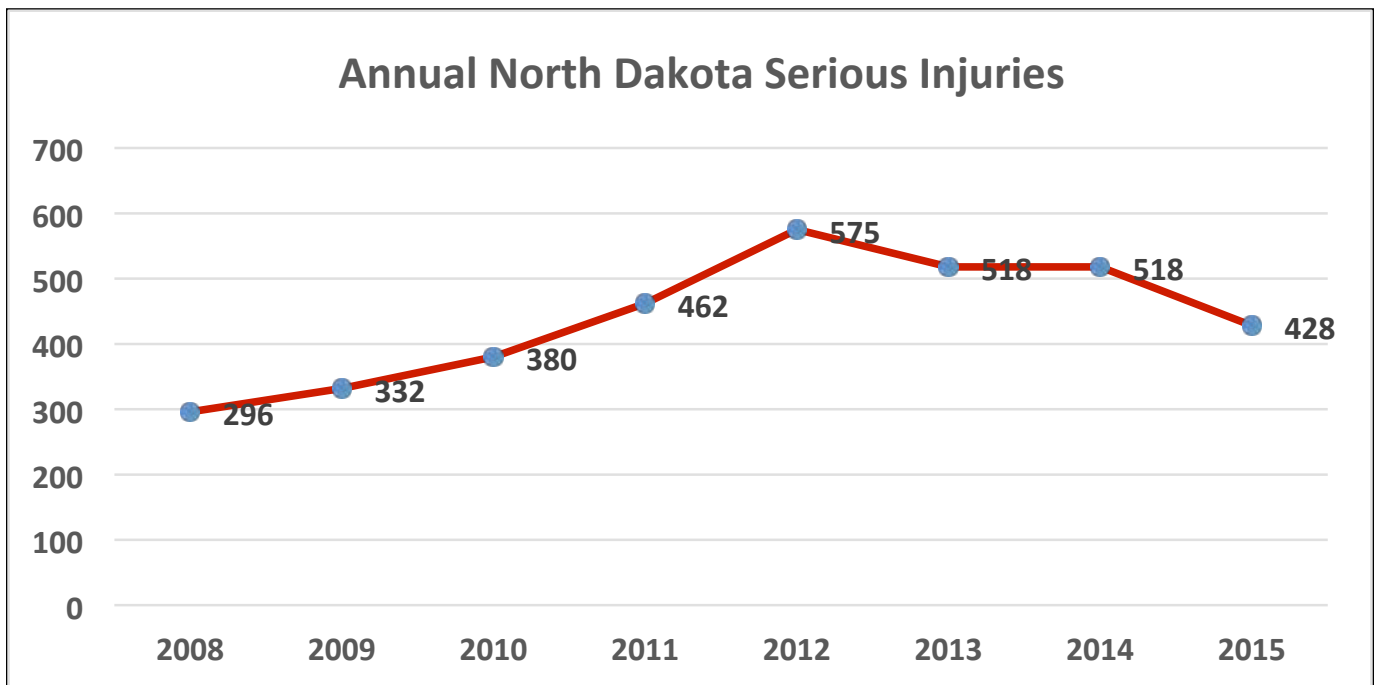


Figure 11

Performance Measure

2017 Performance Goals

Decrease the number of serious traffic injuries by .5 percent from a five-year (2010-2014) average of 488.2 to a five-year (2013-2017) average of 485.7 by December 31, 2017.

State Goal Calculation

Serious Injuries

North Dakota’s goals for serious injuries is based on five-year averages. North Dakota has set a goal of .5 percent decrease in serious injuries by December 31, 2017. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C3 Fatalities per VMT

Problem Identification

North Dakota has experienced tremendous economic growth over the last five years, along with that growth the state has seen unprecedented increases in VMT. Most of these increases are due to oil exploration and production in the state. As depicted in Figure 4 on page 8, the state has had a 32.0 percent increase in VMT since 2008. However the rate of fatalities per 100 VMT has not kept pace with these increases, in fact North Dakota has seen a decline in the rate of fatalities per VMT over the last few years.

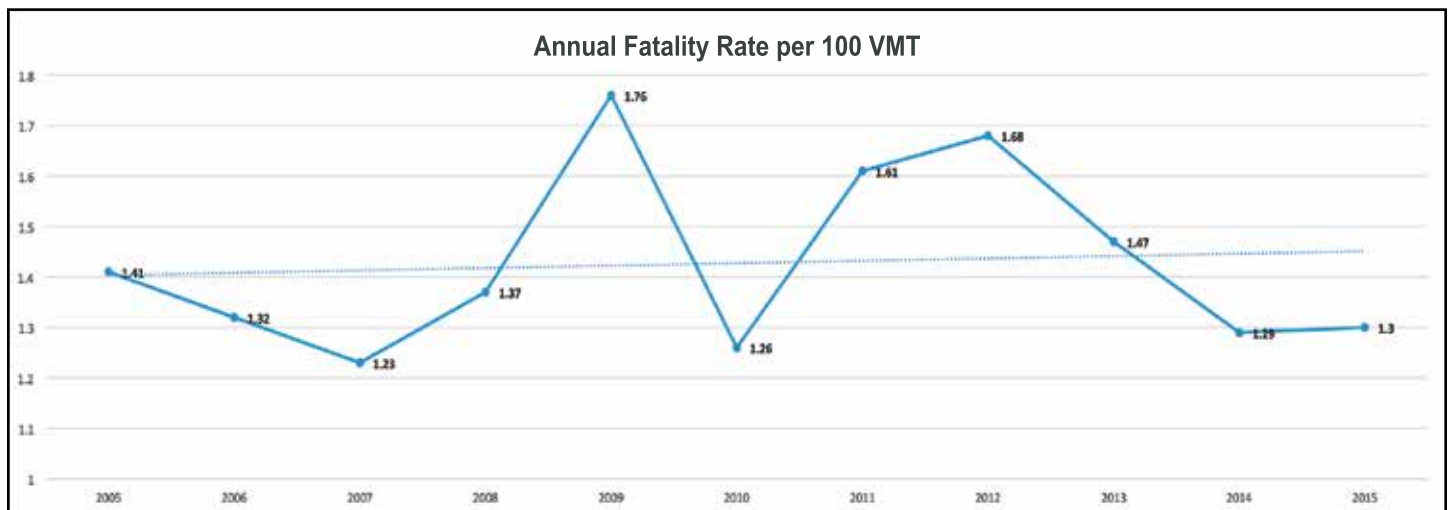


Figure 12

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

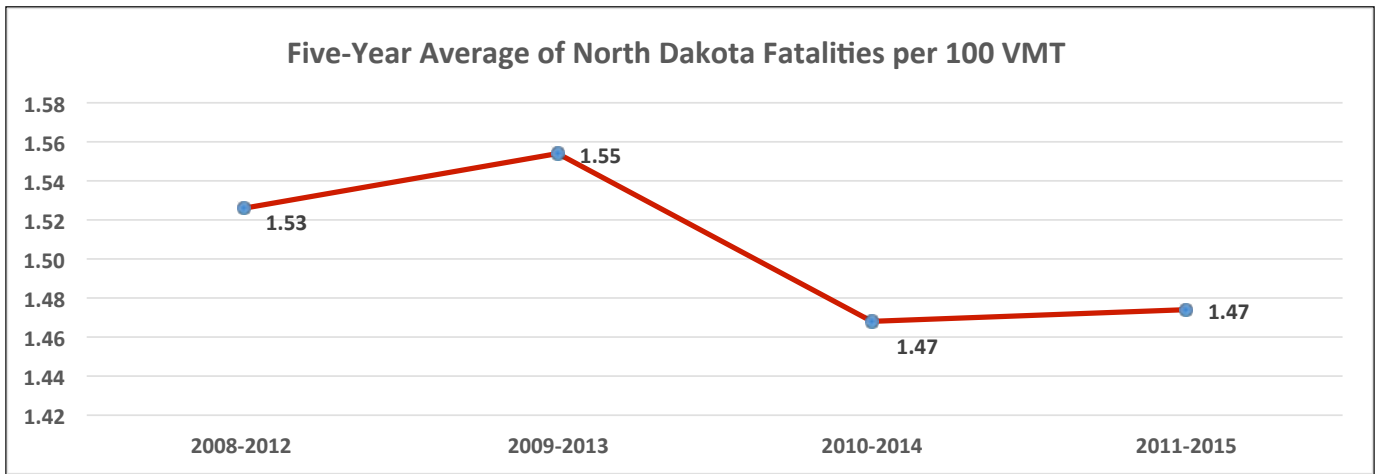


Figure 13

Performance Measure

2017 Performance Goals

Decrease the rate of fatalities per VMT by .5 percent from a five-year (2010-2014) average of 1.47 to five-year (2013-2017) average of 1.46 by December 31, 2017.

State Goal Calculation

North Dakota’s goal for fatalities per VMT is based on five-year averages. The Safety Division feels this goal is very attainable because the vehicle miles travel is increasing at a greater rate than the number of fatalities within the state.

C4 Occupant Protection

Problem Identification

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic fatality. The failure to wear a seat belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior. On average from 2008 to 2015, 68 percent of passenger vehicle fatalities were unrestrained; however in 2015 North Dakota had one of the lowest percentage in the past six years of unrestrained motor vehicle fatalities at 61 percent.

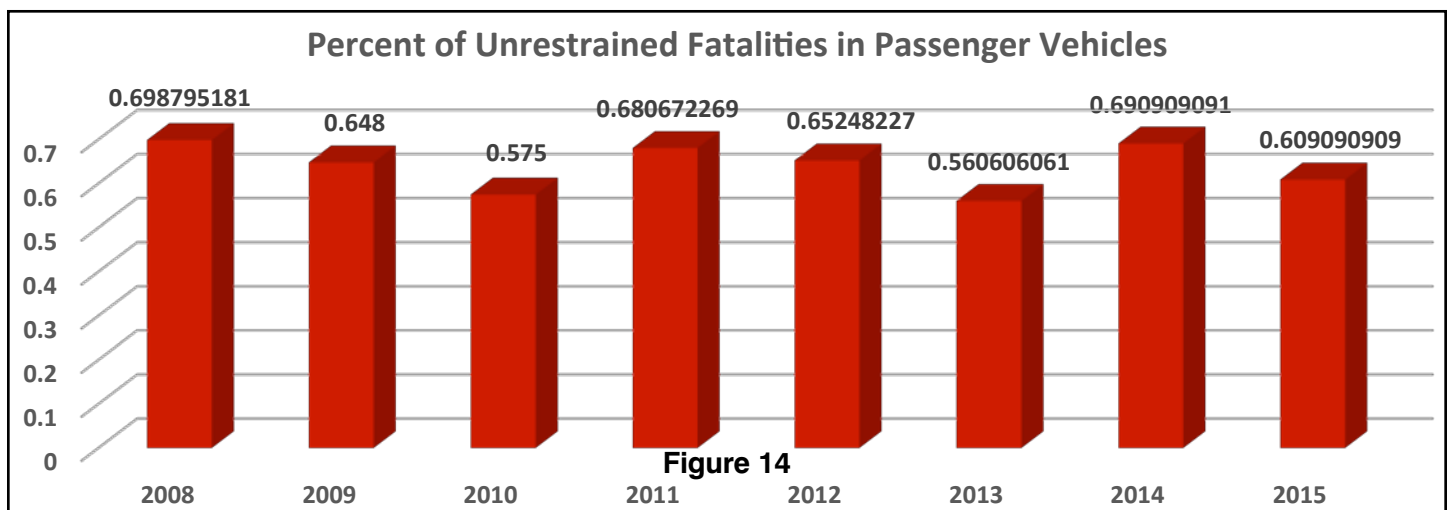


Figure 14

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

In 2015, there were 227 people involved in passenger vehicle fatal crashes. Of those, 110 sustained fatal injuries. The remaining 117 people received a variety of injuries ranging from none to incapacitating.

Of the 110 that received fatal injuries, 67 did not have restraint in use and of those 39 were partially or totally ejected from their vehicles.

There were 27 people who received incapacitating injuries in these fatal crashes. Eleven of the 27 had restraints in use, 13 did not and three were unknown.

There were 37 people who received non-incapacitating injuries, 23 had restraints in use, eight did not, and six were unknown.

There were ten people who received Possible-Claimed injuries. Nine of these individuals were using lap and shoulder restraints.

There were 43 people in these fatal crashes that did not receive any injuries, 37 were wearing lap and shoulder restraints.

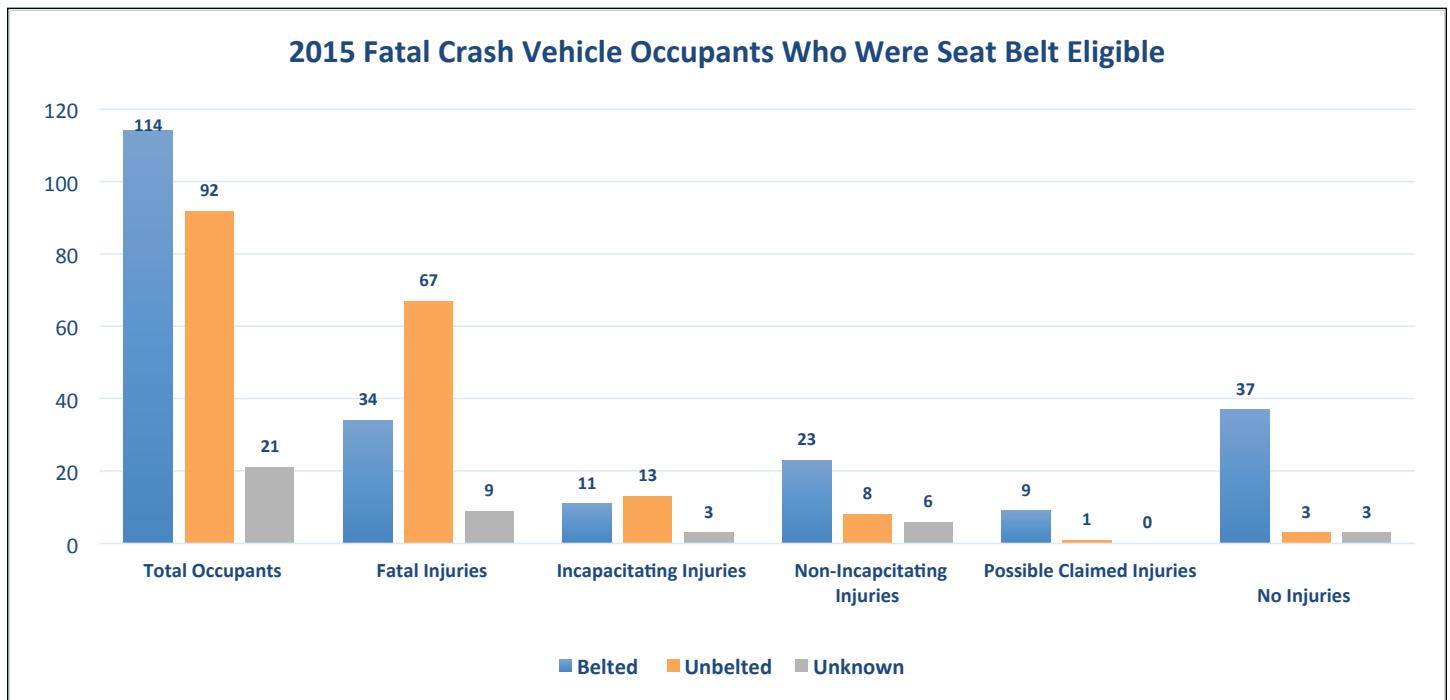


Figure 15

Performance Measure

2017 Performance Goals

Decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, by .5 percent from a five-year (2010-2014) average of 69.6 to five-year (2013-2017) average of 69.3 by December 31, 2017.

