

NORTH DAKOTA
2026
ANNUAL GRANT APPLICATION



North Dakota Department of Transportation Highway Safety Division

Annual Grant Application Federal Fiscal Year 2026

DIRECTOR

Ron Henke, P.E.

DRIVER SAFETY

Robin Rehborg, Deputy Director

HIGHWAY SAFETY DIVISION

Karin Mongeon, Highway Safety Division Director

Kelly Aberle, Program Manager

Maria Gokim, Traffic Records Program Manager/FARS Supervisor

Rachel Bitz, Traffic Records Program Coordinator/FARS Analyst

Sheila Kitzan, Office Manager

Carol Thurn, Program Manager

Lauren Wahlman, Safety Public Information Program Manager

Sandy Wilson, Program Manager

TABLE OF CONTENTS

Annual Grant Application	Page
Contents	3
Project and Subrecipient Information	7
Planning and Administration	7
Community Traffic Safety Programs	8
Distracted Driving	13
Impaired Driving	15
Motorcycle Safety	24
Occupant Protection	26
Traffic Enforcement Services	30
Speed Management	32
Traffic Records	34
Young Drivers	37
Emergency Medical Services	41
Roadside Deaths	42
405 Applications	
405(b) Occupant Protection (Low Use Rate)	45
405(c) State Data Systems Improvement	52
405(d) Impaired Driving (Mid-Range)	53
405(d) 24-7 Sobriety Program	53
405(e) Distracted Driving	55
405(f) Motorcyclist Safety	60
405(h) Roadside Deaths	62
Attachments	
Attachment 1 – North Dakota Occupant Protection Strategic Plan	Separate attachment
Attachment 2 – Traffic Records Performance Measure – Number of MIRE FDEs collected/assigned in the database	Separate attachment
Attachment 3 – Motorcycle Fund 205 – Revenue and Expenses – 6-2025	Separate attachment
Appendices	
Appendix A to Part 1300 – Certifications and Assurances for Highway Safety Grants	Separate appendix
Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants	Separate appendix

(1) CONTENTS

Performance Targets

Per 23 CRF 1300.12(b)(ii), “States may amend common performance targets developed under [§ 1300.11\(b\)\(3\)\(iv\)](#) only if necessary to submit identical targets to FHWA in the HSIP annual reports.” The North Dakota Department of Transportation undertakes an annual process to develop and coordinate the safety performance targets between the AGA and HSIP. The NDDOT amended safety performance targets for FFY 2026 as follows.

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

FFY 2025

Performance Target	Current 2019-2023	Target Value 2020- 2024	Target Value 2021- 2025	Target Value 2022- 2026
C-1) Number of traffic fatalities (FARS)	101.0	98.5	96.0	93.6

FFY 2026 (2.5% reduction in 5-year average)

Performance Target	Current 2020-2024	Target Value 2021- 2025	Target Value 2022- 2026	Target Value 2023- 2027
C-1) Number of traffic fatalities (FARS)	98.8	98.2	97.6	97.0

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

FFY 2025

Performance Target	Current 2019-2023	Target Value 2020-2024	Target Value 2021-2025	Target Value 2022-2026
C-2) Number of serious injuries in traffic crashes (State crash data files)	426.8	422.5	418.3	414.1

FFY 2026 (1% reduction in 5-year average)

Performance Target	Current 2020-2024	Target Value 2021-2025	Target Value 2022-2026	Target Value 2023-2027
C-2) Number of serious injuries in traffic crashes (State crash data files)	442.6	441.5	440.4	439.3

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

FFY 2025

Performance Target	Current 2019-2023	Target Value 2020-2024	Target Value 2021-2025	Target Value 2022-2026
C-3) Fatalities/VMT (FARS, FHWA)	1.076	1.065	1.055	1.044

FFY 2026 (1% reduction in 5-year average)

Performance Target	Current 2020-2024	Target Value 2021-2025	Target Value 2022-2026	Target Value 2023-2027
C-3) Fatalities/VMT (FARS, FHWA)	1.052	1.049	1.047	1.044

Adjustments to Countermeasure Strategy for Programming Funds

Per 23 CFR 1300.12(b)(1)(i), adjustments were made related to programming funds to begin to meet several of the following core targets that are not on track to be met in this federal fiscal year.

C-1) Number of Traffic Fatalities

C-2) Number of Serious Injuries in Traffic Crashes

C3) Fatalities/VMT

C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above

C-7) Number of Motorcyclist Fatalities

C-8) Number of Unhelmeted Motorcyclist Fatalities

C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes

C-10) Number of Pedestrian Fatalities

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

Adjustments are consistent with those identified in the last FFY Final Report as follows.

With consideration to the positive trends North Dakota is experiencing with most of the unmet performance measures, the Highway Safety Division plans to maintain our planned strategy to implement the current North Dakota SHSP/Vision Zero Plan.

The NDDOT and Vision Zero partners updated the five-year (FFY 2024 – FFY 2028) North Dakota SHSP/Vision Zero Plan in FFY 2023. The plan incorporates the Safe System approach which is a holistic approach to road safety that considers and addresses five factors: (1) safe road users, (2) safe vehicles, (3) safe speeds, (4) safe roads, and (5) post-crash care, to provide layers of protection for road users. The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. The stakeholder involvement structure has been revised to reflect the Safe System approach to plan/strategy implementation.

Priorities for North Dakota's Vision Zero initiative are to:

- Develop a transportation safety data system to allow for improved data quality, analytics, transparency, and data access by partners to better inform the SHSP/Vision Zero.
- Focus prevention efforts and resources to the priority emphasis areas that will most dramatically reduce overall crash fatalities and serious injuries.
- Identify, deploy, and evaluate strategies to move North Dakota toward zero deaths – the long-term goal within North Dakota's SHSP/Vision Zero Plan.
- Expand stakeholder involvement to elevate Vision Zero as a statewide priority.
- Establish a safety culture in North Dakota where deaths and injuries from vehicle crashes are recognized as preventable and no longer tolerated as acceptable.

To advance transportation safety data systems, the Highway Safety Division and other NDDOT Divisions are working to implement the AASHTOWare Safety software. AASHTOWare Safety will

provide a public portal to allow external parties access to crash and roadway data and improve data transparency and access. It also provides engineering safety analytics tools and a safety dashboard with mapping capability that will help support tracking performance measures. The software is multi-functional, improving both data access and the ability to use data to make better decisions on where/how to invest safety funds as well as supporting clear communication on outcomes toward reaching the Vision Zero goal.

Vision Zero Priority Emphasis Area (PEA) Teams comprised of multi-disciplinary stakeholders continue to work actively toward strategy implementation. Examples of PEA activity include:

- The Occupant Protection PEA was successful in passing a Primary Seat Belt Law (PBL) through the 2023 North Dakota Legislature. The PBL went into effect on August 1, 2023. This is a very significant success and is already showing some positive results toward increased seat belt use in North Dakota.
- The Impaired Driving PEA is working toward data system improvements to track DUI offenses from arrest through adjudication to better inform DUI prevention programs; and continuing with an oral fluid testing pilot program to better identify the problem of drug-impaired driving in North Dakota through data collection.
- The Speed/Aggressive Driving and Distracted Driving PEAs are considering strategies that will more effectively deter speed/aggressive/distracted driving including law changes to increase fines for traffic violations. North Dakota fines are not substantial enough for a deterrent effect.
- The Young Driver PEA is focused on education and outreach strategies.
- The North Dakota Motorcycle Safety PEA is focused on building program capacity through increased partnerships, training, education and outreach, policy change, and innovative solutions.

To enhance pedestrian safety, the Highway Safety Division will engage partners in safety strategy planning and implementation including participation in the:

- North Dakota Long-Range Transportation Plan, called the Transportation Connection, that includes safety and multi-modal discussions of all types, including non-motorized and pedestrian.
- North Dakota Active Transportation Plan which includes pedestrian safety strategies.

In response to PEA activity and partner response to a solicitation for grant proposals, the following new projects are included in the FFY 2026 AGA.

- (1) **Commercial Motor Vehicle Safety – On-Line Learning.** This project will develop gamified online learning modules designed for classroom and event settings to teach teen drivers in North Dakota how to safely share the road with commercial motor vehicles (CMVs).
- (2) **Not In My House – A Parent’s Lead Initiative.** Not in My House is a media campaign that will strengthen protective factors and curb underage drinking and its related dangers, including impaired driving.

- (3) **North Dakota Driver Education Curriculum.** A new driver education curriculum has been developed and will be rolled out to driver education programs statewide in FFY 2026. The curriculum is compliant with the national Novice Teen Driver Education and Training Standards.
- (4) **Move Over Law – Highway Visibility Enforcement.** This project implements a High-Visibility Enforcement (HVE) campaign to increase awareness and compliance with North Dakota’s Move Over Law, which requires drivers to slow down and move over for stopped emergency, law enforcement, tow, and maintenance vehicles with flashing lights.

Please see the applicable program area for a full description of each new project.