State Goal Calculation

North Dakota's goals for unrestrained passenger vehicle occupants is based on a five-year average. Considering North Dakota has seen increases in all major indicators (Population, Number of Licensed Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year attempting to reduce by .5 percent will be very challenging.

C4 Countermeasures

Evidence-Base

Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*. In addition to the below mentioned countermeasures, projects from B1 observed seat belt usage and A5 percentage of misused car seats. Projects not listed provide support to evidence-based strategies in terms of program management, implementation, and evaluation functions.

OP1705-05 – Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 2, Section 2.2 Seat Belt Law Enforcement and Section 2.5, Child Restraint/Booster Seat Law Enforcement.

OP1705-06 – Media – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 2, Section 2.3 Communications and Outreach Supporting Enforcement and Low-Belt Use Groups.

CP1709-03 – Tribal Outreach Programs (North Dakota Tribes). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

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

Other Funds – Tribal Outreach Program (Standing Rock Sioux Tribe). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances.

OP1705-01 – Program Management (Program Manager)

Budget: \$250,675 section 402 OP

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

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

OP1705-05 – Overtime Enforcement (Law Enforcement Agencies)

Budget: \$551,731 section 405 M2HVE

Law enforcement agencies (state, county, city and tribal) will conduct quarterly sustained statewide HVE of North Dakota's occupant protection laws in an effort to reduce the number of unrestrained fatalities statewide. This includes participation in the national Click It or Ticket enforcement campaign to occur in May 2017.

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

OP1705-06 – Enforcement Media – Paid/Earned/PI&E (Media Vendor)

Budget: \$235,000 section 402 OP

Budget: \$158,832 section 405 M2PE

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

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

Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used. North Dakota will use the Click It or Ticket message on all enforcement materials.

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

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

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

CP1709-03 – Tribal Outreach Programs (North Dakota Tribes)

Budget: \$200,000 section 402 CP

Native Americans comprise 5.4 percent of North Dakota's population. This project will support traffic safety intervention conducted through traffic safety outreach programs developed by North Dakota's Native American tribes (Standing Rock Sioux Tribe, Three Affiliated Tribes, Spirit Lake Nation, and Turtle Mountain Band of Chippewa).

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

Outreach coordinators will plan, implement, and evaluate traffic safety intervention within their service regions. This may include: (1) coordinating crash data collection and analysis; (2) providing outreach and earned media support for tribal enforcement initiatives; (3) implementing environmental/policy strategies such as compliance

checks, server training, and worksite safety programs; (4) conducting PI&E; (5) coordinating with the courts to improve the prosecution, adjudication and rehabilitation of DUI offenders; and (6) other initiatives as defined by the tribe to improve traffic safety on the reservations.

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

Funds will be used to reimburse salary, benefits and travel expenses for outreach coordinators and for operational costs and other allowable costs related to traffic safety project implementation.

CP1709-05 – Native American Media Paid/Earned Media and PI&E (Media Vendor) Budget: \$200,000 section 402CP

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

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

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

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

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

CP1709-09 – Traffic Safety Partner Network (Media Vendor) Budget: \$100,000 section 402 CP

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

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

Businesses will, in turn, become part of a network of traffic safety advocates that can be called upon to assist other traffic safety stakeholders statewide with media advocacy, community mobilization, implementation of environmental strategies, and other activities. The goal is to form a broad network of traffic safety advocates statewide to advance traffic safety. Activity will be directed to the identified traffic safety priorities of seat belt use, impaired driving, speed, and distracted driving.

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

Other Funds

Tween Seat Belt Outreach Program – NDSU Extension Service

Budget: \$10,000 – other

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

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

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

In FY 2017, NDSU Extension Service will expand the program in additional regions in the state. This program will also apply to core performance measure C9.

Other Funds

Tribal Outreach Program (Standing Rock Sioux Tribe)

Budget: \$50,000 – other

Standing Rock Sioux Tribe (SRST) outreach program will serve as a means to disseminate seat belt, impaired driving, speed, and distracted driving prevention. SRST will administer its outreach coordinator position and will plan, implement, and evaluate traffic safety intervention within their service regions. This may include: (1) coordinating crash data collection and analysis; (2) providing outreach and earned media support for tribal enforcement initiatives; (3) implementing environmental/policy strategies such as compliance checks, server training, and worksite safety programs; (4) conducting PI&E; (5) coordinating with the courts to improve the prosecution, adjudication and rehabilitation of DUI offenders; and (6) other initiatives as defined by the tribe to improve traffic safety on the reservations.

SRST will provide funds to be used to reimburse salary, benefits and travel expenses for the SRST outreach coordinator and for operational costs and other allowable costs related to traffic safety project implementation.

North Dakota’s SHSP Occupant Protection Strategies

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

- **Enact primary seat belt legislation that includes primary enforcement of seat belt use for all passengers in all seating positions.** Laws are necessary as voluntary seat belt compliance has not been accomplished to date. PI&E materials for outreach will be developed for enforcement and non-enforcement campaigns to assist with education of state and local leadership and the public on the importance of strong laws to increase seat belt use.
- **Strengthen penalties for lack of seat belt use.** Increasing penalties will increase seat belt use and decrease unbelted fatalities. PI&E materials for outreach will be developed for enforcement and non-enforcement campaigns to assist with education of state and local leadership and the public on the importance of strong laws to increase seat belt use.
- **Strengthen detection and the public-perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible seat belt enforcement campaigns.** This will occur through sustained Click It or Ticket HVE.

Table 6

Occupant Protection Program Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1705-01	Program Management	\$250,675	402 OP
OP1705-05	Overtime Enforcement	\$551,731	405 M2HVE
OP1705-06	Enforcement Media – Paid/Earned/PI&E	\$235,000	402 OP
OP1705-06	Enforcement Media – Paid/Earned/PI&E	\$158,832	405 M2PE
CP1709-03	Tribal Outreach Program	\$200,000	402 CP
CP1709-05	Native American Media Paid/Earned/PI&E	\$200,000	402 CP
CP1709-09	Traffic Safety Partner Network Program	\$100,000	402 CP
Other Funds	Tween Seat Belt Outreach Program	\$ 10,000	NDSU Extension Service
Other Funds	SRST Outreach Program	\$ 50,000	Standing Rock Sioux Tribe
402 Total		\$985,675	
405 Total		\$710,563	
Other Funds Total		\$ 60,000	
Total All Funds		1,756,238	

C5 Fatalities Involving an Operator with .08 BAC or Above

Problem Identification

Although it is a criminal offense to operate a motor vehicle with a blood alcohol content (BAC) of .08 or higher it is one of the most consistent behaviors over time contributing to fatalities in North Dakota. In 2015, the state had 54 fatalities involving an operator with a BAC of .08 or higher (refer to Figure 16). This number is a 8.2 percent increase from 2008-2012 five-year average (refer to Figure 17). Operators with a BAC of .08 higher contribute to approximately 57.0 percent of North Dakota’s fatalities on an annual basis and the five-year average has continued on an upward trend.

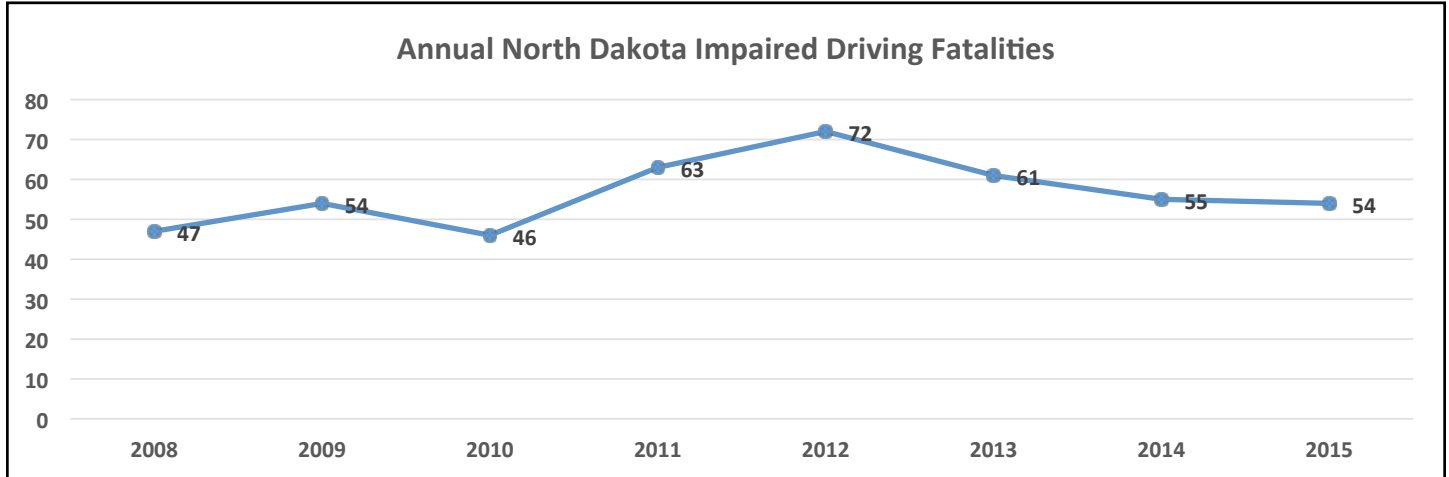


Figure 16

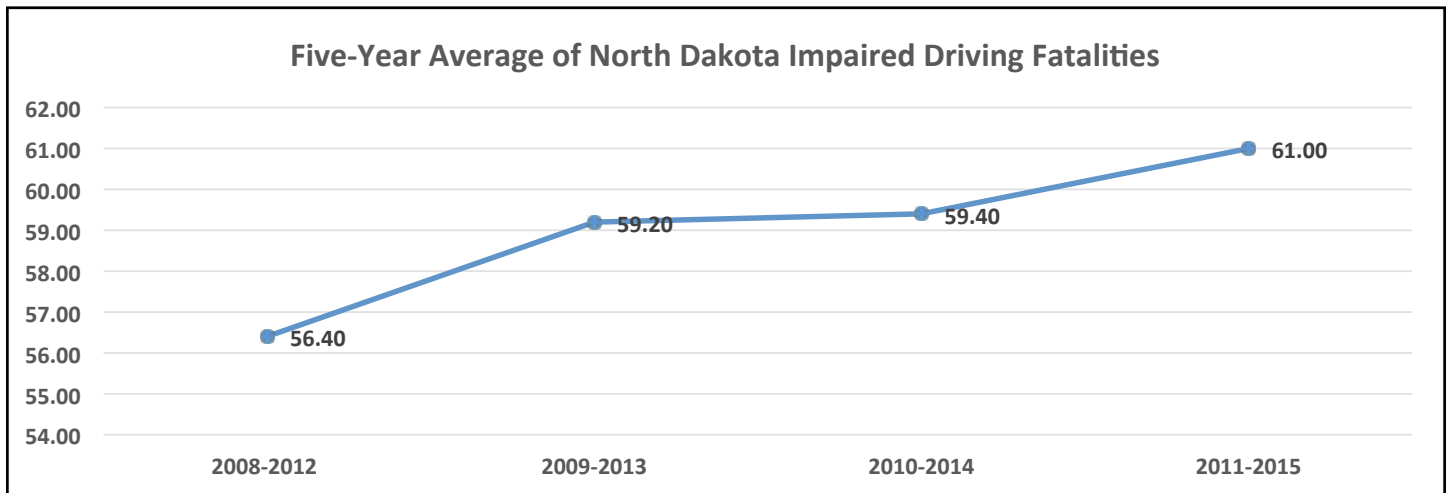


Figure 17

Performance Measure 2017 Performance Goals

Decrease the number of traffic fatalities involving a driver or motorcycle operator with a .08 BAC or above by .5 percent from a five-year (2010-2014) average of 59.4 to five-year (2013-2017) average of 59.1 by December 31, 2017.

State Goal Calculation

North Dakota's goals for fatalities involving a driver or motorcycle operator with a blood alcohol content (BAC) of .08 and above is based on a five-year average. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C5 Countermeasures

Evidence-Base

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

ID1710-02 – Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 1, Section 1.2 Enforcement.

ID1710-03 – Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 1, Section 1.2 Mass Media Campaigns.

ID1710-05 – Video Camera Surveillance Systems (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 1, Section 1.2 Enforcement.

ID1710-10 – Drugged Driving Summit (Vendor/Fiscal Agent) *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to prevention, intervention, communications and outreach, and community mobilization to strengthen laws and ordinances

CP1709-10 – Attitudinal Dynamics of Driving Implementation Project. DWI court's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions.

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

To support the reduction of drug-impaired driving as a component of North Dakota's comprehensive impaired driving program, the North Dakota Department of Transportation, Safety Division, Traffic Safety Office, will use FY 2017 NHTSA Section 405(d) funds for all allowable program costs identified within 23 U.S. C. § 405(d)(1)(A).

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

ID1710-01 – Program Management (Program Manager)

Budget: \$115,000 section 402 AL

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

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

ID1710-02 – Overtime DUI Enforcement (Law Enforcement Agencies)

Budget: \$674,845 section 405 M4HVE

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

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

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

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

ID1710-03 – Enforcement Media – Paid/Earned /PI&E (Media Vendor)

Budget: \$636,976 section 405 M4PEM

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

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

ID1710-05 – Video Camera Surveillance Systems (Law Enforcement Agencies)

Budget: \$200,000 section 405 M4OT

Agencies participating in the multi-agency enforcement program are eligible to apply for funds to purchase in-car digital video surveillance systems based on demonstrated need. The units will provide enhanced nighttime recording and more efficient storage and retrieval systems. The average cost of each digital video surveillance system will be about \$6,000. The Safety Division pays for up to \$4,000 per unit. Approximately 50 units will be purchased.

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

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

ID1710-06 – Alcohol-Testing Equipment (State Toxicology Lab)

Budget: \$300,000 section 405 M4BAC

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

Equipment (over \$5,000)

LC/MS/MS – Analyses and identifies drugs and metabolites. (Quantity = 1, Cost \$295,000)

Equipment purchased for State Toxicology is for highway safety testing only.

Training

Training Costs - \$5,000 (includes travel expenses)

ID1710-07 – Traffic Safety Resource Prosecutor (North Dakota Association of Counties)

Budget: \$300,000 section 405 M4TR

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

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

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

ID1710-08 – Program Evaluation (NDSU UGPTI)

Budget: \$175,000 section 405 M4OT

Program evaluation supports the Safety Division's planning, program development, and resource allocation decisions. The NDSU UGPTI will continue to analyze and validate arrest and conviction data of the NDDOT for accuracy, completeness and assessment of conviction rates for use to evaluate DUI strategies in place in the state. UGPTI will also conduct:

- An analysis of alcohol/drug-related crash, driver and other data sets upon request to meet specific needs of the Safety Division
- An evaluation of select impaired driving strategies and projects as identified by the Safety Division
- The NDDOT will access behavioral experts and resources within the university's to design DUI prevention behavioral interventions for pilot-testing in select areas of the state. This can include individual-, group-, or community-level interventions. Pilot projects will be designed, implemented, and evaluated for outcomes as they related to deterrence of impaired driving and if successful, more broadly distributed to identified risk populations.

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

ID1710-09 – DUI Training/Events Coordination (Vendor/Fiscal Agent)

Budget: \$100,000 section 405 M4TR

CP1709-11 – Events Coordination

Budget: \$50,000 section 402 CP

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

DUI Training. This project will provide training to law enforcement, court personnel, and other stakeholders related to the enforcement, arrest, prosecution and adjudication of DUI offenders.

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

Other DUI Prevention Activities or Events as Identified by the Safety Division.

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

ID1710-10 - Drugged Driving Summit (Vendor/Fiscal Agent)

Budget: \$50,000 405 M4TR

The NDDOT in partnership with AAA North Dakota will conduct a first annual Drugged Driving Summit. As North Dakota sees a rise in drug use and subsequently a rise in drug impaired driving, statewide a Summit will be conducted that will bring partners from law enforcement, prosecution, adjudication, and toxicology together to discuss the challenges and opportunities of drugged driving. National trends as well as North Dakota trends will be discussed and what needs to be done to combat the rising issue of drugged driving in North Dakota.

CP1709-10 – Attitudinal Dynamics of Driving Implementation Project

Budget \$35,000 section 402CP

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

Other Funds

Parents LEAD

Budget: \$180,000 State Funds

The Safety Division is a partner agency in the administration of the Parents LEAD (Listen, Educate, Ask, Discuss) program – an evidence-based underage drinking prevention program.

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

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

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

The 2015 North Dakota Legislature provided the Parents LEAD program with a state fund appropriation of \$180,000 per year for partner agencies to continue with joint program administration.

North Dakota's SHSP Impaired Driving Strategies

The North Dakota SHSP identifies the following impaired driving strategies that are being pursued through SHSP implementation by stakeholders in FY 2017 and using other state and federal resources yet to be determined.

- **Conduct a comprehensive assessment of impaired driving laws to strengthen administrative license sanctions and criminal penalties against best practices and recommend impaired driving policy changes. Included in this assessment will be an examination of the following key elements:**
 - » **Extend/strengthen administrative license suspension for DUI offenders, including first-time offenders.**
 - » **Expand and implement a mandatory ignition interlock program requiring ignition interlocks as a condition for license reinstatement.** North Dakota has implemented the 24/7 program and will utilize this program as a means to prevent the offender from further impaired driving.
 - » **Remove the option of BAC test refusal or establish stronger penalties for BAC test refusal than for test failure.** Through the passage of North Dakota's new law, DUI suspects who refuse an alcohol test will be charged with an offense under the DUI statute. This statute is now being challenged and North Dakota is waiting to hear the federal Supreme Court ruling sometime this summer 2016.
 - » **Impose increased penalties for a 0.15 BAC and higher.** Through the passage of North Dakota's new DUI law, DUI offenders with a .16 BAC will receive more stringent sanctions. This is an improvement from prior law where more stringent sanctions applied to offenders with a 0.17 BAC or greater.
- **Strengthen impaired driving detection and public perceived risk of arrest in rural communities and on local roads by expanding the use of sobriety checkpoints during high-visibility saturation patrols to combat impaired driving.** This is occurring through existing DUI enforcement programs.
- **Apply holistic or ecological approaches (via persons, families, cultures, communities, and policies) to create a cultural awareness of risk and to educate the motoring public during high-visibility enforcement campaigns.** This is occurring through the Safety Division's media campaigns.
- **Conduct highly publicized compliance checks and training for alcohol retailers and merchants to reduce sales to underage persons.** This is occurring through existing DUI enforcement programs.
- **Conduct public outreach on accessible safe-ride alternative transportation services during high-visibility enforcement campaigns.** This is occurring through existing DUI enforcement and media programs.

Table 7

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
ID1710-01	Program Management	\$ 115,000	402 AL
ID1710-02	Overtime DUI Enforcement	\$ 674,845	405 M4HVE
ID1710-03	Enforcement Media – Paid/Earned/PI&E	\$ 636,976	405 M4PEM
ID1710-05	Video Camera Surveillance Systems	\$ 200,000	405 M4OT
ID1710-06	Alcohol-Testing Equipment	\$ 300,000	405 M4BAC
ID1710-07	Traffic Safety Resource Prosecutor	\$ 300,000	405 M4TR
ID1710-08	Program Evaluation	\$ 175,000	405 M4OT
ID1710-09	DUI Training/Events Coordination	\$ 100,000	405 M4TR
ID1710-10	Drugged Driving Summit	\$ 50,000	405 M4TR
CP1709-10	Attitudinal Dynamics of Driving Implementation Project	\$ 35,000	402 CP
CP1709-11	Events Coordination	\$ 50,000	402 CP
Other Funds	Parents LEAD	\$ 180,000	State Funds
402 Total		\$ 200,000	
405 Total		\$2,436,821	
Other Funds		\$ 180,000	
Total All Funds		\$2,816,821	

C6 Speed-Related Fatalities

Problem Identification

The number of speed-related fatalities has continued to increase in North Dakota (refer to Figure 18). Since 2008 North Dakota has seen a 48.1 percent increase in speed-related fatalities. Approximately 30.0 percent of all traffic fatalities in the last eight years are speed-related. In 2015, 40 people were killed in speed-related crashes.

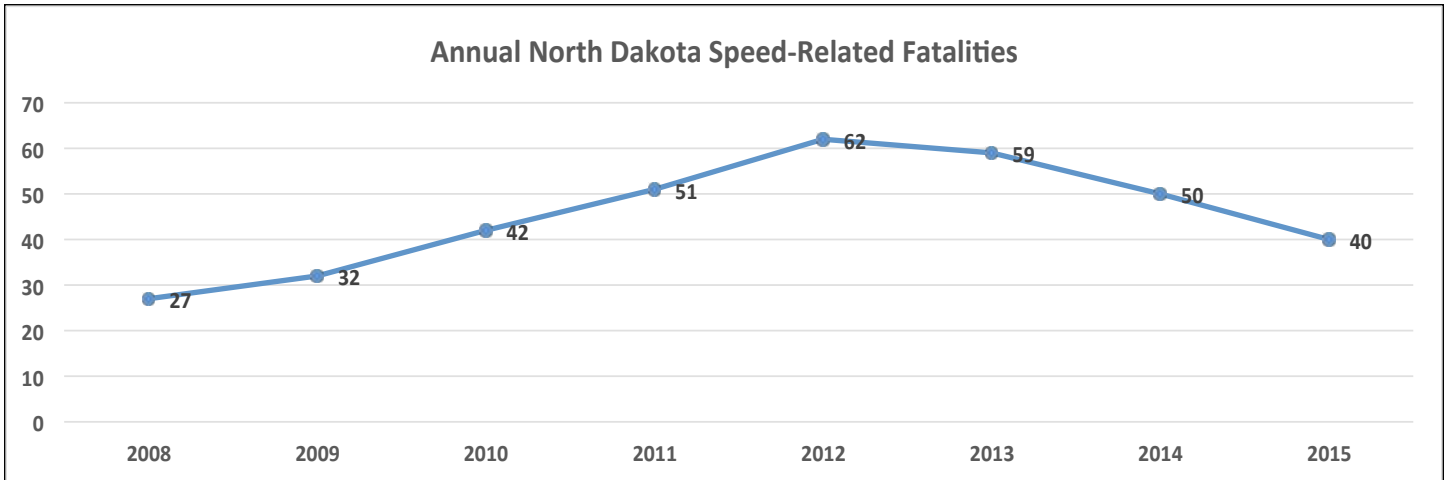


Figure 18

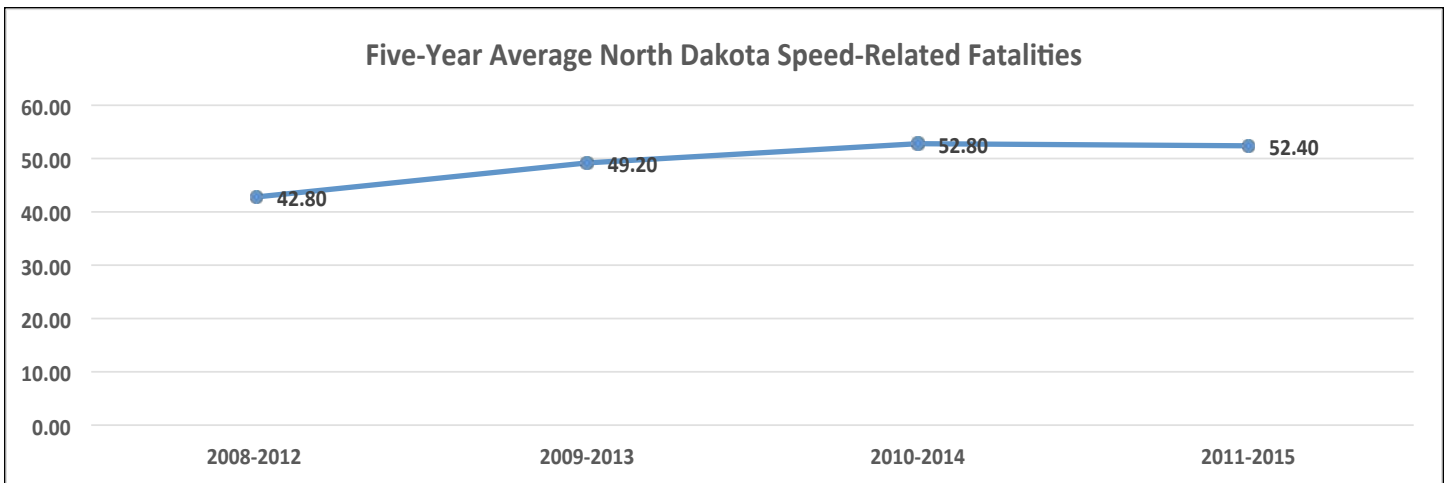


Figure 19

Performance Measure

2017 Performance Goals

Decrease the number of speed related traffic fatalities by .5 percent from a five-year (2010-2014) average of 52.8 to five-year (2013-2017) average of 52.5 by December 31, 2017.

State Goal Calculation

North Dakota's goals for speed-related fatalities is based on a five year average. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C6 Countermeasures

Evidence-Base

Radar equipment to law enforcement supports high-visibility enforcement which is an evidence-based strategy as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*.

SC1707-03 – Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 1, Section 1.2 Mass Media Campaigns.

CP1709-04 – Oil Country Partnership – Paid/Earned/PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to communications and outreach.

SC1707-01 – Program Management (Program Manager)

Budget: \$2,000 section 402 SC

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

SC1707-02 – Radar Equipment to Law Enforcement (Law Enforcement Agencies)

Budget: \$200,000 section 402 SC

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

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

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

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

SC1707-03 – Speed Media – Paid/Earned/PI&E (Media Vendor)

Budget: \$72,000 section 402 SC

The Safety Division will contract with a media firm to develop, print, and purchase media and materials to support speed outreach.

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

Outreach efforts will leverage state and community resources through partnerships with city, county and state law enforcement; other government agencies; community-based organizations; businesses; schools; and other partners to provide PI&E to increase the outreach on speed.

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

Funds are for the Safety Division's media vendor to develop and implement speed media campaigns including paid media placement.

CP1709-04 – Oil Country Partnership – Paid/Earned/PI&E (Media Vendor)

Budget: \$150,000 section 402 CP

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

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

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

Costs are for the media vendor to develop, coordinate, and implement the campaign including paid media placement.

Other Funds

Motor Carrier Enforcement (North Dakota Highway Patrol)

Budget: \$213,000 FMCSA

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

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

North Dakota’s SHSP Speed/Aggressive Driving Strategies

The North Dakota SHSP identifies the following speed/aggressive driving strategies that will be pursued through SHSP implementation by stakeholders beginning in FY 2015 and using other state and federal resources yet to be determined.

- ***Educate state and local leadership and the public on the problem of speed in North Dakota to facilitate the enactment and support of legislation to strengthen penalties such as increased fines for right-of-way and speed violations.***
- ***Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns.***
- ***Address the perception of widespread speeding by heavy vehicles by first conducting a statewide assessment of commercial vehicle speeds. In response to the assessment results, examine enforcement, safety education, and outreach safety strategies for priority regions or corridors identified as needing improvement.***
- ***Install speed signing using variable message signs in school zones once selected.***

Table 8

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
SC1707-01	Program Management	\$ 2,000	402 SC
SC1707-02	Radar for State and Local Law Enforcement	\$200,000	402 SC
SC1707-03	Speed Media	\$ 72,000	402SC
CP1709-04	Oil Country Partnership	\$150,000	402 CP
Other Funds	Motor Carrier Enforcement	\$213,000	Federal Motor Carriers Safety Administration (FMCSA)
402 Total		\$424,000	
Other Funds Total		\$213,000	
Total All Funds		\$637,000	

C7 Motorcycle Fatalities

Problem Identification

The number of motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 11.5 motorcycle fatalities per year. Approximately, 72.0 percent of all motorcycle fatalities in the last eight years have been unhelmeted. In 2015, eight people were killed in motorcycle-related crashes – all were males – and 50 percent (4 of 8) were not wearing a helmet at the time of the crash. Typically, half of all motorcycle fatalities in North Dakota involve alcohol.

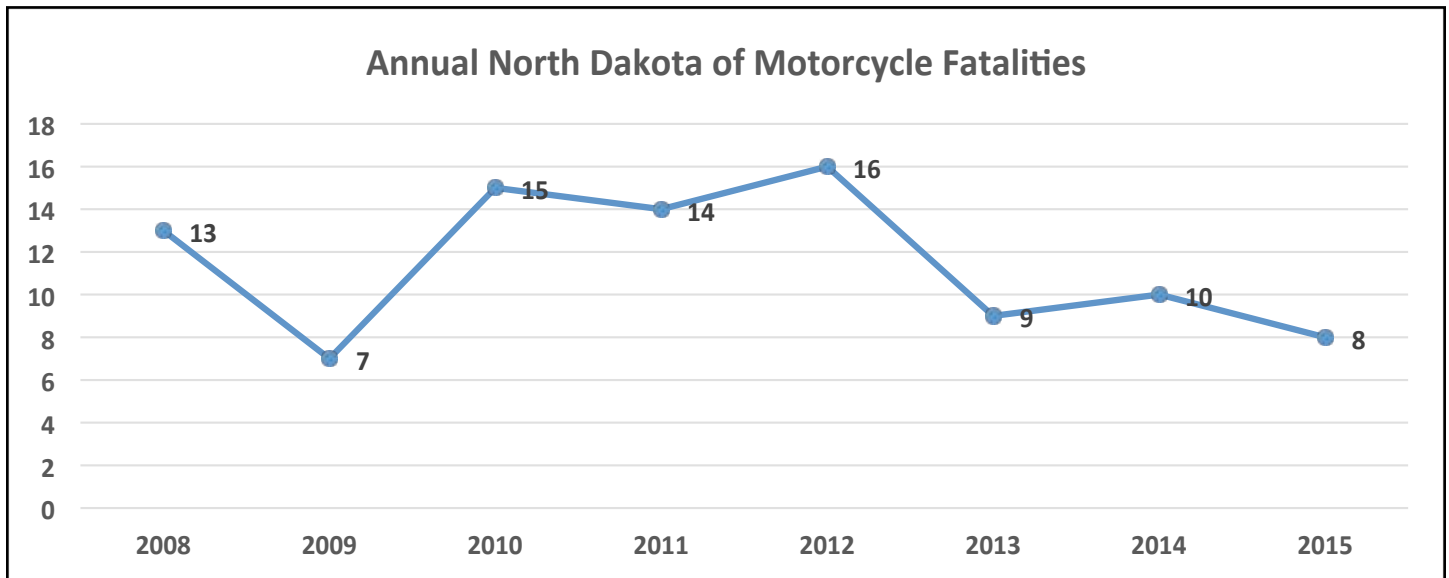


Figure 20

Over the past eight years, the number of registered motorcycles in the state has increased by 40 percent and the number of licensed motorcycle drivers has increased by 30 percent (refer to Figure 21).