There were also continued adjustments made to project funding sources to optimize the use of grant funds through NHTSA and state funds contributed by the NDDOT. For example:

- Impaired driving projects are now being funded solely between 405d and 164 Transfer funds.
- Occupant protection media and outreach is being funded through state funds to ensure increased levels of funding to advance North Dakota’s primary seat belt law.

Lastly, the NDDOT Highway Safety Division will participate in an update to the North Dakota Local Road Safety Program (LRSP) to identify and implement additional evidence-based, systemic strategies at select rural and local road locations identified at risk through data. Since the inception of the North Dakota LRSP in 2013, North Dakota has implemented hundreds of local road safety improvement projects that have improved roadway safety statewide.

North Dakota’s SHSP/Vision Zero Plan recognizes that there is no single solution to achieve zero crash fatalities and serious injuries. A multitude of solutions must be applied. Active implementation of the North Dakota SHSP/Vision Zero Plan and other transportation safety plans will substantially advance progress toward safety performance targets to reach the goal of zero.

(2) PROJECT AND SUBRECIPIENT INFORMATION

Program Area: Planning and Administration

Project Name	Program Management
Project Description	
The North Dakota Department of Transportation (NDDOT) Highway Safety Division staff will plan, develop, implement, market, monitor, and evaluate the Triennial Highway Safety Plan (THSP). Costs under P&A will consist of salaries for applicable Highway Safety Division staff, travel and miscellaneous expenses for general traffic safety activity not associated with a specific program area including, but not limited to: <ul style="list-style-type: none">• General program and financial administration• General public information and education (PI&E) materials• Training and travel for staff members• Memberships and other professional fees such as membership to the Governor's Highway Safety Association (GHSA), etc.• Preparation and printing of reports and other materials	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	PA2601-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$132,500
Eligible Use of Funds	402 P&A
P&A	Yes
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

Program Area: Community Traffic Safety Programs

Countermeasure Strategies

Reduce crashes resulting in fatality and serious injury for other areas of emphasis in the Strategic Highway Safety Plan (SHSP)/Vision Zero Plan through strategies including communications, outreach, training/technical assistance, and data/evaluation.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	CP2609-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$277,500
Eligible Use of Funds	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Communications

Project Name	Media and Outreach
Project Description	
A media vendor will develop and implement media campaigns for the projects identified below based on market research and including creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Project Agreement #	CP2609-04-01 – Commercial Motor Vehicle
	CP2609-04-02 – Native American Populations
	CP2609-04-03 – Other Areas of Emphasis in the SHSP/Vision Zero Plan such as vulnerable road users, ATV safety and more

	CP2609-04-04 – Lane Departure
	CP2609-04-05 – Highway Safety Corridors
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$151,000
Eligible Use of Funds	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

(3) Strategy: Outreach

Project Name	Vision Zero Community Outreach Program
Project Description	
This project will support six Vision Zero Community Outreach Program Coordinators (Coordinators) and an Outreach Manager who serve as subject-matter experts and liaisons with public and private sector partners to advance Vision Zero strategies within their service regions. Coordinators form and work through a broad, diverse network of 4E (education, enforcement, engineering and EMS) and other non-traditional partners to perform a wide range of activities. Each Coordinator is responsible to provide public information and education, plan and conduct outreach events, implement strategies within the Vision Zero Plan, engage in media advocacy, provide partner training, and other activities within their assigned region. The Vision Zero Community Outreach Manager assures Coordinators have adequate training and tools to conduct their work, oversees the daily workflow of the Coordinators, and acts as a liaison between the Coordinators and the Highway Safety Division. Funds will be used for salary, benefits, travel, supplies, and other allowable costs of the program.	
Location Where the Project is Performed	Statewide through multi-county service regions assigned to the Vision Zero Coordinators
Project Agreement #	CP2609-03
Subrecipient or Contractor	Non-Profit 501(c)(3)/North Dakota Association of Counties
Federal Funding Source(s)	402
Amount of Federal Funds	\$1,600,000
Eligible Use of Funds	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Outreach

Project Name	Vision Zero Community Outreach Program – Supplies and Support
Project Description	
This project will provide funds for the purchase of materials that support outreach strategies but are unallowable under federal programs including incentive items for distribution and other resources.	
Location Where the Project is Performed	Statewide
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

Project Name	Vision Zero Coaches Who Care
Project Description	
Coaches are mentors to their players and teach them skills to succeed both on and off the court, field, etc. The Vision Zero Schools Coaches Who Care program will solicit coaches to participate to encourage safe driver and passenger behavior among their players, coaches, managers, parents and fans. Coaches will be recruited and supported by the Vision Zero Coordinator in their region and will have access to Vision Zero resources to share motor vehicle safety information. Project costs are related to marketing, media and program materials for each school.	
Location Where the Project is Performed	Statewide through multi-county service regions assigned to the Vision Zero Coordinators
Project Agreement #	CP2609-04-06
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$10,000
Eligible Use of Funds	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Outreach

Project Name	SmartSign
Project Description	
SmartSign is an intelligent driver feedback sign that identifies speeding, distracted driving, and unbelted drivers and notifies the right driver at the right time with the right message to positively modify the behavior. The data from SmartSign will provide behavioral data for all passenger vehicles in each location. The key deliverables will be: 1) a baseline study and report of selected sites based on data history(completed), 2) monitoring driver behavior at each of these sites (ongoing), and 3) providing reports of the data collected at each site to identify the number of unbelted, distracted and/or speeding drivers to plan for behavior modification at the location (ongoing). Project costs are associated with the setup, lease of the signs, equipment, and data collection and evaluation.	
Location Where the Project is Performed	Cass County
Project Agreement #	CP2609-05
Subrecipient or Contractor	Cass County Highway Department
Federal Funding Source(s)	402
Amount of Federal Funds	\$2,500
Eligible Use of Funds	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Outreach

Project Name	Child Passenger, Bicycle and Pedestrian Safety Education and Outreach
Project Description	
Altru Health System will conduct child passenger, bicycle, ATV/OHV, CPS bus and pedestrian safety education and outreach in a nine-county service region in northeast North Dakota. Safe Kids Grand Forks provides community Child Passenger Safety (CPS) services to parents, caregivers, and medical personnel through CPS education and outreach locations and events including Safe Kids Day, CARS Class (for childcare providers and foster parents) and Bringing Home Baby class. Safe Kids provides CPS education and outreach through Head Start programs, schools, Altru Clinic, Grand Forks Social Services, UND School of Nursing, UND School of Medicine, Grand Forks Public Health Department and others. Education and outreach will be provided through newsletters, radio interviews, news articles, social media, stakeholder activities, etc. Safe Kids also promotes bicycle and pedestrian safety in the service region through school events including Safety on Wheels, Back to School on-site events, crossing guard safety and safety patrol training. Costs will include salary and benefits, travel and costs related to education materials for distribution.	
Location Where the Project is Performed	Nine-county service region in northeast North Dakota including Pembina, Cavalier, Walsh, Ramsey, Grand Forks, Nelson, Traill, Steele, Griggs counties
Subrecipient or Contractor	Altru Health System – Safe Kids Grand Forks
Funding Source(s)	STATE FUNDS

Project Name	Vision Zero Schools and Communities
Project Description	
Vision Zero Schools will be designated. School administration, staff and participating student leaders will create a culture of personal responsibility in their school where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated. Vision Zero Schools give students the opportunity to be traffic safety advocates by appearing in banners, public service announcements (PSAs), videos and more to share motor vehicle safety messages in their school and develop education and outreach activities that extend to the community. Vision Zero Schools receive promotional materials featuring student leaders to promote traffic safety and will be featured on Vision Zero's website, Facebook, Instagram and Twitter. The Highway Safety Division will assist in writing press releases to promote a school's dedication to traffic safety in the media.	
Location Where the Project is Performed	Individual schools
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

Project Name	Commercial Motor Vehicle Safety – On-Line Learning
Project Description	
This project will develop gamified online learning modules designed for classroom and event settings to teach teen drivers in North Dakota how to safely share the road with commercial motor vehicles (CMVs). At the same time, crashes involving CMVs are especially dangerous due to their blind spots, wide turns, and long stopping distances. While initiatives like Vision Zero Schools and Alive at 25 provide foundational safety education, there remains a critical need for interactive, scenario-based tools that promote practical decision-making. This project addresses that need by providing interactive, game-based modules that simulate real-world scenarios, helping young drivers understand how to navigate safely around large trucks and reinforcing key traffic safety principles aligned with North Dakota's Vision Zero mission.	