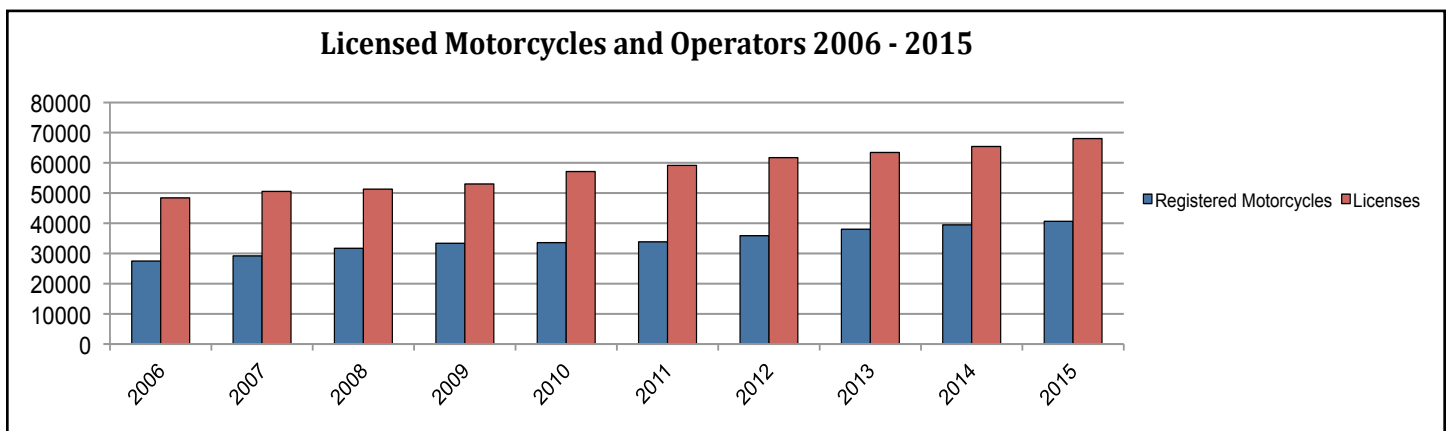


Figure 21

Although, the number of Registered Motorcycles and Licensed Drivers has steadily increased over the last eight years, North Dakota motorcycle crashes have seen a slight decrease over time. In addition, North Dakota's five-year average for motorcycle fatalities is lower than the 2008 through 2012 of 13.0.

Performance Measure

2017 Performance Goals

Decrease the number of motorcyclist fatalities by .5 percent from a five-year (2010-2014) average of 12.8 to five-year (2013-2017) average of 12.7 by December 31, 2017.

State Goal Calculation

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

Considering North Dakota has seen increases in all major indicators (Population, Number of License Motorcycle Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Motorcycles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C7 Countermeasures

Evidence-Base

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

MC1799-01 – Motorcycle Safety Education Program (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 5, Section 5.3 Motorcycle Rider Licensing and Training.

MC1706-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

MC1706-01 – Program Management (Program Manager)

Budget: \$10,000 section 402 MC

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

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

MC1799-01 – Motorcycle Safety Education Program (ABATE of North Dakota)

Budget: \$550,000 State funds

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

The NDMSP will complete the following:

- Train additional rider coaches to increase NDMSP capacity to train additional motorcyclists.
- Provide new rider safety courses and experienced rider safety courses to those with prior riding experience.
- Provide for remote training locations throughout the state, two military locations, and mobile programs to reach state residents who are located away from the standard training locations.

Promote motorcycle safety education to riders of all ages (14 and above). The Safety Division contracts with ABATE of North Dakota to administer the NDMSP.

Project costs include a per person reimbursement fee to ABATE of North Dakota for each motorcyclist that completes the program. The capitated fee includes direct and indirect costs associated with ABATE's administration of the program.

MC1706-02 – Statewide Awareness/Education Campaign (ABATE of North Dakota)

Budget: \$25,000 section 402 MC

This project consists of an awareness campaign entitled, Share the Road, to encourage all roadway users to "share the road" with motorcyclists. The Share the Road campaign may include public service announcements, billboards, brochures, posters, and other safety publications and will be conducted during the peak riding season.

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

Table 9

Motorcycle Safety Program Area: Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
MC1706-01	Program Management	\$ 10,000	402 MC
MC1799-01	Motorcycle Safety Education Program	\$550,000	State Funds
MC1706-02	Statewide Awareness/Education Campaign	\$ 25,000	402 MC
402 Total		\$ 35,000	
State Total		\$550,000	
Total All Funds		\$585,000	

C8 Unhelmeted Motorcyclist Fatalities

Problem Identification

The number of unhelmeted motorcyclist fatalities continues to be an issue in North Dakota. Since 2008 North Dakota has averaged just over 8 motorcycle fatalities per year. Approximately, 70.0 percent of all motorcycle fatalities in the last eight years have been unhelmeted. However, this percent did decline 2013, when nine people were killed in motorcycle-related crashes and 33.3 percent (3 of 9) were not wearing a helmet at the time of the crash (refer to Figure 22).

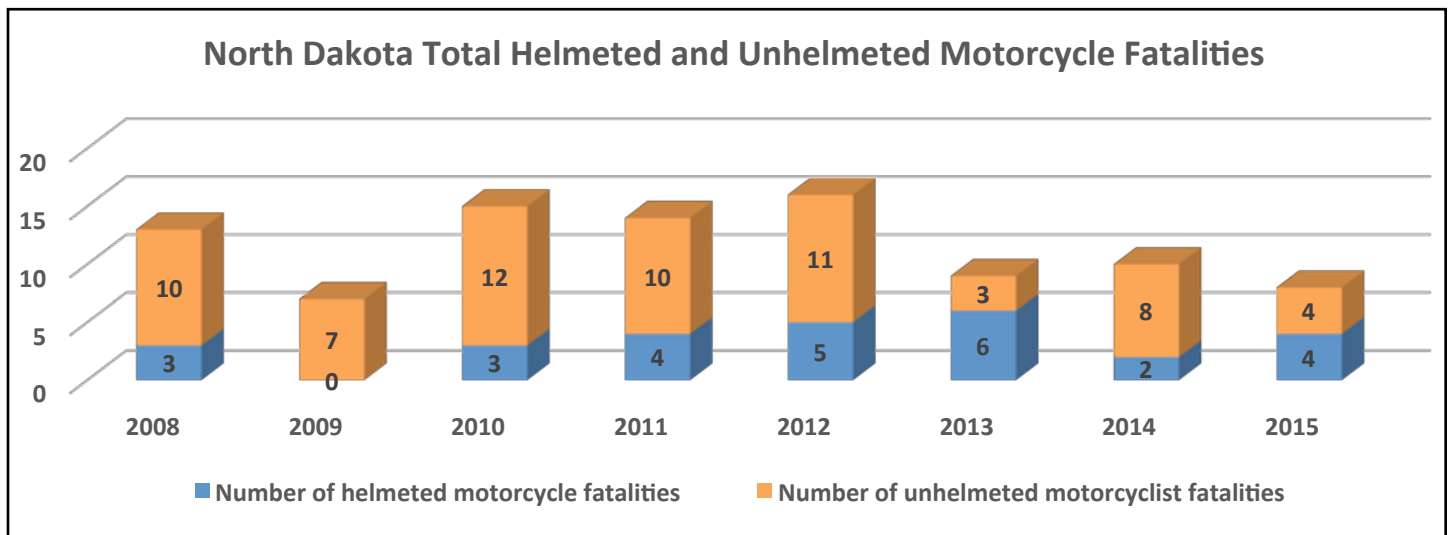


Figure 22

Performance Measure

2017 Performance Goals

Decrease the number of unhelmeted motorcyclist fatalities by .5 percent from a five-year (2010-2014) average of 9.0 to five-year (2013-2017) average of 8.9 by December 31, 2017.

State Goal Calculation

North Dakota's goals for the number of unhelmeted motorcyclist fatalities is based on five-year averages. In order to meet the goal the five-year average for 2012-2016 will need to be nine fatalities or less for 2016. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, projecting a .5 percent decrease in the five year average is a lofty goal.

C8 Countermeasures

Evidence-Base

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

MC1706-03 – Motorcycle Safety Education – Paid Media and Outreach (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 5, Section 5.4 Communications and Outreach of Conspicuity and Protective Clothing and Other Driver Awareness of Motorcyclists.

MC1706-03 – Motorcycle Safety Education – Paid Media and Outreach (Media Vendor)

Budget: \$93,780 section 402 MC
\$31,220 section 405 M9MA

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

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

Table 10

Motorcycle Safety Program Area: Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
MC1706-03	Motorcycle Safety Education – Paid Media and Outreach	\$ 93,780	402 MC
MC1706-04	Motorcycle Safety Education - Paid Media and Outreach	\$ 31,220	405 M9MA
402 Total		\$125,000	
405 Total		\$ 31,220	
Total All Funds		\$125,000	

C9 Drivers Age 20 and Younger Involved in Fatal Crashes

Problem Identification

The number of drivers age 20 and younger involved in fatal crashes has fluctuated over the past eight years; however, the general trend is moving upward (refer to Figure 23). The number of drivers 20 and younger involved in fatal crashes has averaged 20.3 over time. Although, there has been a slight trend upward in the five-year average 2008-2012, the state has not seen major increases in this area like it has in other measures (refer to Figure 24).

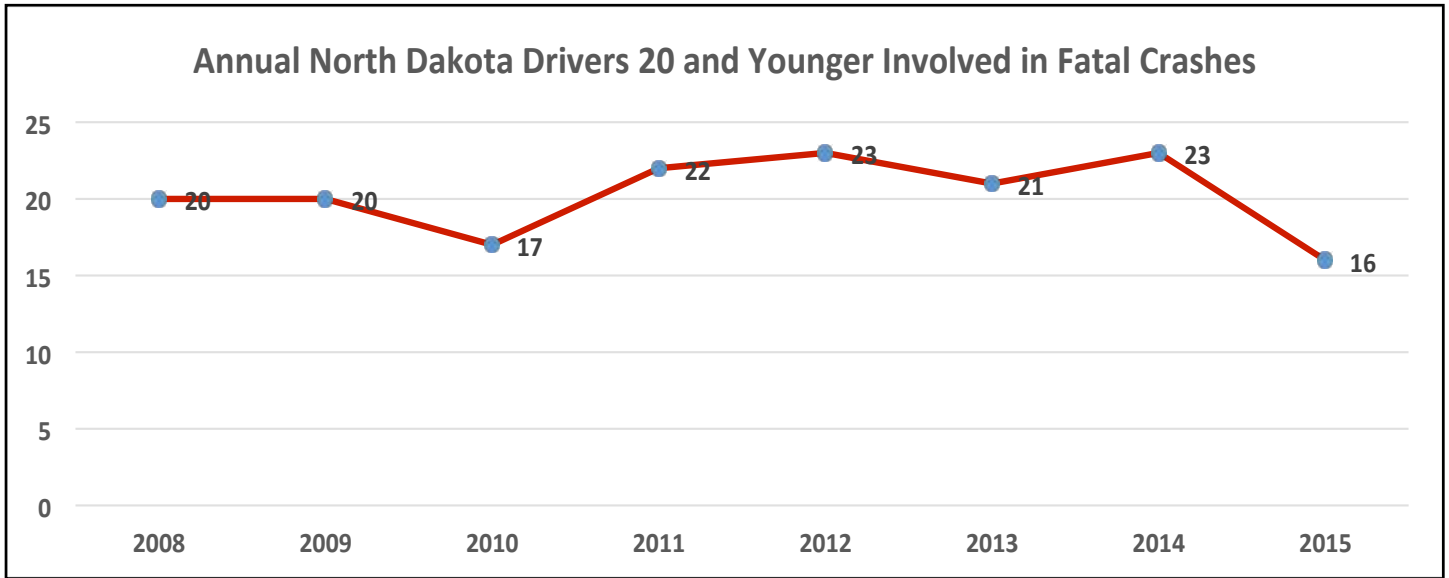


Figure 23

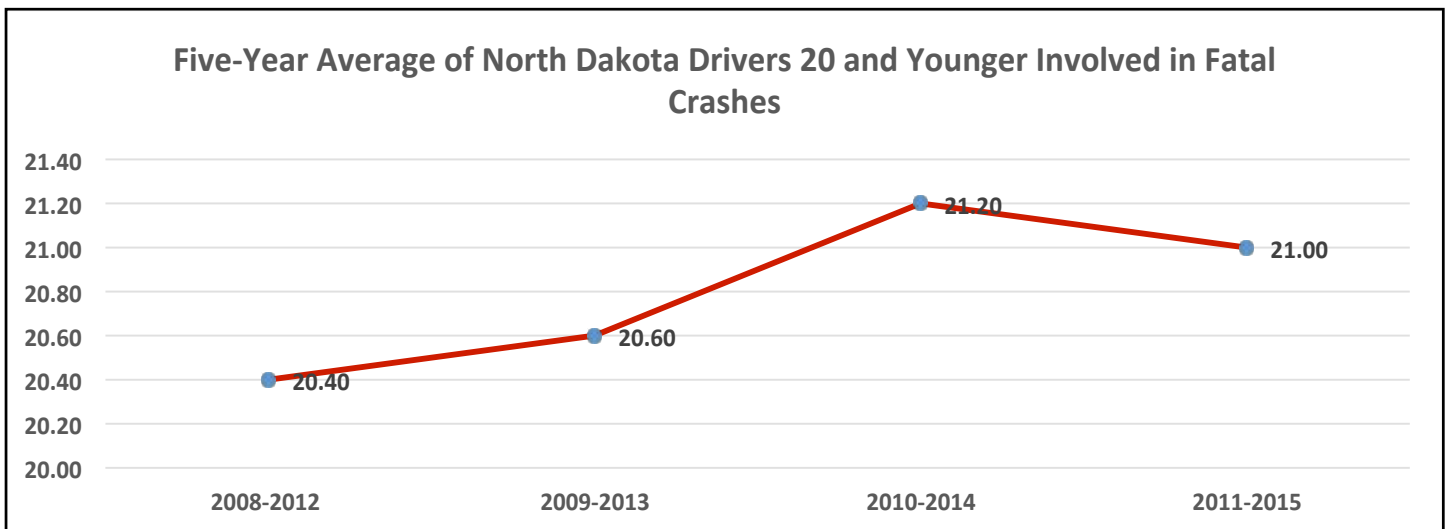


Figure 24

Performance Measure

2017 Performance Goals

Decrease the number of drivers age 20 and younger involved fatal crashes by .5 percent from a five-year (2010-2014) average of 21.2 to a five-year (2013-2017) average of 21.1 percent by December 31, 2017.