Location Where the Project is Performed	Statewide
Subrecipient or Contractor	North Dakota Motor Carrier Association
Funding Source(s)	STATE FUNDS

(4) Strategy: Training/Technical Assistance

Project Name	Vision Zero Partner Conference and Events Coordination
Project Description	
This project will provide funds for the Highway Safety Division to conduct the annual Vision Zero Partner Conference (VZPC). The VZPC provides 4E stakeholders in education, enforcement, engineering, EMS and other non-traditional partners with information and best practices in traffic safety. Participants are also informed of the status of the North Dakota Vision Zero Plan implementation and fatality and serious injury data results. Professional continuing education credits are provided. This project will also support other Vision Zero events such as stakeholder meetings, outreach activities, partner training, etc. conducted by the Highway Safety Division.	
Location Where the Project is Performed	Statewide participation by stakeholders
Subrecipient or Contractor	Events Vendor/Odney
Funding Source(s)	STATE FUNDS

(5) Strategy: Data/Evaluation

Project Name	Program Development and Evaluation – Community Traffic Safety Programs, Safe System Analysis and Driver Education
Project Description	
The North Dakota State University (NDSU) Upper Great Plains Transportation Institute (UGPTI) will support projects and program decisions with data-rich analysis related to Vision Zero and the broader Safe System approach. NDSU UGPTI will complete program evaluation including: (1) the annual public opinion survey consistent with NHTSA/GHSA-established performance reporting requirements, (2) analyses of crash and driver data sets to meet the specified needs of the Highway Safety Division, and (3) evaluation of select traffic safety interventions as identified by the Highway Safety Division. Costs will consist of UGPTI's consulting fees, sub-consultant fees, operating expenses, and an approved indirect cost rate.	
Location Where the Project is Performed	Statewide
Subrecipient or Contractor	NDSU UGPTI
Funding Source(s)	STATE FUNDS

Program Area: Distracted Driving

Countermeasure Strategies

Reduce distracted driving crashes resulting in fatality and serious injury through strategies including communications and high visibility enforcement.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	DD2611-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$2,500
Eligible Use of Funds	402 Distracted Driving
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Communications

Project Name	Media and Outreach
Project Description	
This media and outreach campaign will support and heighten awareness of accompanying distracted driving enforcement. Funds will be used for a media vendor to develop and implement the campaign and may include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Project Agreement #	DD2611-03
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405e Awareness
Amount of Federal Funds	\$150,000
Eligible Use of Funds	405e Public Education
P&A	No

Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

(3) Strategy: High Visibility Enforcement

Project Name	High Visibility Enforcement
Project Description	
Participating law enforcement agencies will conduct a distracted driving HVE campaign during April, National Distracted Driving Awareness Month, and the month of September. Enforcement will detect the illegal use of a cell phone or other electronic devices while driving. At a minimum, participating agencies will: (1) conduct required enforcement activities during the times determined by the state or as required by NHTSA; (2) conduct HVE within corridors and times where the occurrence of distracted driving is the greatest, (3) coordinate with the Highway Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (4) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request.	
Location Where the Project is Performed	Statewide
Project Agreement #	DD2611-02
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	405e Laws
Amount of Federal Funds	\$150,000
Eligible Use of Funds	405e DD Law Enforcement
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Countermeasure Strategies

Reduce impaired driving crashes resulting in fatality and serious injury through strategies including communications, high visibility enforcement, training/technical assistance, and data/evaluation.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	ID2610-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405d
Amount of Federal Funds	\$112,500
Eligible Use of Funds	405d Mid ID Coordinator
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Communications

Project Name	Media and Outreach
Project Description	
Impaired driving media and outreach will be conducted in conjunction with each planned impaired driving HVE campaign and will serve to deter alcohol and drug-impaired driving statewide. A media vendor will develop and implement campaigns to include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. The Going Out? campaign will support the North Dakota Highway Patrol (NDHP) roving DUI patrols to inform the public that the NDHP will be out in force to remove impaired drivers from the road. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-03-01 – Media and Outreach for Impaired Driving
	ID2610-13 – Going Out? Campaign – North Dakota Highway Patrol

Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405d
Amount of Federal Funds	\$440,000 (405d) \$45,500 (405d 24/7 Sobriety)
Eligible Use of Funds	405d Mid Media 405d 24-7 Mid Media/ID training/Enf Related exp.
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

Project Name	Not In My House – A Parents LEAD Underage Drinking Initiative
Project Description	
Not in My House is a media campaign to be developed as part of the Parents LEAD initiative administered by the North Dakota Department of Health and Human Services (NDHHS) Behavioral Health Division. Not in My House will strengthen protective factors and curb underage drinking and its related dangers, including impaired driving. A media vendor will be procured to develop the campaign and accompanying materials that resonate with parents and caregivers. Through compelling content and accessible resources, the campaign will empower families to tackle alcohol and substance use early – reducing youth access to alcohol and reducing impaired driving.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-03-02
Subrecipient or Contractor	NDHHS Behavioral Health Division
Federal Funding Source(s)	164 Transfer
Amount of Federal Funds	\$300,000
Eligible Use of Funds	164 Transfer Alcohol and Drug Paid Media
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

Project Name	ND Sober Ride Campaign
Project Description	
This campaign will promote sober driving by incentivizing the use of ridesharing or other transportation services. The campaign will include paid, earned, social and digital media and will promote the receipt of credits toward the use of a ride share or other transportation services during the campaign period.	
Location Where the Project is Performed	Event specific locations
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

(3) Strategy: High Visibility Enforcement

Project Name	High Visibility Enforcement
Project Description	
<p>The Highway Safety Division will identify law enforcement agencies for participation in HVE through data analysis of locations that have the highest number of impaired driving severe crashes. Agencies will participate in the National Labor Day Drive Sober or Get Pulled Over campaign, and two additional enforcement periods. During each enforcement period, each agency must: (1) conduct a minimum of two shifts during each state-defined enforcement event and conduct a minimum of four shifts during the National Labor Day Drive Sober or Get Pulled Over campaign. (2) determine the best enforcement strategy (e.g., sobriety checkpoints vs. saturation patrols, time of day, etc.) that will most effectively deter impaired driving within the jurisdiction, (3) conduct HVE within corridors and times where the occurrence of injury and death from impaired driving is highest, (4) coordinate with the Highway Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (5) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request. Agencies may conduct additional enforcement activities beyond the required calendar requirements within their jurisdiction to address local high-risk activities if their budget allows. Enforcement, accompanied by paid and earned media, will create public awareness and a perception of risk of DUI arrest.</p> <p>For underage drinking enforcement, participating agencies with a demonstrated need based on data will conduct non-saturation enforcement and education of underage drinking laws to prohibit the sale and consumption of alcoholic beverages to those under 21 years of age. Agencies may conduct non-saturation events (compliance checks, server training, controlled party dispersal, and presentations of evidence-based educational materials, such as, but not exclusive to, D.A.R.E., and Life Skills). Participating agencies must conduct at least two non-saturation events within their jurisdiction.</p> <p>The Highway Safety Division will provide funding to select law enforcement agencies for the purchase of in-car video cameras. Agencies that participate in the regional DUI overtime enforcement program are eligible to apply based on demonstrated need. Video cameras are an integral tool for impaired driving investigation and have been proven to reduce court time associated with DUI adjudication and aid in officer safety. The Highway Safety Division will award several in-car video cameras. Only agencies currently conducting quality impaired driving enforcement will be considered for funding.</p>	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-02 – Impaired Driving HVE
	ID2610-12 – Underage Drinking HVE
	ID2610-05 – In-Car Video Cameras
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	164 Transfer Alcohol and Drug Enforcement
Amount of Federal Funds	\$520,000
Eligible Use of Funds	164 Transfer Enforcement (Alcohol and Drug)
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

Project Name	Drug Recognition Expert Call-Out Overtime and Travel
Project Description	
This project will reimburse overtime expenses to a law enforcement agency if their off-duty Drug Recognition Expert (DRE) is needed to assist another law enforcement agency. The goal is to encourage DREs to promote their services to surrounding agencies and to increase the awareness of drugged driving.	
Location Where the Project is Performed	Location of requesting law enforcement agency
Project Agreement #	ID2610-09-02
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405d
Amount of Federal Funds	\$7,000
Eligible Use of Funds	405d Mid HVE
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

Project Name	DRE Software
Project Description	
The DRE Data Entry and Management System is a comprehensive data collection and reporting software that improves the efficiency, management, and monitoring and reporting of the state's DRE program. The DRE Data Entry and Management System will be used by DREs to conduct DRE evaluations; the DRE officer will enter the evaluation information into the software through a mobile device. Project costs will include the annual software license fee.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-09-03
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405d 24/7 Sobriety
Amount of Federal Funds	\$50,000
Eligible Use of Funds	405d 24-7 Mid Media/ID training/Enf Related exp.
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

(4) Strategy: Training/Technical Assistance

Project Name	DUI Law Enforcement Training
Project Description	
Law enforcement training is provided to all law enforcement agencies statewide involving Standardized Field Sobriety Testing (SFST), SFST refresher, Advanced Roadside Impaired Driving Enforcement (ARIDE), DRE training, DRE/SFST instructor in-service training, and any additional training that may be identified throughout the year regarding traffic safety laws and new case-law. This planned activity will also assist in the coordination of the annual impaired driving conference. This conference provides an opportunity for law enforcement to receive training on all impaired driving topics. Costs will include resource support for the training such as materials and supplies, officer travel reimbursement, meeting rooms, speaker honorarium and expenses, etc.	
Location Where the Project is Performed	Statewide participation by law enforcement at selected training locations or events
Project Agreement #	ID2610-09-01
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	405d
Amount of Federal Funds	\$250,000
Eligible Use of Funds	405d Mid Media/ID training/Enf Related exp.
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

Project Name	Traffic Safety Resource Prosecutor
Project Description	
The Highway Safety Division will continue to contract for the services of a Traffic Safety Resource Prosecutor (TSRP) through the North Dakota Association of Counties. The TSRP 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 TSRP will: (1) provide training to law enforcement, prosecutors, toxicologists, and judges and other court personnel; (2) support law enforcement with preparation for administrative hearings; (3) review and recommend changes in state policy, procedure, and/or programs to eliminate drunk driving in the state; and (4) provide information and resources through a web-based listserv for prosecutors and law enforcement. The TSRP 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 and fringe, travel, operations, and program costs associated with the TSRP program.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-07
Subrecipient or Contractor	Non-Profit 501(c)(3)/North Dakota Association of Counties
Federal Funding Source(s)	164 Transfer and 402 CP
Amount of Federal Funds	\$250,000 (164 Transfer) \$5,000 (402 CP)
Eligible Use of Funds	164 Transfer DUI Courts and Support

	402 Community Traffic Safety Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

Project Name	Judicial Outreach Liaison
Project Description	
The State Judicial Outreach Liaison's (SJOL) primary objective is to provide a foundation for outreach efforts to educate and inform local judges on impaired driving and highway safety issues. The duties of the SJOL include serving as an educator, writer, community outreach advocate, consultant, and liaison, and serve on various impaired driving committees to add valuable insight into the adjudication process. Funds will provide for the salaries and benefits, travel, operations, and program costs associated with the SJOL program. NDSU UGPTI will provide fiscal agent and evaluation support for the SJOL project.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-08-02
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	405d
Amount of Federal Funds	\$215,000
Eligible Use of Funds	405d Mid Court Support
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

Project Name	DRE/SFST Coordinator and Training Support
Project Description	
The Highway Safety Division provides funding to support a statewide DRE/SFST Coordinator who is responsible for ensuring the DRE and SFST programs have access to training and tools needed to keep their skills current. The Coordinator will work with DRE Instructors to schedule training statewide and with the DRE/SFST Advisory Board to develop an efficient call-out program to increase DRE utilization. The Coordinator will also serve on the Impaired Driving Taskforce and sub-committees to address impaired driving issues. The Coordinator may be called on to assist the Highway Safety Division with other law enforcement training as needed.	
Location Where the Project is Performed	Statewide participation by law enforcement at selected training locations or events
Project Agreement #	ID2610-09-04
Subrecipient or Contractor	North Dakota Highway Patrol
Federal Funding Source(s)	405d
Amount of Federal Funds	\$200,000
Eligible Use of Funds	405d Mid Court Support
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

(5) Strategy: Data/Evaluation

Project Name	Program Development and Evaluation
Project Description	
<p>Program evaluation supports the Highway Safety Division's planning, program development, and resource allocation decisions. NDSU UGPTI will continue to analyze and validate arrest and conviction data for accuracy, completeness, and assessment of conviction rates to evaluate DUI strategies in place in the state. NDSU UGPTI will also: (1) analyze alcohol/drug-related crash, driver and other data sets upon request to meet specific needs of the Highway Safety Division, (2) complete an evaluation of select impaired driving strategies and projects as identified by the Highway Safety Division, (3) continue evaluation of the 24/7 Sobriety Program, (4) continue with State Toxicology data analysis of drug tests and development of an impaired driving dashboard, (5) lead subject matter expert investigation for alcohol-impaired driving and DUI offender linkage pilot program to identify data gaps in reporting of high-risk offenders in various data sets. The Highway Safety Division will access research analysts and resources within NDSU UGPTI to recommend 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 relate to the deterrence of impaired driving and, if successful, will be more broadly distributed to identified risk populations. Costs will consist of consulting fees, operating expenses, and an approved indirect cost rate.</p>	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2610-08-01
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	405d
Amount of Federal Funds	\$260,000
Eligible Use of Funds	405d Mid Other Based on Problem ID
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Project Name	Toxicology Testing Equipment and Training																		
Project Description																			
<p>The Highway Safety Division will provide funding for equipment purchases to support alcohol enforcement, prosecution, and adjudication of impaired driving. Funds will be used for continuing education for forensic scientists, major equipment purchases, software upgrades, and testing kits and supplies. The State Toxicology Lab will purchase the following equipment in FFY 2026.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Quantity</th> <th>Unit cost</th> <th>Total Cost</th> </tr> </thead> <tbody> <tr> <td>Analytical Balance with NIST Calibration</td> <td>2</td> <td>\$12,000</td> <td>\$24,000</td> </tr> <tr> <td>Hydrogen Generator</td> <td>2</td> <td>\$43,000</td> <td>\$86,000</td> </tr> <tr> <td>Intoxilyzer- I-9000</td> <td>2</td> <td>\$10,404</td> <td>\$20,808</td> </tr> </tbody> </table> <p>Intoxilizer I-9000s will be distributed to law enforcement to conduct breath analysis of impaired drivers and some units will be retained by the State Toxicology Laboratory for training purposes. And the following equipment will be purchased to replace equipment which is beyond useful life and/or in need of updating:</p> <ul style="list-style-type: none"> • An Analytical Balance with NIST Calibration is used for accurate measurements and is calibrated to ensure reliability. • The Hydrogen Generator is used to power Gas Chromatography instruments which separate mixtures into individual components and is used to conduct toxicology screening to detect drugs, alcohol and etc. The Hydrogren Generator supplies the hydrogen needed to operate the flame ionization detector built into the instrument. <p>All capital equipment will meet the Buy America Act requirements.</p>				Item	Quantity	Unit cost	Total Cost	Analytical Balance with NIST Calibration	2	\$12,000	\$24,000	Hydrogen Generator	2	\$43,000	\$86,000	Intoxilyzer- I-9000	2	\$10,404	\$20,808
Item	Quantity	Unit cost	Total Cost																
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Hydrogen Generator	2	\$43,000	\$86,000																
Intoxilyzer- I-9000	2	\$10,404	\$20,808																
Location Where the Project is Performed	Statewide																		
Project Agreement #	ID2610-06																		
Subrecipient or Contractor	North Dakota Office of Attorney General State Toxicology Lab																		
Federal Funding Source(s)	405d																		
Amount of Federal Funds	\$300,000 (405d)																		
Eligible Use of Funds	405d Mid BAC Testing/Reporting																		
P&A	No																		
Is this a promised project?	No																		
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation																		

Project Name	Oral Fluid Testing Program
Project Description	
<p>An Oral Fluid Technical Advisory Committee has developed standards, best practices, and policies for an oral fluid roadside screening program. The Committee consists of prosecutors, law enforcement, lab personnel, research and evaluation, and the Highway Safety Division, with the Traffic Safety Resource Prosecutor leading the Committee meetings. Funds will be used for allowable expenses related to the oral fluid testing program, SoToxa oral fluid devices, test cartridges, service fees, and other peripheral items needed for the oral fluid devices.</p>	

Location Where the Project is Performed	Location of participating law enforcement agencies
Project Agreement #	ID2610-11
Subrecipient or Contractor	North Dakota Office of Attorney General State Toxicology Lab
Federal Funding Source(s)	405d 24/7 Sobriety
Amount of Federal Funds	\$10,000
Eligible Use of Funds	405d 24/7 Sobriety BAC Testing/Reporting
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Program Area: Motorcycle Safety

Countermeasure Strategies

Reduce motorcyclist crashes resulting in fatality and serious injury through strategies including communications and training/technical assistance.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	MC2606-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$4,000
Eligible Use of Funds	402 Motorcycle Safety
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Communications

Project Name	Media and Outreach – Driver Awareness/Share the Road
Project Description	
This project consists of an awareness campaign entitled, Share the Road, to encourage all roadway users to “share the road” with motorcyclists. The Share the Road campaign may include public service announcements, billboards, brochures, posters, and other safety publications and will be conducted during the peak riding season. All funds are provided to the North Dakota Motorcycle Safety Program administrator – ABATE of North Dakota – for media development and placement.	
Location Where the Project is Performed	Statewide
Project Agreement #	MC2606-02
Subrecipient or Contractor	ABATE of North Dakota
Federal Funding Source(s)	405f
Amount of Federal Funds	\$50,000
Eligible Use of Funds	405f Motorcyclist Awareness
P&A	No
Is this a promised project?	No

Countermeasure Strategy or Strategies for Programming Funds	Communications
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Project Name	Media and Outreach – Motorcyclist Awareness
Project Description	
This project will expand media outreach to motorcycle riders and the public to include topics such as licensing, training, motorcyclist conspicuity, impaired driving prevention, and the benefit of full personal protective gear. Funds will be used for a media vendor to develop and implement the campaign and may include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities.	
Location Where the Project is Performed	Statewide
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

(3) Strategy: Training/Technical Assistance

Project Name	North Dakota Motorcycle Safety Program
Project Description	
<p>The North Dakota Motorcycle Safety Program (NDMSP) is state funded through funds generated by a \$10 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.</p> <p>The NDMSP will complete the following:</p> <ul style="list-style-type: none"> • Train additional rider coaches to increase NDMSP capacity to train additional motorcyclists. • Provide new and experienced rider safety courses. • Provide for remote training locations throughout the state 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). <p>The Highway 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.</p>	
Location Where the Project is Performed	Statewide through satellite training locations
Subrecipient or Contractor	ABATE of North Dakota
Funding Source(s)	STATE FUNDS