State Goal Calculation

North Dakota's goals for the number of drivers age 20 and younger involved fatal crashes is based on five-year averages. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C9 Countermeasures

Evidence-Base

Projects listed below are identified as evidence-based strategies as identified in the *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*.

TSP1708-02 – Teen Media and Outreach (Media Vendor). This countermeasure is modeled after a similar program developed through the Texas Transportation Institute's (TTI) program called *Teens in the Driver Seat* which has been evaluated by TTI and found to have a positive influence on teens. Peer-to-peer teen education and outreach is evidence based. Numerous research articles exist that prove peer-to-peer education and outreach as effective.

DE1708-01 – Driver's Education Curriculum and Support (Vendor/Fiscal Agent). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 6, Section 6.2 Driver Education.

TSP1708-01 – Program Management (Program Manager)

Budget: \$35,000 section 402 TSP

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

TSP1708-02 – Teen Media and Outreach (Media Vendor)

Budget: \$200,000 section 402 TSP

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

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

Following are activities and projects planned for implementation in FY 2017 through the campaign.

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

Costs are for the Safety Division's media vendor for media development and distribution and other costs associated with the projects.

TSP1708-03 – Teen Mini-Grants Outreach (Schools/Law Enforcement)

Budget: \$50,000 section 402 TSP

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

Law Enforcement will be offered the opportunity to apply for a grant to enforce positive driver and occupant behaviors on and surrounding school grounds.

Projects will consist of various types of student education and outreach including peer-to-peer activities and parent education to establish positive social norms around this issue.

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

DE1708-02 – Driver’s Education Curriculum and Support (Vendor/Fiscal Agent)

Budget: \$50,000 section 402 DE

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

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

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

Funds will be used to reimburse a third-party vendor/fiscal agent for the firm’s hourly services and the direct costs associated with each event including speaker honorariums, room rental fees, speaker travel reimbursement, printing, project materials, and miscellaneous associated costs.

Other Funds

Driving Skills for Life

Budget: \$10,000 Ford Motor Company/GHSA

The Safety Division will conduct the seventh annual Driving Skills for Life (DSFL) program. The DSFL program uses interactive activities to educate teen drivers about safe driver and occupant behaviors.

The event will consist of a ride and drive session conducted via local law enforcement agency’s Emergency Vehicle Operator Course (EVOC) officers where the teens have the opportunity to drive through a driving range (1) under normal conditions, (2) while being distracted as someone texts them, and (3) while taking a selfie photo while driving.

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

Table 11

Budget Summary (Federal)			
Project Number	Project Title	Budget	Budget Source/Code
TSP1708-01	Program Management	\$ 35,000	402 TSP
TSP1708-02	Teen Media and Outreach	\$200,000	402 TSP
TSP1708-03	Teen Mini-Grants Outreach	\$50,000	402 TSP
DE1708-02	Driver's Education Curriculum and Support	\$ 50,000	402 DE
Other Funds	<i>Driving Skills for Life</i>	\$ 10,000	Grant through Ford Motor Company/GHSA*
402 Total		\$335,000	
Other Funds Total		\$ 10,000	
Total All Funds		\$345,000	

* Governors Highway Safety Administration

C10 Pedestrian Fatalities

Problem Identification

The number of North Dakota pedestrian fatalities has averaged four percent of total fatalities over the last eight years. The general trend in the pedestrian fatalities in the state is upward and its low point for the past eight year was 2013 with one (refer to Figure 25). However the five-year average has remained fairly consistent the last eight years (refer to Figure 26). The average age of the pedestrian fatalities is 35 and the majority occur in rural areas.

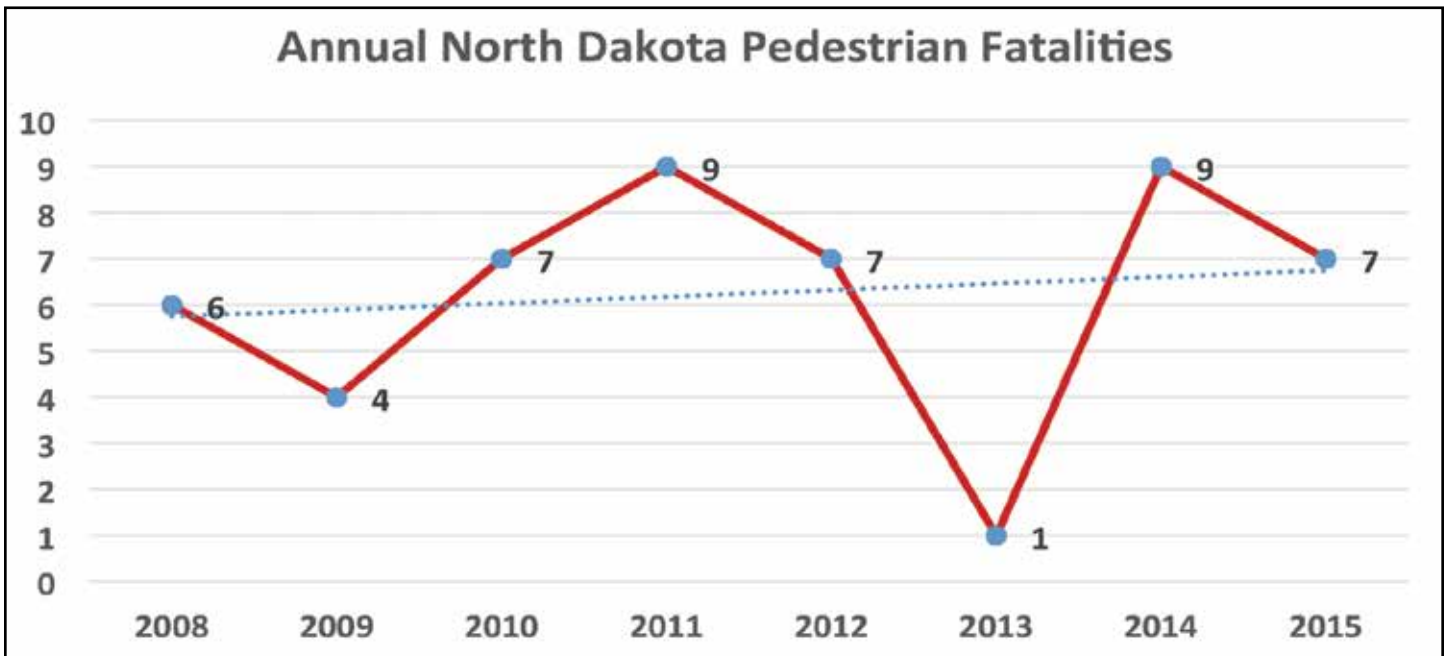


Figure 25

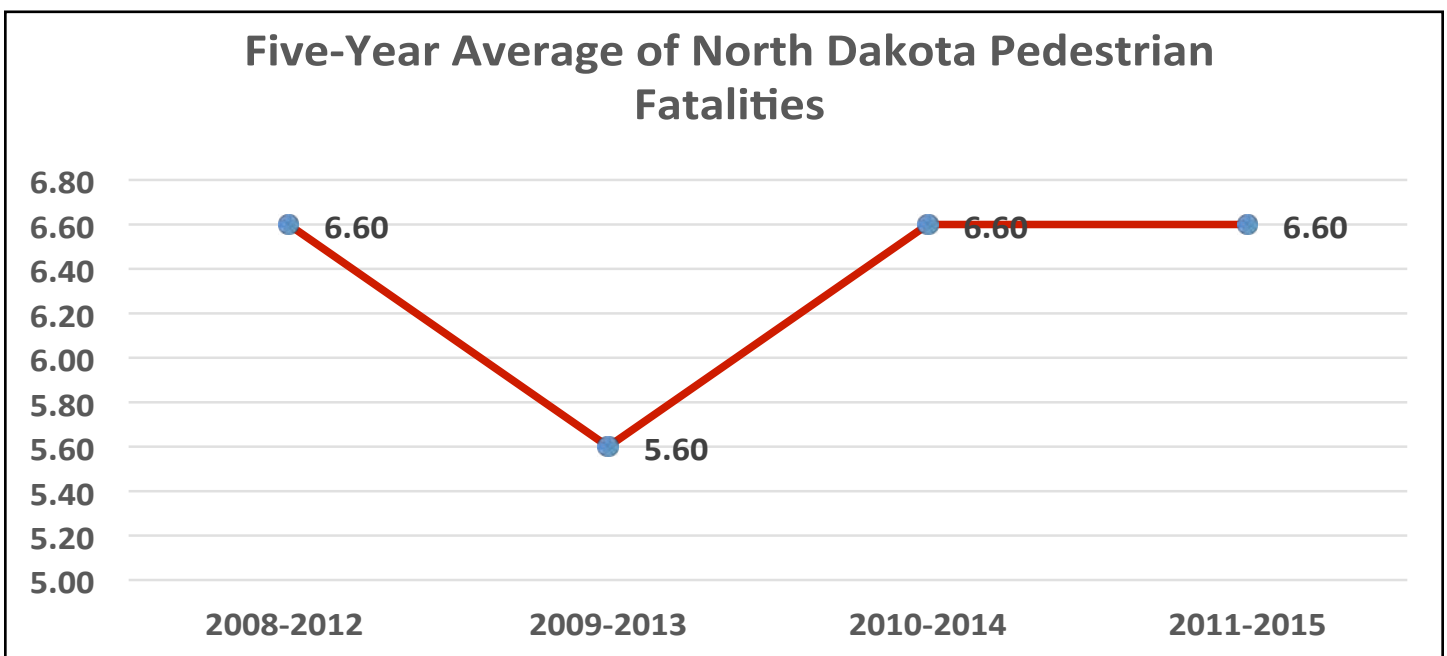


Figure 26

Performance Measure

2017 Performance Goals

Decrease the number of pedestrian fatalities by .5 percent from a five-year (2010-2014) average of 6.6 to five-year (2013-2017) average of 6.5 by December 31, 2017.

State Goal Calculation

North Dakota’s goals for the number of pedestrian fatalities is based on five-year averages. Considering North Dakota has seen increases in all major indicators (Population, Number of License Drivers, Vehicle Miles Traveled (VMT), and Number of Registered Vehicles) of at least 2.0 percent per year, attempting to reduce by .5 percent will be very challenging.

C10 Countermeasures

Other Funds

Media – Paid/Earned/PI&E – Pedestrian Safety

Budget: \$65,000 FHWA

This project provides for paid and earned media and PI&E for motorist and pedestrian awareness to “Share the Road.” Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

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

Funds have also been dedicated to developing a pedestrian awareness program that will be conducted in local schools to increase the awareness of pedestrian safety.

Table 12

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Pedestrian Safety	\$65,000	Federal Highway Administration
Total All Funds		\$65,000	

C11 Bicyclist Fatalities

Problem Identification

The number of North Dakota bicycle fatalities has averaged less than 1.0 percent of total fatalities over the last six years. The general trend in the bicycle fatalities in the state is upward and its low point for the last six years was 2012 with zero (refer to Figure 27). However the baseline five-year average includes three bicycle fatalities in 2014 and one has already occurred in in the first four months of 2016.

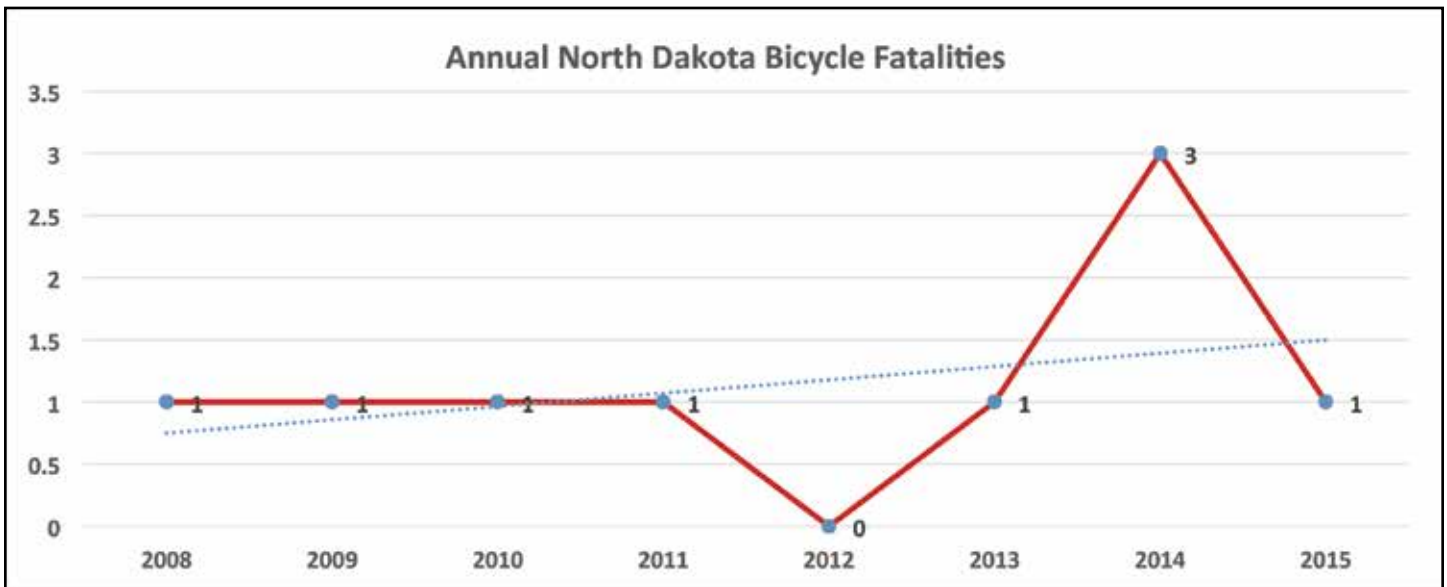


Figure 27

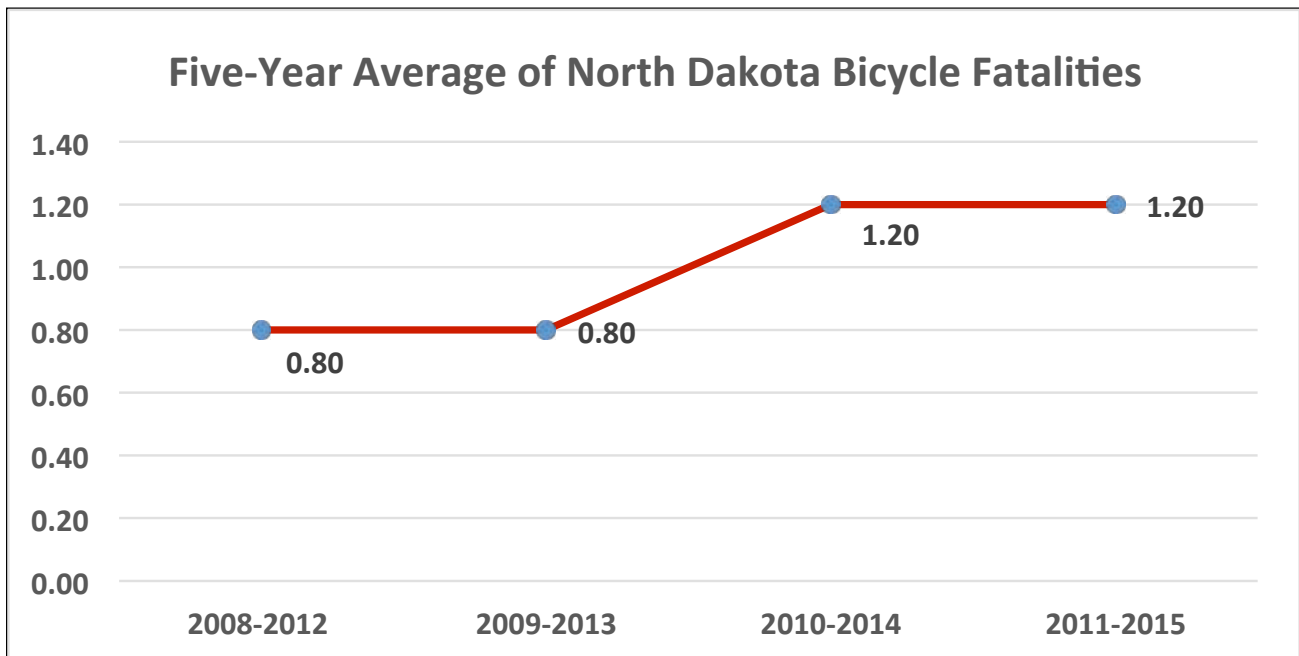


Figure 28

Performance Measure

2017 Performance Goals

Maintain the number of bicyclist fatalities at a five-year (2010-2014) average of 1.2 to a five-year (2013-2017) average of 1.2 by December 31, 2017.