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

Countermeasure Strategies

Reduce unrestrained motorist fatalities and serious injuries through strategies including communications, outreach, high visibility enforcement, training/technical assistance, and data/evaluation.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	OP2605-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$22,000
Eligible Use of Funds	402 Occupant Protection
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(1) Strategy: Communications

Project Name	Media and Outreach
Project Description	
Occupant Protection media and outreach will be targeted primarily to males aged 18-54 and rural populations and will be coordinated with statewide HVE. Funds will be used for a media vendor to develop and implement the campaign and may include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

(2) Strategy: Outreach

Project Name	Child Passenger Safety Program Administration & Car Seat Distribution
<p>Project Description</p> <p>The Child Passenger Safety (CPS) program provides 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). Project activity occurs in partnership with law enforcement, the tribes, local public health agencies, schools, existing certified child safety seat technicians, and other partners to increase the use of seat belts and child safety seats by children, and to reduce the misuse of child safety seats. The program has an active network of CPS stations with nationally certified CPS technicians. Child safety seat technician courses include: (1) 4-5 of NHTSA's 32-hour Standardized CPS Training for technicians; (2) CPS Certification Renewal for CPS techs and expired CPS techs; and (3) general CPS trainings targeted at specific audiences (law enforcement, childcare providers, Head Start staff, car seat distribution programs, etc.). The program offers and promotes several CPS certification training courses in North Dakota annually. Certified CPS instructors assist in conducting car safety seat check-ups statewide. The program contracts for the use of CPS proxies and instructors to assist with recertifying CPS technicians at checkups. CPS program outreach will occur during National CPS month in September. Funds will be used for the salaries for proxies across the state, travel, program materials, training, and other allowable costs.</p> <p>The program provides community CPS inspection stations to parents and caregivers applicable to the safety of infants (birth to 12 months), toddlers (1-3), children (4-7), and youth (8-12). The program works 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. There is an active network of CPS inspection stations with nationally certified CPS technicians. Certified CPS instructors assist to conduct car safety seat check-ups statewide to encourage parents to keep children in car seats longer and discourage use of seat belts by children who are too young and/or physically too small. CPS inspection stations provide statewide coverage and support urban, rural, and high-risk population which includes low-income and Native American families. Funds are used for CPS seats for distribution to low-income parents.</p>	
Location Where the Project is Performed	Statewide
Project Agreement #	CR2605-02 – Child Passenger Safety - Program Administration
	CR2605-07 – Child Passenger Safety - Car Seat Distribution
Subrecipient or Contractor	North Dakota Dept. of Health and Human Services
Federal Funding Source(s)	405b
Amount of Federal Funds	\$301,000 – Program Administration \$40,000 – Car Seat Distribution
Eligible Use of Funds	405b Low Community CPS Services 405b Low Underserved CPS Programs
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Outreach

Project Name	Child Passenger Heatstroke Prevention
Project Description	
Funds will be provided to Altru Health System to conduct statewide education and outreach related to unattended passengers in a vehicle. Safe Kids Grand Forks, Safe Kids Bismarck-Mandan, and Safe Kids Fargo-Moorhead will provide community awareness through social media, radio interviews, press releases, flyers, and community events using a heatstroke display showing the temperature inside and outside of the vehicle. Costs will include salary, social media boosts, flyers, and travel costs.	
Location Where the Project is Performed	Statewide through Safe Kids program locations
Project Agreement #	OP2605-08
Subrecipient or Contractor	Altru Health System – Safe Kids Grand Forks
Federal Funding Source(s)	402
Amount of Federal Funds	\$7,000
Eligible Use of Funds	402 Heatstroke/Unattended passenger education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Outreach

(3) Strategy: High Visibility Enforcement

Project Name	High Visibility Enforcement
Project Description	
The Highway Safety Division, through data analysis, will identify the locations in which at least 70 percent of the state's unrestrained fatalities and serious injuries have occurred and will work with the law enforcement agencies that have jurisdiction over those locations to conduct HVE. The HVE, accompanied by paid and earned media, will create public awareness and establish a perception of risk of citation. Participating law enforcement agencies will conduct HVE of North Dakota's occupant protection laws including participation in the national Click It or Ticket campaign conducted in May/June of each year and an additional data-driven enforcement period in November/December. With each planned enforcement period, the agency must: (1) conduct required enforcement activities during the times determined by the state or as required by NHTSA; (2) conduct HVE within corridors and times where the occurrence of injury and death from lack of seat belt use is at its greatest, (3) coordinate with the Highway Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post-enforcement news release, etc.), and (4) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request.	
Location Where the Project is Performed	Statewide
Project Agreement #	OP2605-05 – Occupant Protection High Visibility Enforcement
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	402
Amount of Federal Funds	\$425,000
Eligible Use of Funds	402 Occupant Protection
P&A	No
Is this a promised project?	No

Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement
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(4) Strategy: Data/Evaluation

Project Name	Data Collection – Observational Adult Seat Belt and Child Passenger Safety Surveys
Project Description	
The Highway 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 NDSU UGPTI. The observation survey is conducted each year in June per a NHTSA-approved survey methodology. The Highway Safety Division will also conduct a child passenger safety observational survey to determine North Dakota's use rate as a measure to evaluate the success of child passenger safety occupant protection programs. Costs are for the contractual services of NDSU UGPTI and include an approved indirect cost rate.	
Location Where the Project is Performed	Statewide
Project Agreement #	OP2605-03 – Observational Seat Belt Survey
	OP2605-04 – Observational Child Passenger Safety Survey
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	405b
Amount of Federal Funds	\$105,000
Eligible Use of Funds	405b Low OP Information System
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Program Area: Traffic Enforcement Services

Countermeasure Strategies

Reduce crashes resulting in fatality and serious injury through strategies including training/technical assistance and data/evaluation.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	PT2602-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$1,500
Eligible Use of Funds	402 Traffic Enforcement Services
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(1) Strategy: Training/Technical Assistance

Project Name	Law Enforcement Training
Project Description	
The Highway Safety Division will contract with an events coordinator to assist in planning law enforcement training, conferences, and other 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.	
<ul style="list-style-type: none">• TOPS Training. This program covers educational, enforcement, and reporting issues to improve officer knowledge of and ability to enforce occupant protection laws. A significant portion of the curriculum is skill-based to provide officers with the skills 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. The Highway Safety Division will coordinate with the TOPS Coordinator to develop a TOPS on-line curriculum to meet the needs of rural law enforcement agencies.• 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 developed with the Traffic Safety Resource Prosecutor. This training is offered on an as needed basis.	

- **Vision Zero Partner Conference Award Program.** The Highway Safety Division will recognize, and award programs managed by law enforcement and traffic safety advocates that demonstrate exemplary contributions to traffic safety for behavior and infrastructure. Vision Zero Award Program categories are: (1) Traffic Safety Officer of the Year, (2) DRE Officer of the Year, (3) Beyond the Traffic Stop, (4) Child Passenger Safety Technician/Instructor, (5) Civil Servant, (6) Vision Zero Honor Roll, (7) Infrastructure (Individual, Project and Program), (8) Media Partner, and (9) VZ Partner Appreciation Award.
- **Other Training related to law enforcement efforts as identified.** Funds will be set aside to address training needs identified that will address case law, legislative changes, or in-service training as needed.

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 expenses.

Location Where the Project is Performed	Statewide participation by law enforcement at selected training locations or events
Project Agreement #	PT2602-04
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$25,000
Eligible Use of Funds	402 Traffic Enforcement Services
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

(2) Strategy: Data/Evaluation

Project Name	Law Enforcement Web Reporting System
Project Description	
The Highway Safety Division will maintain the Law Enforcement Web Reporting System (LEWR) to facilitate grant reporting by participating law enforcement agencies for high visibility enforcement programs. The system allows for grant proposal submissions, enforcement data, enforcement reports, and reimbursement to be managed electronically. Maintenance may include any revisions to the existing system that may be deemed necessary. A monthly fee is charged for hosting and storage.	
Location Where the Project is Performed	Statewide use by law enforcement agencies participating in grant-funded overtime enforcement
Project Agreement #	PT2602-03
Subrecipient or Contractor	North Dakota Information Technology (ND IT)
Federal Funding Source(s)	402
Amount of Federal Funds	\$20,000
Eligible Use of Funds	402 Traffic Enforcement Services
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Program Area: Speed Management

Countermeasure Strategies

Reduce speed-related crashes resulting in fatality and serious injury through strategies including communications and high visibility enforcement.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	SC2607-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$1,500
Eligible Use of Funds	402 Speed Management
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Communications

Project Name	Media and Outreach
Project Description	
Media and outreach is targeted to North Dakotans aged 18-54 and will address speeding, aggressive driving, and driving too fast for conditions. Funds will be used for a media vendor to develop and implement the campaign and may include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Project Agreement #	SC2607-03
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$130,000
Eligible Use of Funds	402 Speed Management

P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

(3) Strategy: High Visibility Enforcement

Project Name	High Visibility Enforcement
Project Description	
<p>The Highway Safety Division will, through data analysis, identify the time and locations that have been identified as having the highest number of speed-related severe crashes and will coordinate with the law enforcement agencies in those locations to conduct high visibility enforcement. The enforcement effort, accompanied by a highly saturated media campaign, will create public awareness and establish a perception of risk. With each planned enforcement period, the agency must: (1) conduct required enforcement activities during the times determined by the state, (2) determine the best enforcement strategy (e.g., time of day, location, etc.) that will most effectively deter speeding within the jurisdiction, (3) conduct enforcement within corridors and times where the occurrence of injury and death from speeding is highest, (4) coordinate with the Highway Safety Division to complete earned media requirements (e.g., provide statistics from the enforcement period for a post- enforcement news release, etc.), and (5) maintain an electronic enforcement log for each enforcement shift conducted that will identify the dates worked, hours worked, number and type of citations or warnings issued and must submit that log with the reimbursement request.</p> <p>This project will also provide radar equipment to law enforcement to conduct focused speed enforcement and to facilitate the use of speed as a trigger violation for impaired driving and occupant protection enforcement. 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. Only agencies currently under contract and conducting quality overtime enforcement will be considered for funding. The Highway Safety Division will fund up to 31 radar units.</p>	
Location Where the Project is Performed	Statewide
Project Agreement #	SC2607-04 – Speed High Visibility Enforcement
	SC2607-02 – Radar Equipment
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	402
Amount of Federal Funds	\$327,500
Eligible Use of Funds	402 Speed Management
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

Program Area: Traffic Records

Countermeasure Strategies

Support crash data collection, analysis, and program evaluation.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Program management will support the goal of traffic records system improvements. Project funds will be used for traffic records program personnel salary including additional salary for the Fatality Analysis Reporting (FARS) position.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	TR2604-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405c
Amount of Federal Funds	\$207,500 (405c)
Eligible Use of Funds	405c Traffic Records positions
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Data/Evaluation

Project Name	Electronic Crash Reporting Software Support
Project Description	
The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor. An information technology (IT) vendor is under contract with the Highway 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 version. The vendor also coordinates with local law enforcement agencies throughout the state to install the software and to provide ongoing technical assistance and resources to facilitate efficient TraCS use. Use of a standardized, automated motor vehicle crash reporting system by all state law enforcement agencies makes a uniform electronic system for crash data entry. It also allows for electronic data transmission and standardization of edits to reduce errors and correction delays. Costs are for an IT vendor to provide maintenance and support of TraCS and the TraCS database.	
Location Where the Project is Performed	Statewide by all law enforcement agencies
Project Agreement #	TR2604-03
Subrecipient or Contractor	IT Vendor/Affinity Global Solutions
Federal Funding Source(s)	405c

Amount of Federal Funds	\$425,000
Eligible Use of Funds	405c Data Program
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Project Name	NDIT Data and System Support
Project Description	
This project will provide for in-house hourly fees for North Dakota Information Technology (NDIT) to provide traffic records data and system support as needed.	
Location Where the Project is Performed	NDDOT Central Office
Project Agreement #	TR2604-02
Subrecipient or Contractor	North Dakota Information Technology (NDIT)
Federal Funding Source(s)	405c
Amount of Federal Funds	\$5,000
Eligible Use of Funds	405c Data Program
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Project Name	Electronic Crash Reporting Software - License Fee
Project Description	
The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software through a Memorandum of Understanding (MOU) with the licensor (State of Iowa). Costs will be limited to the payment of the annual licensing fee.	
Location Where the Project is Performed	Statewide by all law enforcement agencies
Project Agreement #	TR2604-04
Subrecipient or Contractor	Iowa Dept. of Transportation
Federal Funding Source(s)	405c
Amount of Federal Funds	\$125,000
Eligible Use of Funds	405c Software or applications
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Project Name	Crash Data Analysis Tool (AASHTOWare Safety)
Project Description	<p>This project will create a public crash portal to allow external parties access to crash data and improve data transparency. The software will allow the NDDOT to streamline response to data requests by removing the burden of compiling data for simple requests as well as provide 24/7 access to crash data. It also provides engineering safety analytics tools and a safety dashboard with mapping capability that will help support tracking performance measure metrics and communicating progress. The software is multi-functional, improving both data access and the ability to use data to make better decisions on where/how to invest safety funds as well as supporting clear communication on outcomes toward reaching the Vision Zero goal.</p>
Location Where the Project is Performed	Statewide stakeholder access to data
Subrecipient or Contractor	American Association of State Highway and Transportation Officials (AASHTO)
Funding Source(s)	FHWA FUNDS

Program Area: Young Drivers

Countermeasure Strategies

Reduce young driver crashes resulting in fatality and serious injury through strategies including outreach, and training/technical assistance.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	TSP2608-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$31,000
Eligible Use of Funds	402 Teen Safety Program
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

(2) Strategy: Outreach

Project Name	Alive at 25 Defensive Driving Program
Project Description	
The North Dakota Safety Council will offer the Alive at 25 Program to schools throughout North Dakota. Alive at 25 teaches teens and young adults that: people in their age group are more likely to be hurt or killed in a vehicle crash; inexperience, distractions and peer pressure cause unique driving hazards; speeding, alcohol and party drugs greatly increase their risk of injury or death; and as a driver or passenger, they can reduce their risk by taking control. Costs are for student registrations, materials, and other costs associated with the project.	
Location Where the Project is Performed	Statewide at identified schools and events
Project Agreement #	TSP2608-02
Subrecipient or Contractor	North Dakota Safety Council
Federal Funding Source(s)	402
Amount of Federal Funds	\$75,000
Eligible Use of Funds	402 Teen Safety Program
P&A	No
Is this a promised project?	No

Countermeasure Strategy or Strategies for Programming Funds	Outreach
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Project Name	Vision Zero Driving Skills for Success
Project Description	
The Highway Safety Division will conduct the annual Driving Skills for Success (DSFS) program. The DSFS program uses interactive activities/stations to educate teen drivers about safe driver and occupant behaviors. The event will consist of a ride and drive session conducted via law enforcement officers where the teens drive through a closed-course driving-range (1) under normal conditions, (2) while being distracted by receiving and sending text messages, and (3) taking a selfie photo while driving. Participants will also be escorted through a series of interactive traffic safety information stations.	
Location Where the Project is Performed	Statewide access to students at select event locations
Subrecipient or Contractor	Events Vendor/Odney
Funding Source(s)	STATE FUNDS

Project Name	Early Information Letter
Project Description	
This project consists of mailing an Early Information Letter (EIL) to a teen's parent/guardian upon a teen's receipt of a citation for a moving violation, after a crash, and at 9-months post licensure. The EIL is an effective tool to reduce recidivism among first-time teen violators. The EIL provides information to the teen and parent/guardian that teens are at high risk for crashes and provides resources to them to increase their knowledge related to traffic safety law, the consequences of engaging in unsafe habits early in their driving careers, and the importance of personal responsibility. Costs are for printing, mailing, and other costs associated with the project.	
Location Where the Project is Performed	Delivered directly to young drivers who are in a crash, receive a citation or are 9-months post licensure
Subrecipient or Contractor	NDDOT Highway Safety Division
Funding Source(s)	STATE FUNDS

(1) Strategy: Training/Technical Assistance

Project Name	Driver Education Training and Support
Project Description	
This project will develop, promote, distribute, and provide technical assistance to driver education instructors related to the curriculum, the North Dakota Driver Education Curriculum. The curriculum includes and emphasizes positive driver/passenger behavior – as opposed to purely driver skills – to increase seat belt use and decrease speed, impaired and distracted driving among young drivers and passengers.	
The North Dakota Driver and Traffic Safety Education Association (NDDTSEA) will continue to promote, update, 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 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.	
Location Where the Project is Performed	Statewide to all driver education programs
Project Agreement #	DE2608-02
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$25,000
Eligible Use of Funds	402 Driver Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance

Project Name	Driver Education Curriculum Development and Maintenance
Project Description	
This project will provide funds to NDSU UGPTI for continued development and maintenance of the North Dakota Driver Education Curriculum. The curriculum is consistent with the national <i>Novice Teen Driver Education and Training Standards</i> . Funds will be used to reimburse for hourly services and direct costs associated with the curriculum including salary, printing, project materials, video development, miscellaneous associated costs and direct and approved in-direct cost rate.	
Location Where the Project is Performed	Statewide to all driver education programs
Subrecipient or Contractor	NDSU UGPTI
Funding Source(s)	STATE FUNDS

Project Name	Driver Education Virtual Learning										
Project Description											
<p>The Highway Safety Division will provide up to 3 grants to advance school-based driver education through virtual simulated driving. Simulators are realistic and interactive. They allow teens to learn and practice critical driving skills in a safe, controlled environment to include all types of roads, weather conditions, traffic patterns, pedestrians, animals and complex situations. They enhance the classroom curriculum theory and give the teens some roadway experience prior to getting behind the wheel of a vehicle on public roadways. Only \$15,000 per grant will be contributed toward the total purchase price.</p>											
<table border="1"> <thead> <tr> <th>Item</th><th>Quantity</th><th>Unit cost</th><th>Total Cost</th></tr> </thead> <tbody> <tr> <td>Driving Simulators (Type to be Determined)</td><td>3</td><td>\$15,000</td><td>\$45,000</td></tr> </tbody> </table>				Item	Quantity	Unit cost	Total Cost	Driving Simulators (Type to be Determined)	3	\$15,000	\$45,000
Item	Quantity	Unit cost	Total Cost								
Driving Simulators (Type to be Determined)	3	\$15,000	\$45,000								
Location Where the Project is Performed	School-based driver education programs that are awarded										
Project Agreement #	DE2608-03										
Subrecipient or Contractor	Three Middle and/or High Schools										
Federal Funding Source(s)	402										
Amount of Federal Funds	\$45,000										
Eligible Use of Funds	402 Driver Education										
P&A	No										
Is this a promised project?	No										
Countermeasure Strategy or Strategies for Programming Funds	Training/Technical Assistance										

Program Area: Emergency Medical Services

Countermeasure Strategies

Increase EMS response to traffic crashes through training/technical assistance.