State Goal Calculation

North Dakota’s goals for the number of bicycle fatalities is based on five-year averages. The Safety Division has just converted to a five-year (2010-2014) average from a three-year (2011-2013) average. North Dakota has traditionally had low numbers of bicycle fatalities however, in 2014 there were three fatalities driving the five year average up. In addition, in the first four months of 2016 North Dakota already recorded one bicycle fatality before the beginning of the traditional biking season.

C11 Countermeasures

Other Fund

Media – Paid/Earned/PI&E – Bicycle Safety (Media Vendor)

Budget: \$65,000 FHWA

This project provides for paid and earned media and PI&E for motorist and bicyclist awareness to “Share the Road.” Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

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

Funds have also been designated to conduct bicycle safety training in local schools and Bike Rodeos across the state in various communities. Bicycle training will consist of peer to peer training in elementary schools to bring awareness of bicycle safety and roadway rules.

Table 13

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
Other Funds	Media - Paid/Earned/PI&E Bicycle Safety	\$65,000	Federal Highway Administration
Total All Funds		\$65,000	

Overserved Seat Belt Usage

B1 Behavior Core Measure

Table 14

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

Problem Identification

As stated earlier under occupant protection the proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against becoming a traffic crash fatality. The failure to wear a seat belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior. On average from 2008 to 2015, 68 percent of passenger vehicle fatalities were unrestrained, however, 2013 was North Dakota’s best year in the last six years with only 56.1 percent of the fatalities noted as not restrained.

Performance Measure

2017 Performance Goals

Increase the percent of observed occupants using a seat belts by .5 percent from 80.4 (2015) to 80.8 (2016) by December 31, 2017.

State Goal Calculation

For the percentage of observed occupants using seat belts North Dakota has elected to set the goal of an increase in seatbelt use in the state. Although, in 2015 the state saw a slight reduction in observed usage the Safety Division believes that through focused efforts and positive norming messages the observed rate can be increased.

B1 Behavioral Countermeasures

Evidence-Base

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

OP1705-03 – Annual Statewide Observational Seat Belt Survey (NDSU UGPTI) Budget: \$100,000 section 405 M2X

The Safety Division will conduct an annual statewide seat belt observation survey to determine North Dakota’s seat belt use rate as a measure to evaluate the success of occupant protection programs. The survey will be conducted by the NDSU UGPTI. The observation survey is conducted each year in June per a NHTSA-approved survey methodology.

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

OP1705-04 – Observational Seat Belt & Child Passenger Safety Survey of Rural Roadways (NDSU UGPTI)
Budget: \$100,000 section 405 M2X

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

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

Table 15

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1705-03	Annual Statewide Observational Seat Belt Survey	\$100,000	405 M2X
OP1705-04	Observational Seat Belt & CPS Survey on Rural Roadways	\$100,000	405 M2X
405 Total		\$200,000	
Total All Funds		\$200,000	

Core Activity Measures A1-A3

Table 16

Activity Measures		
Program Area	2014 Data	2015 Data
A1 Seat belt citations	3,506	3,736
A2 Impaired driving citations	673	644
A3 Speeding citations	5,511	5,413

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

Countermeasures Core Activity Measures

Evidence-Base

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

CP1709-08 –Distracted Driving (Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, chapters relating to occupant protection, impaired driving, and speed and strategies related to communications and outreach, school programs, and high visibility enforcement.

PT1702-01 – Program Management (Program Manager)

Budget: \$10,000 section 402 PT

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

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

PT1702-03 – Web-Based Law Enforcement Reporting System

(NDDOT Information Technology)

Budget: \$50,000 section 402 PT

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

PT1702-04 – Law Enforcement Training (Vendor/Fiscal Agent)

Budget: \$139,630 section 402 PT

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

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

Incentive Programs. The Safety Division will recognize and reward programs managed by law enforcement and traffic safety advocates that demonstrate exemplary contributions to traffic safety. The award options include: (1) the Alcohol, Seat Belts and Speed Intervention to Support Traffic Safety (ASSISTS) Award Program, (2) the Occupant Protection Award, (3) the Drug Recognition Expert Officer of the Year Award, (4) the Traffic Safety Officer of the Year Award, (5) the Beyond the Traffic Stop Award, (6) the Traffic Safety Media Award, and (7) the Traffic Safety Civil Servant Award.

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

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

Table 17

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
PT1702-01	Program Management	\$ 10,000	402 PT
PT1702-03	Maintenance of Web-Based Law Enforcement Reporting System	\$ 50,000	402 PT
PT1702-04	Law Enforcement Training	\$ 139,630	402 PT
402 Total		\$199,630	
Total All Funds		\$199,630	

A4 Core Activity Measure

Table 18

Activity Measures			
Performance Measure	2013 Data	2014 Data	2015 Data
A4 Percentage of Crash Reports electronically submitted. (April 1-September 30 time frame for each year)	85.06	86.24	89.18
Increase		1.3%	3.4%

Activity Measures

A4 is a new activity measure to measure success in the Traffic Records program area. The goal of the Traffic Records program area is to improve traffic records systems as measured by the attributes – accuracy, timeliness, completeness, uniformity, accessibility and integration of traffic records and ancillary data (for example, EMS and court system data).

The NDDOT has the lead to facilitate these system improvements.

Evidence-Base

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

A4 Countermeasures

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

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

TR1704-01 – Program Management (Traffic Records Manager) **Budget: \$257,500 section 402 TR**

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

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

TR1704-02 – Crash Data System Enhancement (NDDOT Information Technology) **Budget: \$110,000 section 405 M3DA**

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

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

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

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

TR1704-03 – TraCS (Information Technology Vendor)

Budget: \$554,811 section 405 M3DA

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

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

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

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

TR1704-04 – Annual TraCS License Fee (Software Licensor – State of Iowa)

Budget: \$160,000 section 405 M3DA

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor. The annual cost of the license fee is \$79,000.

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

TR1704-05 – EMS Data Analyst (North Dakota Department of Health)

Budget: \$90,000 section 405 M3DA

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

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

Other Projects in the Traffic Records Strategic Plan

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

Table 19

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
TR1704-01	Program Management	\$ 257,500	402 TR
TR1704-02	Crash Data System Enhancement	\$ 110,000	405 M3DA
TR1704-03	TraCS	\$ 554,811	405 M3DA
TR1704-04	Annual TraCS License Fee	\$ 160,000	405 M3DA
TR1704-05	EMS Data Analyst	\$ 90,000	405 M3DA
402 Total		\$ 257,500	
405 Total		\$ 914,811	
Total All Funds		\$1,172,311	

A5 Core Activity Measures

Table 20

Activity Measures				
Program Area	2012 Data	2013 Data	2014 Data	2015 Data
A5 Percentage of misused car seats during checks.	New Measure	75%	78%	77%

Activity Measures

Evidence-Base

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

OP1705-02 – CPS Program Administration (North Dakota Department of Health). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 2, Section 2.4 Child/Youth Occupant Restraint Laws and 2.6 Communications and Outreach Strategies for Older Children and Booster Seat Use.

A5 Countermeasures

OP1705-02 – CPS Program Administration (North Dakota Department of Health)
Budget: \$128,000 section 405 M2CPS

OP1705-07 - CPS Restraints (North Dakota Department of Health)
Budget: \$22,000 section 405 M2CSS

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

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

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

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

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

Table 21

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
OP1705-02	Child Passenger Safety	\$128,000	405 M2CPS
OP1705-07	Child Passenger Safety Restraints	\$ 22,000	405 M2CSS
405 Total		\$150,000	
Total All Funds		\$150,000	

Other Activity Measures

Table 22

	Other Activity Measures				
	Distracted Driving	2011	2012	2013	2015
Percent of students who drove a car or other vehicle while texting or emailing while driving in the past 30 days		Not Collected	Not Collected	59%	57.6%
Percent of students who drove a car or other vehicle who talked on a cell phone while driving in the past 30 days.				68%	61.4%

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

Countermeasures

Evidence-Base

DD1711-02– Overtime Enforcement (Law Enforcement Agencies). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 1, Laws and Enforcement.

DD1711-03– Media – Paid/Earned /PI&E (Media Vendor). *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, Seventh Edition, 2013*, Chapter 4, Section 2.2 Communications and Outreach on Distracted Driving.

DD1711-01 – Program Management (Program Manager)

Budget: \$5,000 section 402 DD

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

DD1711-02 – Overtime Enforcement (Law Enforcement Agencies)

Budget: \$75,000 section 405 M8DDLE

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

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

DD1711-03 – Media – Paid/Earned/PI&E (Media Vendor)

Budget: \$101,906 section 405 M8PE

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

The Safety Division will contract with a media firm to develop, print, and purchase media and PI&E materials to support distracted driving enforcement efforts. Funds will be used to purchase radio, television, billboard, and print ads. Alternative media including blogs, social networking websites, email blasts, etc. will also be used.

Outreach efforts will leverage state and community resources through partnerships with city, county and state law enforcement; other government agencies; community-based organizations; businesses; schools; and other partners to provide PI&E to deter distracted driving.

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

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

Table 23

Budget Summary			
Project Number	Project Title	Budget	Budget Source/Code
DD1711-01	Program Management	\$ 5,000	402 DD
DD1711-02	Overtime Enforcement	\$ 75,000	405 M8DDLE
DD1711-03	Media – Paid/Earned/PI&E	\$101,906	405 M8PE
402 Total		\$ 5,000	
405 Total		\$176,906	
Total All Funds		\$181,906	

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

State: North Dakota

2017-HSP-1
For Approval

Report Date: 08/17/2016

ATTACHMENTS

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00		\$.00	\$.00	\$.00	\$202,325.00	\$202,325.00	\$.00
Planning and Administration Total			\$.00	\$.00	\$.00	\$202,325.00	\$202,325.00	\$.00
Alcohol								
	AL-2017-00-00-00		\$.00	\$.00	\$.00	\$235,000.00	\$235,000.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$235,000.00	\$235,000.00	\$.00
Motorcycle Safety								
	MC-2017-00-00-00		\$.00	\$.00	\$.00	\$128,780.00	\$128,780.00	\$.00
Motorcycle Safety Total			\$.00	\$.00	\$.00	\$128,780.00	\$128,780.00	\$.00
Occupant Protection								
	OP-2017-00-00-00		\$.00	\$.00	\$.00	\$435,675.00	\$435,675.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$435,675.00	\$435,675.00	\$.00
Police Traffic Services								
	PT-2017-00-00-00		\$.00	\$.00	\$.00	\$199,630.00	\$199,630.00	\$.00
Police Traffic Services Total			\$.00	\$.00	\$.00	\$199,630.00	\$199,630.00	\$.00
Traffic Records								
	TR-2017-00-00-00		\$.00	\$.00	\$.00	\$257,500.00	\$257,500.00	\$.00
Traffic Records Total			\$.00	\$.00	\$.00	\$257,500.00	\$257,500.00	\$.00
Community Traffic Safety Project								
	CP-2017-00-00-00		\$.00	\$.00	\$.00	\$1,275,000.00	\$1,275,000.00	\$.00
Community Traffic Safety Project Total			\$.00	\$.00	\$.00	\$1,275,000.00	\$1,275,000.00	\$.00
Driver Education								
	DE-2017-00-00-00		\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
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State: North Dakota

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Report Date: 08/17/2016

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Speed Management								
	SC-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
		Speed Management Total	\$0.00	\$0.00	\$0.00	\$274,000.00	\$274,000.00	\$0.00
Distraacted Driving								
	DD-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
		Distraacted Driving Total	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Teen Safety Program								
	TSP-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$285,000.00	\$285,000.00	\$0.00
		Teen Safety Program Total	\$0.00	\$0.00	\$0.00	\$285,000.00	\$285,000.00	\$0.00
		NHTSA 402 Total	\$0.00	\$0.00	\$0.00	\$3,367,910.00	\$3,367,910.00	\$0.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$551,731.00	\$551,731.00	\$0.00
		405b Low HVE Total	\$0.00	\$0.00	\$0.00	\$551,731.00	\$551,731.00	\$0.00
405b Low Public Education								
	M2PE-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$158,832.00	\$158,832.00	\$0.00
		405b Low Public Education Total	\$0.00	\$0.00	\$0.00	\$158,832.00	\$158,832.00	\$0.00
405b Low Community CPS Services								
	M2CPS-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$128,000.00	\$128,000.00	\$0.00
		405b Low Community CPS Services Total	\$0.00	\$0.00	\$0.00	\$128,000.00	\$128,000.00	\$0.00
405b Low CSS Purchase/Distribution								
	M2CSS-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$0.00
		405b Low CSS Purchase/Distribution Total	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$0.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
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Report Date: 08/17/2016

State: North Dakota

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405b OP Low								
	M2X-2017-00-00-00		\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	405b OP Low Total		\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	MAP 21 405b OP Low Total		\$.00	\$.00	\$.00	\$1,060,563.00	\$1,060,563.00	\$.00
MAP 21 405c Data Program								
405c Data Program	M3DA-2017-00-00-00		\$.00	\$.00	\$.00	\$914,811.00	\$914,811.00	\$.00
	405c Data Program Total		\$.00	\$.00	\$.00	\$914,811.00	\$914,811.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$.00	\$.00	\$914,811.00	\$914,811.00	\$.00
MAP 21 405d Impaired Driving High								
405d High HVE	M4HVE-2017-00-00-00		\$.00	\$.00	\$.00	\$674,845.00	\$674,845.00	\$.00
	405d High HVE Total		\$.00	\$.00	\$.00	\$674,845.00	\$674,845.00	\$.00
405d High BAC Testing/Reporting	M4BAC-2017-00-00-00		\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	405d High BAC Testing/Reporting Total		\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
405d High Paid/Earned Media	M4PEM-2017-00-00-00		\$.00	\$.00	\$.00	\$636,976.00	\$636,976.00	\$.00
	405d High Paid/Earned Media Total		\$.00	\$.00	\$.00	\$636,976.00	\$636,976.00	\$.00
405d High Training	M4TR-2017-00-00-00		\$.00	\$.00	\$.00	\$450,000.00	\$450,000.00	\$.00
	405d High Training Total		\$.00	\$.00	\$.00	\$450,000.00	\$450,000.00	\$.00
405d High Other Based on Problem ID	M4OT-2017-00-00-00		\$.00	\$.00	\$.00	\$375,000.00	\$375,000.00	\$.00

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

State: North Dakota

Report Date: 07/26/2016

2017-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405d High Other Based on Problem ID Total			\$.00	\$.00	\$.00	\$ 375,000.00	\$ 375,000.00	\$.00
MAP 21 405d Impaired Driving High Total			\$.00	\$.00	\$.00	\$ 2,436,821.00	\$ 2,436,821.00	\$.00
MAP 21 405e Distracted Driving								
405e Public Education								
	M8PE-2017-00-00-00		\$.00	\$.00	\$.00	\$ 101,906.00	\$ 101,906.00	\$.00
405e Public Education Total			\$.00	\$.00	\$.00	\$ 101,906.00	\$ 101,906.00	\$.00
405e DD Law Enforcement								
	M8DDLE-2017-00-00-00		\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
405e DD Law Enforcement Total			\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
MAP 21 405e Distracted Driving Total			\$.00	\$.00	\$.00	\$ 176,906.00	\$ 176,906.00	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2017-00-00-00		\$.00	\$.00	\$.00	\$ 31,220.00	\$ 31,220.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$.00	\$.00	\$ 31,220.00	\$ 31,220.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$.00	\$.00	\$ 31,220.00	\$ 31,220.00	\$.00
NHTSA Total			\$.00	\$.00	\$.00	\$ 7,988,231.00	\$ 7,988,231.00	\$.00
Total			\$.00	\$.00	\$.00	\$ 7,988,231.00	\$ 7,988,231.00	\$.00

								FFY 2017		
Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
200		2001799	01	01		Director/Admin. Salaries, etc.				
DIRECTOR SALARY TOTALS								\$0.00	\$0.00	\$0.00
402 P&A		PA1701	01	01		Program Management (Salary)	S	\$161,860.00		\$161,860.00
402 P&A		PA1701	01	02		Program Management (Travel & Misc)	O	\$40,465.00		\$40,465.00
402 PA TOTALS								\$202,325.00	\$0.00	\$202,325.00
402 PT		PT1702	01	01		Program Management (Salary)	S	\$8,000.00		\$8,000.00
402 PT		PT1702	01	02		Program Management (Travel & Misc)	O	\$2,000.00		\$2,000.00
402 PT		PT1702	03	01		Law Enf Web Report System Mtce (DOT-IT)	601005	\$50,000.00		\$50,000.00
402 PT	12151770	PT1702	04	01		Law Enf Training (Clearwater)	623175	\$139,630.00	\$139,630.00	
402 PT TOTALS								\$199,630.00	\$139,630.00	\$60,000.00
402 OP		OP1705	01	01		Program Management (Salary)	S	\$160,540.00		\$160,540.00
402 OP			01	02		Program Management (Travel & Misc)	O	\$40,135.00		\$40,135.00
405b M2CPS	INSERT NO.	OP1705	02	01		CPS Program Admin (ND Dept of Health)	722370	\$128,000.00	\$128,000.00	
405b M2CSS	INSERT NO.	OP1705	07	02		CPS Car Seats (ND Dept of Health)	722370	\$22,000.00	\$22,000.00	
405b M2X	INSERT NO.	OP1705	03	01		Statewide Safety Belt Survey (NDSU UGPTI)	712070	\$100,000.00	\$100,000.00	
405b M2X	INSERT NO.	OP1705	04	01		Rural Safety Belt Survey (NDSU UGPTI)	712070	\$100,000.00	\$100,000.00	
405b M2HVE		OP1705	05			LE Overtime		\$551,731.00	\$551,731.00	\$0.00
405b M2HVE	INSERT NO.			01		HP NDHP	722361		\$299,731.00	
405b M2HVE	INSERT NO.			02		PD Bismarck	712105		\$10,000.00	
405b M2HVE	INSERT NO.			03		PD Devils Lake	712105		\$6,000.00	
405b M2HVE	INSERT NO.			04		PD Dickinson	712105		\$6,000.00	
405b M2HVE	INSERT NO.			05		PD Ellendale	712105		\$3,000.00	
405b M2HVE	INSERT NO.			06		PD Fargo	712105		\$15,000.00	
405b M2HVE	INSERT NO.			07		PD Grand Forks	712105		\$15,000.00	
405b M2HVE	INSERT NO.			08		PD Hillsboro	712105		\$2,000.00	
405b M2HVE	INSERT NO.			09		PD Jamestown	712105		\$10,000.00	
405b M2HVE	INSERT NO.			10		PD Killdeer	712105		\$3,000.00	
405b M2HVE	INSERT NO.			11		PD Lincoln	712105		\$2,000.00	
405b M2HVE	INSERT NO.			12		PD Mandan	712105		\$4,000.00	
405b M2HVE	INSERT NO.			13		PD Minot	712105		\$10,000.00	
405b M2HVE	INSERT NO.			14		PD Napoleon	712105		\$3,000.00	
405b M2HVE	INSERT NO.			15		PD Oakes	712105		\$2,000.00	
405b M2HVE	INSERT NO.			16		PD Rolla	712105		\$2,000.00	
405b M2HVE	INSERT NO.			17		PD Rugby	712105		\$2,000.00	
405b M2HVE	INSERT NO.			18		PD Surrey	712105		\$2,000.00	
405b M2HVE	INSERT NO.			19		PD UND	712070		\$4,000.00	
405b M2HVE	INSERT NO.			20		PD Valley City	712105		\$9,000.00	
405b M2HVE	INSERT NO.			21		PD Wahpeton	712105		\$6,000.00	
405b M2HVE	INSERT NO.			22		PD Watford City	712105		\$10,000.00	
405b M2HVE	INSERT NO.			23		PD Williston	712105		\$4,000.00	
SUBTOTAL FOR PDs									\$130,000.00	
405b M2HVE	INSERT NO.			24		SO Adams Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			25		SO Billings Co	712115		\$5,000.00	
405b M2HVE	INSERT NO.			26		SO Burleigh Co	712115		\$12,000.00	
405b M2HVE	INSERT NO.			27		SO Cass Co	712115		\$10,000.00	
405b M2HVE	INSERT NO.			28		SO Dickey Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			29		SO Eddy	712115		\$3,000.00	
405b M2HVE	INSERT NO.			30		SO Emmons	712115		\$2,000.00	
405b M2HVE	INSERT NO.			31		SO Foster Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			32		SO Grand Forks Co	712115		\$13,000.00	
405b M2HVE	INSERT NO.			33		SO Grant Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			34		SO Griggs Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			35		SO Logan Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			36		SO McHenry Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			37		SO McLean Co	712115		\$4,000.00	
405b M2HVE	INSERT NO.			38		SO Morton Co	712115		\$9,000.00	
405b M2HVE	INSERT NO.			39		SO Nelson Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			40		SO Pembina Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			41		SO Ransom Co (includes Sargent Co)	712115		\$4,000.00	
405b M2HVE	INSERT NO.			42		SO Rolette Co	712115		\$2,000.00	
405b M2HVE	INSERT NO.			43		SO Stark Co	712115		\$10,000.00	
405b M2HVE	INSERT NO.			44		SO Stutsman Co	712115		\$5,000.00	
405b M2HVE	INSERT NO.			45		SO Traill Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			46		SO Walsh Co	712115		\$3,000.00	
405b M2HVE	INSERT NO.			47		SO Ward Co	712115		\$7,000.00	
405b M2HVE	INSERT NO.			48		SO Wells Co.	712115		\$3,000.00	
405b M2HVE	INSERT NO.			49		SO Williams Co	712115		\$5,000.00	
SUBTOTAL FOR SOs									\$122,000.00	
402 OP	INSERT NO.	OP1705	06	01	Yes	Media - OP Enf. (Odney Advertising)	623175	\$235,000.00	\$235,000.00	
405b M2PE	INSERT NO.	OP1705	06	02		Media - OP Enf. (Odney Advertising)	623175	\$158,832.00	\$158,832.00	
OP GRAND TOTALS								\$1,496,238.00	\$1,295,563.00	\$200,675.00
OP TOTALS FOR 402								\$435,675.00	\$235,000.00	\$200,675.00
OP TOTALS FOR 405								\$1,060,563.00	\$1,060,563.00	\$0.00
OP TOTALS FOR 405 M2CPS								\$128,000.00	\$128,000.00	\$0.00
OP TOTALS FOR 405 M2CSS								\$22,000.00	\$22,000.00	\$0.00
OP TOTALS FOR 405 M2X								\$200,000.00	\$200,000.00	\$0.00
OP TOTALS FOR 405 M2PE								\$158,832.00	\$158,832.00	\$0.00
OP TOTALS FOR 405 M2HVE								\$551,731.00	\$551,731.00	\$0.00

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
402 MC		MC1706	01	01		Program Management (Salary)	S	\$8,000.00		\$8,000.00
402 MC		MC1706	01	02		Program Management (Travel & Misc)	O	\$2,000.00		\$2,000.00
402 MC	INSERT NO.	MC1706	02	01		MC Awareness / Ed Camp (ABATE)	712195	\$25,000.00	\$25,000.00	
402 MC	INSERT NO.	MC1706	03	01		MC Safety Ed--Pd Med/Outreach (Odney)	623175	\$93,780.00	\$93,780.00	
405 M9MA	INSERT NO.	MC1706	04	01		MC Safety Ed--Pd Med/Outreach (Odney)	623175	\$31,220.00	\$31,220.00	
MC GRAND TOTALS								\$160,000.00	\$150,000.00	\$10,000.00
MC TOTALS FOR 402								\$128,780.00	\$118,780.00	\$10,000.00
MC TOTALS FOR 405								\$31,220.00	\$31,220.00	\$0.00
402 SC		SC1707	01	01		Program Management (Salary)	S	\$1,600.00		\$1,600.00
402 SC		SC1707	01	02		Program Management (Travel & Misc)	O	\$400.00		\$400.00
		SC1707	02			Local Law Enforcement Radar (Total)		\$200,000.00	\$200,000.00	
	INSERT NO.		01			ND Highway Patrol	722361		\$200,000.00	
402 SC	INSERT NO.	SC1707	03	01		Media (Odney)	623175	\$72,000.00	\$72,000.00	
SC TOTALS FOR 402								\$274,000.00	\$272,000.00	\$2,000.00
402 TSP		TSP1708	01	01		Program Management (Salary)	S	\$28,000.00		\$28,000.00
402 TSP		TSP1708	01	02		Program Management (Travel & Misc)	O	\$7,000.00		\$7,000.00
402 TSP	INSERT NO.	TSP1708	02	01		Media (Odney) -- Teen (& Outreach)	623175	\$200,000.00	\$200,000.00	
402 TSP		TSP1708	03			Mini-Grants to Schools for Distracted Driving Teen Outreach		\$50,000.00	\$50,000.00	
402 TSP	INSERT NO.		01	Yes		Devils Lake High School	712075		\$4,600.00	
402 TSP	INSERT NO.		02	Yes		Dickinson Police Dept	712105		\$4,600.00	
402 TSP	INSERT NO.		03	Yes		Grand Forks Public Schools	712075		\$4,600.00	
402 TSP	INSERT NO.		04	Yes		Maple Valley Public School	712075		\$4,500.00	
402 TSP	INSERT NO.		05	Yes		Max Public School	712075		\$4,500.00	
402 TSP	INSERT NO.		06	Yes		North Sargent Public School	712075		\$4,500.00	
402 TSP	INSERT NO.		07	Yes		Northern Lights Youth Services, Inc.	712195		\$4,600.00	
402 TSP	INSERT NO.		08	Yes		Powers Lake Police Dept	712105		\$4,500.00	
402 TSP	INSERT NO.		09	Yes		Thompson Public School	712075		\$4,500.00	
402 TSP	INSERT NO.		10	Yes		Underwood School District	712075		\$4,600.00	
402 TSP	INSERT NO.		11	Yes		United School District	712075		\$4,500.00	
402 DE	12151770	DE1708	02	01		Driver Ed Curriculum & Support (Clearwater)	623175	\$50,000.00	\$50,000.00	
DE & TSP GRAND TOTALS								\$335,000.00	\$300,000.00	\$35,000.00
DE TOTALS FOR 402								\$50,000.00	\$50,000.00	\$0.00
TSP TOTALS FOR 402								\$285,000.00	\$250,000.00	\$35,000.00
402 CP		CP1709	01	01		Program Management (Salary)	S	\$60,000.00		\$60,000.00
402 CP		CP1709	01	02		Program Management (Travel & Misc)	O	\$15,000.00		\$15,000.00
402 CP	INSERT NO.	CP1709	02	01	Yes	County Outreach Program (NDACo)	712180	\$300,000.00	\$300,000.00	
						Tribal Traffic Safety Programs		\$200,000.00	\$200,000.00	
402 CP	INSERT NO.	CP1709	03	01	Yes	Three Affiliated Tribes (TAT)	712090		\$100,000.00	
402 CP	INSERT NO.		02	Yes		Turtle Mountain Trans. Planning Dept.	712090		\$100,000.00	
402 CP	INSERT NO.	CP1709	04	01		Media - Oil Country Partnership (Odney)	623175	\$150,000.00	\$150,000.00	
402 CP	INSERT NO.	CP1709	05	01		Media - Native American (Odney)	623175	\$200,000.00	\$200,000.00	
402 CP	INSERT NO.	CP1709	06	01		Program Devel & Eval (NDSU UGPTI RTSS)	712070	\$125,000.00	\$125,000.00	
402 CP	12151770	CP1709	07	01		SHSP, Annual TSP Summit (Clearwater)	623175	\$125,000.00	\$100,000.00	
402 CP	12151770	CP1709	07	02		Positive Community Norms Trng (Clearwater)	623175		\$25,000.00	
402 CP	INSERT NO.	CP1709	09	01		TSP Network Program (Odney)	623175	\$100,000.00	\$100,000.00	
402 CP TOTALS								\$1,275,000.00	\$1,200,000.00	\$75,000.00
402 TR		TR1704	01	01		Program Management (Salary)	O	\$206,000.00		\$206,000.00
402 TR		TR1704	01	02		Program Management (Travel & Misc)	O	\$51,500.00		\$51,500.00
405c M3DA		TR1704	02	01		Crash Data Sys Enhance (NDDOT IT)	O	\$110,000.00		\$110,000.00
405c M3DA	12141411A	TR1704	03	01		TraCS IT Vendor (AGS)	623175	\$554,811.00	\$554,811.00	
405c M3DA		TR1704	04	01		TraCS License Fee	603030	\$160,000.00		\$160,000.00
405c M3DA	INSERT NO.	TR1704	05	01		EMS Data Analyst (NDDoH/EMS)	722370	\$90,000.00	\$90,000.00	
TR GRAND TOTALS								\$1,172,311.00	\$644,811.00	\$527,500.00
TR TOTALS FOR 402								\$257,500.00	\$0.00	\$257,500.00
TR TOTALS FOR 405								\$914,811.00	\$644,811.00	\$270,000.00
402 AL		ID1710	01	01		Management (Salary)	S	\$120,000.00		\$120,000.00
402 AL		ID1710	01	02		Management (Travel & Misc)	O	\$30,000.00		\$30,000.00
405d M4HVE		ID1710	02			LE Overtime for ID (& UA) Total		\$674,845.00	\$674,845.00	
405d M4HVE	INSERT NO.		01			HP NDHP	722361		\$270,445.00	
405d M4HVE	INSERT NO.		02	Yes		PD Arnegard	712105		\$2,400.00	
405d M4HVE	INSERT NO.		03	Yes		PD Bismarck	712105		\$10,000.00	
405d M4HVE	INSERT NO.		04	Yes		PD Burlington	712105		\$2,000.00	
405d M4HVE	INSERT NO.		05	Yes		PD Carrington	712105		\$2,000.00	
405d M4HVE	INSERT NO.		06	Yes		PD Devils Lake	712105		\$5,000.00	
405d M4HVE	INSERT NO.		07	Yes		PD Dickinson	712105		\$5,000.00	
405d M4HVE	INSERT NO.		08	Yes		PD Fargo	712105		\$20,000.00	
405d M4HVE	INSERT NO.		09	Yes		PD Grand Forks	712105		\$14,000.00	
405d M4HVE	INSERT NO.		10	Yes		PD Hillsboro	712105		\$2,000.00	
405d M4HVE	INSERT NO.		11	Yes		PD Jamestown	712105		\$12,000.00	
405d M4HVE	INSERT NO.		12	Yes		PD Killdeer	712105		\$3,000.00	
405d M4HVE	INSERT NO.		13	Yes		PD Lincoln	712105		\$3,000.00	
405d M4HVE	INSERT NO.		14	Yes		PD Mandan	712105		\$7,000.00	
405d M4HVE	INSERT NO.		15	Yes		PD Minot	712105		\$20,000.00	
405d M4HVE	INSERT NO.		16	Yes		PD Oakes	712105		\$3,000.00	
405d M4HVE	INSERT NO.		17	Yes		PD Rolla	712105		\$3,000.00	
405d M4HVE	INSERT NO.		18	Yes		PD Tioga	712105		\$6,000.00	
405d M4HVE	INSERT NO.		19			PD UND	712070		\$4,000.00	
405d M4HVE	INSERT NO.		20	Yes		PD Valley City	712105		\$12,000.00	