(1) Program Management

Project Name	Program Management
Project Description	
Program management assures compliance with state and federal fiscal and administrative policies. Program management advances program development, implementation, evaluation and continuous quality improvement. It also assures partner engagement and coordination to leverage partner resources toward the shared goal of zero motor vehicle crash fatalities and serious injuries. Direct program management costs and travel expenses will be funded including salary, travel, and other direct costs.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	EM2603-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$1,500
Eligible Use of Funds	402 Emergency Medical Services
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Program Management

Program Area: Roadside Deaths

Countermeasure Strategies

Reduce roadside crashes resulting in fatality and serious injury through communications.

(1) Strategy: Communications

Project Name	Media and Outreach – Move Over Campaign
Project Description	
A media vendor will develop and implement media campaigns to promote the Move Over Law based on market research and to include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.	
Location Where the Project is Performed	Statewide
Project Agreement #	RD2612-01 – Move Over Campaign
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405h
Amount of Federal Funds	\$27,000
Eligible Use of Funds	405h Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

Project Name	High Visibility Enforcement
Project Description	
This project implements a High-Visibility Enforcement (HVE) campaign to increase awareness and compliance with North Dakota's Move Over Law, which requires drivers to slow down and move over for stopped emergency, law enforcement, tow, and maintenance vehicles with flashing lights. Despite the law's existence, non-compliance remains a persistent issue, putting roadside workers and responders at serious risk.	
The campaign will combine targeted enforcement efforts with coordinated public education through media outreach and community engagement. By increasing both the perceived and actual consequences of violations, the project aims to change driver behavior, reduce near-miss incidents, and improve roadside safety for all. This initiative supports the goals of North Dakota's Vision Zero strategy by promoting responsible driving and protecting vulnerable roadway users.	
Location Where the Project is Performed	Statewide
Project Agreement #	RD2612-02 – Roadside Deaths High Visibility Enforcement
Subrecipient or Contractor	State, County and City Law Enforcement Agencies

Federal Funding Source(s)	405h
Amount of Federal Funds	\$25,000
Eligible Use of Funds	405h Law Enforcement
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

**North Dakota Department of
Transportation
Highway Safety Division**

**Section 405 Grant Applications
Federal Fiscal Year 2026**

405(b) Occupant Protection

General Qualification Criteria

North Dakota meets the following eligibility criterion under 23 CFR 1300.21(d) of this section as follows.

Occupant Protection Plan

Attachment 1 of the North Dakota AGA is the North Dakota Occupant Protection Strategic Plan. This plan is updated annually through a priority emphasis area team of subject matter experts and includes occupant protection safety problems, performance measures and targets, and countermeasure strategies the state will implement to address the problem.

North Dakota's triennial HSP identifies the following occupant protection performance measures and strategies.

The FFY 2026 AGA identifies the following projects, consistent with the North Dakota Occupant Protection Strategic Plan, for implementation in FFY 2026. ***Information for each planned project per 2 CFR 1300.12(b)(2) is located in the AGA on pages identified in the Appendix B, Certifications and Assurances.***

Program Area Name	Projects
Communications	Media and Outreach – Occupant Protection – State Funds Media and Outreach – Native American Populations – CP2609-04-02
Outreach	Child Passenger Safety – Program Administration – OP2605-02 Child Passenger Safety – Car Seat Distribution – CR2605-07 Child Passenger, Bicycle and Pedestrian Safety Education and Outreach – Safe Kids Grand Forks – State Funds Vision Zero Community Outreach Program – CP2609-03 Early Information Letter – State Funds Vision Zero Teen Driving Skills for Success – State Funds Vision Zero Schools and Communities – State Funds Alive at 25 Defensive Driving Program – TSP2608-03 Driver Education Virtual Learning – DE2608-03
Enforcement	High Visibility Enforcement— Occupant Protection— OP2605-05
Training/Technical Assistance	Driver Education Training and Support – DE260802 Driver Education Curriculum Development and Maintenance – State Funds
Data/Evaluation	Observational Adult Seat Belt Survey – OP2605-03 Observational Child Passenger Safety Survey – OP2605-04 Program Development and Evaluation – Community Traffic Safety Programs, Safe System Analysis and Driver Education – State Funds

Participation in Click It or Ticket National Mobilization

The Highway Safety Division administers a comprehensive occupant protection program that includes sustained enforcement of seat belt use and child passenger safety. In addition to participation in the national Click It or Ticket (CIOT) campaign in May 2026, North Dakota conducts a second statewide CIOT campaign in the fall of each year (planned for November 1 to December 11, 2025, in FFY 2026).

Agencies participating in both the national and statewide CIOT campaigns include:

Agencies Participation in CIOT Campaigns in FFY 2026		
North Dakota Highway Patrol	Grand Forks County SO	Stutsman County SO
Barnes County Sheriff's Office (SO)	Grand Forks PD	Traill County SO
Benson County SO	Jamestown PD	University of North Dakota PD
Bismarck Police Department (PD)	Killdeer PD	Valley City PD
Burleigh County SO	Lincoln PD	Wahpeton PD
Burlington PD	Mandan PD	Walsh County SO
Cass County SO	McKenzie County SO	Ward County SO
Devils Lake PD	McLean County SO	Watford City PD
Dickinson PD	Minot PD	West Fargo PD
Dunn County SO	Morton County SO	Williams County SO
Fargo PD	New Town PD	Williston PD

Child Restraint Inspection Stations

Strategies demonstrating an active network of CPS inspection stations and/or inspection events include:

Project Number	Planned Activity Name
OP2605-02	Child Passenger Safety – Program Administration
OP2605-07	Child Passenger Safety – Car Seat Distribution

The total number of planned inspection stations in North Dakota in FFY 2026 is 298. The inspection stations will serve urban, rural, and at-risk populations. All fitting stations reach at-risk (underserved populations including low-income).

Urban Fitting Stations	179
Rural Fitting Stations	119
At Risk Fitting Stations	298

Child Passenger Safety Technicians

The following are CPS countermeasure strategies to recruit, train, and maintain a sufficient number of CPS technicians.

Project Number	Planned Activity Name
OP2605-02	Child Passenger Safety – Program Administration
OP2605-07	Child Passenger Safety – Car Seat Distribution

The North Dakota CPS program works with all the CPS instructors and proxies to encourage them to assist the CPS techs in and around their communities by visiting local checkups. Recertification workshops and webinars are created and implemented for the CPS techs yearly to assist them with getting CPS continuing education units. National webinars and conferences are communicated and promoted to CPS techs statewide as well. A flyer is created to promote the CPS certification technician trainings statewide and shared electronically and through postal mail to stakeholders that may be interested in attending.

To assure coverage of CPS inspection stations and inspection events by nationally Certified CPS Technicians, it is estimated that 4-5 classes will be held in different locations across the state and 75 technicians will be trained in FFY 2026.

Qualification Criteria for a Lower Seat Belt Use Rate State

North Dakota meets the following three additional eligibility criterion under 23 CFR 1300.21(e) of this section as follows.

Seat Belt Enforcement

The Highway Safety Division administers a comprehensive occupant protection program that includes sustained enforcement of seat belt use and child passenger safety. In addition to participation in the national Click It or Ticket (CIOT) campaign in May 2026, North Dakota conducts a second statewide CIOT campaign in the fall of each year (planned for November 1 - December 11, 2025, in FFY 2026).

Table 1 shows North Dakota's unrestrained severe crashes (fatality and serious injury crashes) by county for the years 2020-2024. Counties identified with bold text are those that will participate in FFY 2026 CIOT campaigns. These counties account for 71% of the unrestrained severe crashes statewide, more than the 70% required under 23 CFR 1300.21(e)(3).

Bolded counties and counts in Table 1 identify counties where overtime enforcement efforts will be focused.