Fund	Contract	Project	SP	PH	Local	Description (Contractor)	PeopleSoft	Project	Proposed	Non-
Program	Number	PHSP			Benefit		Account	Funds Per Orig	Contract	Contract
								Aprv HSP	Amount	Amount
405d M4HVE	INSERT NO.			21	Yes	PD Wahpeton	712105		\$1,000.00	
405d M4HVE	INSERT NO.			22	Yes	PD Watford City	712105		\$15,000.00	
405d M4HVE	INSERT NO.			23	Yes	PD Williston	712105		\$3,000.00	
						SUBTOTAL FOR PDs			\$154,400.00	
405d M4HVE	INSERT NO.			24	Yes	SO Adams	712115		\$2,000.00	
405d M4HVE	INSERT NO.			25	Yes	SO Burke Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			26	Yes	SO Burleigh Co	712115		\$8,000.00	
405d M4HVE	INSERT NO.			27	Yes	SO Cass Co	712115		\$8,000.00	
405d M4HVE	INSERT NO.			28	Yes	SO Dickey Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			29	Yes	SO Divide Co	712115		\$4,000.00	
405d M4HVE	INSERT NO.			30	Yes	SO Eddy Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			31	Yes	SO Emmons Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			32	Yes	SO Foster Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			33	Yes	SO Grand Forks Co	712115		\$5,000.00	
405d M4HVE	INSERT NO.			34	Yes	SO Grant Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			35	Yes	SO Griggs Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			36	Yes	SO LaMoure Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			37	Yes	SO Logan Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			38	Yes	SO McHenry Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			39	Yes	SO McLean Co	712115		\$10,000.00	
405d M4HVE	INSERT NO.			40	Yes	SO Morton Co	712115		\$7,000.00	
405d M4HVE	INSERT NO.			41	Yes	SO Pembina Co.	712115		\$5,000.00	
405d M4HVE	INSERT NO.			42	Yes	SO Pierce Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			43	Yes	SO Ransom Co (includes Sargent Co)	712115		\$4,000.00	
405d M4HVE	INSERT NO.			44	Yes	SO Rolette Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			45	Yes	SO Stark Co	712115		\$15,000.00	
405d M4HVE	INSERT NO.			46	Yes	SO Steele Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			47	Yes	SO Stutsman Co	712115		\$8,000.00	
405d M4HVE	INSERT NO.			48	Yes	SO Traill Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			49	Yes	SO Walsh Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			50	Yes	SO Ward Co	712115		\$15,000.00	
405d M4HVE	INSERT NO.			51	Yes	SO Wells Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			52	Yes	SO Williams Co	712115		\$4,000.00	
						SUBTOTAL FOR SOs			\$137,000.00	
405d M4HVE		ID1710	12			Total Overtime for UA (both funds)			\$113,000.00	
405d M4HVE	INSERT NO.			01	Yes	PD Bismarck	712105		\$5,000.00	
405d M4HVE	INSERT NO.			02	Yes	PD Carrington	712105		\$2,000.00	
405d M4HVE	INSERT NO.			03	Yes	PD Dickinson	712105		\$5,000.00	
405d M4HVE	INSERT NO.			04	Yes	PD Fargo	712105		\$10,000.00	
405d M4HVE	INSERT NO.			05	Yes	PD Grand Forks	712105		\$12,000.00	
405d M4HVE	INSERT NO.			06	Yes	PD Hillsboro	712105		\$2,000.00	
405d M4HVE	INSERT NO.			07	Yes	PD Jamestown	712105		\$4,000.00	
405d M4HVE	INSERT NO.			08	Yes	PD Minot	712105		\$5,000.00	
405d M4HVE	INSERT NO.			09	Yes	PD Oakes	712105		\$3,000.00	
405d M4HVE	INSERT NO.			10	Yes	PD Rolla	712105		\$3,000.00	
405d M4HVE	INSERT NO.			11		PD UND	712070		\$3,000.00	
405d M4HVE	INSERT NO.			12	Yes	PD Valley City	712105		\$6,000.00	
405d M4HVE	INSERT NO.			13	Yes	PD Wahpeton	712105		\$4,000.00	
405d M4HVE	INSERT NO.			14	Yes	PD Watford City	712105		\$3,000.00	
405d M4HVE	INSERT NO.			15	Yes	PD Williston	712105		\$2,000.00	
						SUBTOTAL FOR PDs			\$69,000.00	
405d M4HVE	INSERT NO.			16	Yes	SO Burleigh Co	712115		\$6,000.00	
405d M4HVE	INSERT NO.			17	Yes	SO Cass Co	712115		\$4,000.00	
405d M4HVE	INSERT NO.			18	Yes	SO Dickey Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			19	Yes	SO Divide Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			20	Yes	SO Eddy Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			21	Yes	SO Grant Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			22	Yes	SO Logan Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			23	Yes	SO Nelson Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			24	Yes	SO Pembina Co	712115		\$5,000.00	
405d M4HVE	INSERT NO.			25	Yes	SO Ransom Co (includes Sargent Co)	712115		\$4,000.00	
405d M4HVE	INSERT NO.			26	Yes	SO Stutsman Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			27	Yes	SO Traill Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			28	Yes	SO Walsh Co	712115		\$2,000.00	
405d M4HVE	INSERT NO.			29	Yes	SO Ward Co	712115		\$3,000.00	
405d M4HVE	INSERT NO.			30	Yes	SO Wells Co	712115		\$2,000.00	
						SUBTOTAL FOR SOs			\$44,000.00	
405d M4PEM		ID1710	03			Media - ID (Subtotal)		\$636,976.00	\$636,976.00	
405d M4PEM	INSERT NO.			01		Media - ID (All Enforcement) (Odney)	623175		\$629,976.00	
405d M4PEM	INSERT NO.			02		PD Fargo (Media)	712105		\$7,000.00	
	INSERT NO.	ID1710	04	01		Media - Social Norms (Odney)	623175		\$0.00	

Fund	Contract	Project	SP	PH	Local Benefit	Description (Contractor)	PeopleSoft Account	Project Funds Per Orig Aprv HSP	Proposed Contract Amount	Non-Contract Amount
405d M4OT		ID1710	05			Video Camera Equip (<i>Subtotal</i>)		\$200,000.00	\$200,000.00	\$0.00
405d M4OT	INSERT NO.			01		HP NDHP	722361		\$200,000.00	
405d M4BAC	INSERT NO.	ID1710	06	01		Alcohol-Test Equip (AG - Tox)	722322	\$300,000.00	\$300,000.00	\$0.00
405d M4TR	INSERT NO.	ID1710	07	01		TSRP (ND Assoc of Counties)	712180	\$300,000.00	\$300,000.00	
405d M4OT	INSERT NO.	ID1710	08	01		Program Evaluation (NDSU UGPTI RTSSC)	712070	\$175,000.00	\$175,000.00	\$0.00
405d M4TR	12151770	ID1710	09	01		Events Coordination (Clearwater)	623175	\$100,000.00	\$100,000.00	\$0.00
405d M4TR				02		DUI Other Training (NDDOT - Sandy)	O			\$0.00
405d M4TR	12151770	ID1710	10	01		Drugged Driving Summit (Clearwater)	623175	\$50,000.00	\$50,000.00	
402 CP	INSERT NO.	CP1709	10	01		DDC-ADD (ND Safety Council)	623175	\$35,000.00	\$35,000.00	
402 CP	12151770	CP1709	11	01		Events Coordination (Clearwater)	623175	\$50,000.00	\$50,000.00	\$0.00
						ID TOTALS		\$2,586,821.00	\$2,436,821.00	\$150,000.00
						ID TOTALS FOR 402		\$150,000.00	\$0.00	\$150,000.00
						CP TOTALS FOR 402		\$85,000.00	\$85,000.00	\$0.00
						ID TOTALS FOR 405		\$2,436,821.00	\$2,436,821.00	\$0.00
						ID TOTALS FOR 405 M4HVE		\$674,845.00	\$674,845.00	\$0.00
						ID TOTALS FOR 405 M4PEM		\$636,976.00	\$636,976.00	\$0.00
						ID TOTALS FOR 405 M4OT		\$375,000.00	\$375,000.00	\$0.00
						ID TOTALS FOR 405 M4BAC		\$300,000.00	\$300,000.00	\$0.00
						ID TOTALS FOR 405 M4TR		\$450,000.00	\$450,000.00	\$0.00
402 DD		DD1711	01	01		Program Management (Salary)	S	\$4,000.00		\$4,000.00
402 DD		DD1711	01	02		Program Management (Travel & Misc)	O	\$1,000.00		\$1,000.00
405e M8DDLE		DD1711	02			<i>Overtime Enforcement - Distracted Driving</i>		<i>\$75,000.00</i>	<i>\$75,000.00</i>	
405e M8DDLE	12151984			01	Yes	PD Bismarck	712105		\$14,000.00	
405e M8DDLE	12151987			02	Yes	PD Devils Lake	712105		\$6,000.00	
405e M8DDLE	12151988			03	Yes	PD Dickinson	712105		\$6,000.00	
405e M8DDLE	12151990			04	Yes	PD Fargo	712105		\$7,000.00	
405e M8DDLE	12151991			05	Yes	PD Grand Forks	712105		\$7,000.00	
405e M8DDLE	12151993			06	Yes	PD Jamestown	712105		\$5,000.00	
405e M8DDLE	12151997			07	Yes	PD Minot	712105		\$7,000.00	
405e M8DDLE	12152006			08		PD UND	712070		\$4,000.00	
405e M8DDLE	12152007			09	Yes	PD Valley City	712105		\$5,000.00	
405e M8DDLE	12152009			10	Yes	PD Watford City	712105		\$7,000.00	
405e M8DDLE	12152021			11	Yes	SO Burleigh Co	712115		\$7,000.00	
405e M8PE	12130865H	DD1711	03	01		Media (Odney)	623175	\$101,906.00	\$101,906.00	
402 DD	12151770	DD1711	04	01		Distracted Driving Conf. (Clearwater)	623175	\$20,000.00	\$20,000.00	
						DD TOTALS		\$201,906.00	\$196,906.00	\$5,000.00
						DD TOTALS FOR 402		\$25,000.00	\$20,000.00	\$5,000.00
						DD TOTALS FOR 405		\$176,906.00	\$176,906.00	\$0.00
						DD TOTALS FOR 405 M8DDLE		\$75,000.00	\$75,000.00	\$0.00
						DD TOTALS FOR 405 M8PE		\$101,906.00	\$101,906.00	\$0.00
						402 FUND TOTAL		\$3,367,910.00	\$2,370,410.00	\$997,500.00
						405 FUND TOTAL		\$4,620,321.00	\$4,350,321.00	\$270,000.00
						NHTSA FUNDS GRAND TOTAL		\$7,988,231.00	\$6,720,731.00	\$1,267,500.00
NON NHTSA PROJECTS DIV CODE										
NON NHTSA - MOTORCYCLE 205 (State Funds)										
205	INSERT NO.	MC1799	02	01		MC Safety Education Prg. (ABATE)	712195	\$550,000.00	\$550,000.00	\$0.00
						205 FUND TOTAL		\$550,000.00	\$550,000.00	\$0.00
						ALL MC FUNDS TOTAL		\$581,220.00	\$581,220.00	\$0.00
NON NHTSA - OTHER										
	12120819	FARS2012	01	00		Fatality Analysis Reporting System	O			\$94,855.12
	INSERT NO.	FARS2017	01	00		Fatality Analysis Reporting System	O			
FORDMC	12151770	FORDMC2014	01	01		Driving Skills for Life (Clearwater) (\$20,000)	623175	\$10,000.00	\$10,000.00	
NDSU Ext Serv						Tween Seat Belt Outreach (NDSU Ext Serv)	712070	\$10,000.00	\$0.00	\$10,000.00
						Standing Rock Sioux Tribe	712090	\$50,000.00	\$50,000.00	
	38152293A	SRT9999(362)	01	01		Safe Route 2 School (SRTS) (Odney)	623175		\$65,000.00	
	38160281	SRT9999(362)	02	01		Safe Route 2 School (SRTS) (NDDoH)	722370		\$75,000.00	
		SRT9999(362)	03	01					\$0.00	
		SRT9999(362)	03	02					\$0.00	
FMCSA		SC1707	03			LE Overtime - TACT Program (<i>Total</i>)	O	\$213,000.00	\$0.00	
FHWA						Pedestrian Safety - Media	O	\$65,000.00	\$65,000.00	
FHWA						Bicycle Safety - Media	O	\$65,000.00	\$65,000.00	
						PLEAD - through DHS		\$180,000.00		