*Includes Seat Belt Eligible Vehicles Only: Motorcycles, Pedestrians, Bicycles, School Bus/Bus Passengers, Construction Equipment, Farm Equipment, Off-Highway Vehicles, Snowmobiles, and Trains are excluded from this analysis.

Table 1

County	Unrestrained Severe Crashes*
Adams	4
Barnes	18
Benson	10
Billings	2
Bottineau	12
Bowman	4
Burke	2
Burleigh	30
Cass	32
Cavalier	1
Dickey	4
Divide	2
Dunn	10
Eddy	2
Emmons	5
Foster	1
Golden Valley	3
Grand Forks	23
Grant	2
Griggs	2
Hettinger	1
Kidder	6
Lamoure	5
Logan	2
McHenry	8
McIntosh	5
McKenzie	39
McLean	13
Mercer	2
Morton	29
Mountrail	12
Nelson	9
Oliver	2
Pembina	7

Pierce	3
Ramsey	7
Ransom	6
Renville	2
Richland	11
Rolette	12
Sargent	4
Sheridan	7
Sioux	4
Slope	0
Stark	22
Steele	1
Stutsman	13
Towner	2
Traill	12
Walsh	10
Ward	35
Wells	4
Williams	39
Total Severe Crashes	503
Total Severe Crashes in Counties Participating in CIOT	358
Percent of Severe Crashes in Counties Participating in CIOT	71%

The FFY 2026 AGA identifies the following CPS countermeasure strategies for recruiting, training, and maintaining a sufficient number of child passenger safety technicians.

Project Number	Planned Activity Name
State Funds	Media and Outreach
OP2605-05	High Visibility Enforcement

Comprehensive Occupant Protection Program

- (1) Date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State: **1/27/2025**
- (2) Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (a) Data-driven performance targets to improve occupant protection in the State; (b) Countermeasure strategies designed to achieve the performance targets of the strategic plan, which must include an enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police

crash report forms; and (c) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan.

North Dakota's Occupant Protection Strategic Plan is included as **Attachment 1**. These requirements can be located in the strategic plan on the following pages.

- Data-driven performance targets – page 6
- Countermeasure strategies – page 8
- Program management strategy – page 8

Countermeasure strategies designed to achieve the performance targets of the strategic plan in FFY 2026 include:

Program Area Name	Projects
Communications	Media and Outreach – Occupant Protection – State Funds Media and Outreach – Native American Populations – CP2609-04-02
Outreach	Child Passenger Safety – Program Administration – OP2605-02 Child Passenger Safety – Car Seat Distribution – CR2605-07 Child Passenger, Bicycle and Pedestrian Safety Education and Outreach – Safe Kids Grand Forks – State Funds Vision Zero Community Outreach Program – CP2609-03 Early Information Letter – State Funds Vision Zero Teen Driving Skills for Success – State Funds Vision Zero Schools and Communities – State Funds Alive at 25 Defensive Driving Program – TSP2608-03 Driver Education Virtual Learning – DE2608-03
Enforcement	High Visibility Enforcement— Occupant Protection— OP2605-05
Training/Technical Assistance	Driver Education Training and Support – DE260802 Driver Education Curriculum Development and Maintenance – State Funds
Data/Evaluation	Observational Adult Seat Belt Survey – OP2605-03 Observational Child Passenger Safety Survey – OP2605-04 Program Development and Evaluation – Community Traffic Safety Programs, Safe System Analysis and Driver Education – State Funds

- (3) The name and title of the State's designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the triennial HSP and overseeing the execution of the projects designated in the annual grant application.

Coordinator Name: Carol Thurn
Coordinator Title: Program Manager

- (4) A list that contains the names, titles and organizations of the statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.

OCCUPANT PROTECTION SUBCOMMITTEE MEMBERS		
Last Name	First Name	Agency
Affeldt	Diane	NDLC - City of Garrison
Benson	Jason	ND Assoc. of County Engineers
Black	Vicky	Trauma Program, Essentia Health
Brown	Denise	UGPTI NDLTAP
Dondoneau	Jon	Elite Steering
Dukart	Daryl	Dunn County Commission
Engelstad	Kristi	F-M Ambulance Service
Gellner	Ryan	ND Association of Counties
Hafner	Ann	Killdeer Area Ambulance
Hanson	Carma	Safe Kids Grand Forks
Hennen	Scott	Flag Radio
Hixson	Ben	NDHP - SE Fargo
Jappe	Karolin	McKenzie County Emergency Manager
Jones	Kristen	NDSU
Kadrmass	Wade	NDHP - HQ Bismarck
Koebele	Courtney	ND Medical Association
Kovarik	Christa	NDHP - NW Garrison
Langowski	Buster	Vision West ND
Larson	Don	General Motors
Mongeon	Karin	NDDOT
Neumann	Don	NDHP - MCO Minot
Preskey Hushka	Donnell	ND Sheriffs Assoc.
Romans	Michelle	NDHP - SE Fargo
Schatz	Chelsey	NDHP - NW Watford City
Schneider	Andy	GF County Sheriff
Thurn	Carol	NDDOT
Weaver	Terry	NDSC
Welsh	Stephanie	Cavalier Co. Health District
Weltikol	Shawn	ND Fire Chiefs Assoc
Wilson	Sandy	NDDOT

Occupant Protection Program Assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within five years prior to the application due date: **1/27/2025**

405(c) State Traffic Safety Information System Improvements Grant

Certification

The North Dakota Department of Transportation certifies in *Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants*, the following:

- The State has a functioning Traffic Records Coordinating Committee (TRCC) that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

Quantitative Improvement

The NDDOT Roadway Information Section has completed substantial work to meet federal requirements to collect Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs) by September 30, 2026. This includes the development of a new roadway database that collects and assigns segments to all roads and highways in the state.

As a result of this work, North Dakota has demonstrated quantitative improvement with the following roadway system performance measures.

(1) Measure: The number of MIRE FDEs collected/assigned in the database.

Core Database: Roadway

Performance Attribute: Uniformity

Baseline (April 1, 2023 – March 31, 2024): 12 FDEs out of 38 total are collected/assigned in the database.

Current (April 1, 2024 – March 31, 2025): 16 FDEs out of 38 total collected/assigned in the database.

See **Attachment 2** for further documentation from the database.

405(d) Impaired Driving Countermeasures

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on July 19, 2023, and continues to use this plan.

405(d) 24/7 Sobriety Program

Mandatory License Restriction Requirement

Legal Citations

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

Legal Citation: NDCC 39-20-04.1

Amended Date: 8/1/2013

Authorization of Statewide 24/7 Sobriety Program Information

Legal Citations

The State of North Dakota has enacted statutes authorizing a Statewide 24/7 Sobriety Program.

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

Legal Citation: NDCC 39-06.1-11

Amended Date: 8/1/2013

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

Legal Citation: NDCC 39-20-03.1-5

Amended Date: 8/1/2013

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

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

Amended Date: 8/1/2013

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

Legal Citation: NDCC 39-06.1-11

Amended Date: 8/1/2013

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

Legal Citation: NDCC 39-08-03.1-5

Amended Date: 8/1/2013

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

Legal Citation: NDCC 39-20-04.1

Amended Date: 8/1/2013

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

Legal Citation: NDCC 54-12-27

Amended Date: 8/1/2013

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

Legal Citation: NDCC 54-12-31

Amended Date: 8/1/2013

405(e) Distracted Driving

Sample Distracted Driving Questions from State's Driver's License Examination

The following is a question asked on the North Dakota driver's license examination form:

Question #29: Texting while driving is not legal for anyone. Texting means:

- A. Composing, reading or sending a message.
- B. Sending a message only.
- C. Reading a message only.

North Dakota Distracted Driving Laws

Prohibition on Texting While Driving

The State of North Dakota has enacted and is enforcing a statute that requires operators of a motor vehicle that is part of traffic may not use a wireless communication device to compose, read, or send an electronic message. "Traffic" means operation of motor vehicle while in motion or for the purposes of travel on any street or highway and includes a temporary stop or halt of motion, such as at an official traffic-control signal or sign.

Legal Citation: NDCC 39-08-23

Amended Date: 08/01/2017

Fine Legal Citation: 39-06.1-06(2)(d) \$100 fine

NDCC 39-08-23 Use of a wireless communications device prohibited.

1. The operator of a motor vehicle that is part of traffic may not use a wireless communications device to compose, read, or send an electronic message.
2. Under this section:
 - a. "Electronic message" means a self-contained piece of digital communication that is designed or intended to be transmitted between physical devices. The term includes electronic mail, a text message, an instant message, a command or request to access a worldwide web page, or other data that uses a commonly recognized electronic communications protocol. The term does not include:
 - (1) Reading, selecting, or entering a telephone number, an extension number, or voice mail retrieval codes and commands into an electronic device for the purpose of initiating or receiving a telephone or cellular phone call or using voice commands to initiate or receive a telephone or cellular phone call;
 - (2) Inputting, selecting, or reading information on a global positioning system device or other navigation system device;
 - (3) Using a device capable of performing multiple functions, such as fleet management systems, dispatching devices, phones, citizen band radios, music players, or similar devices, for a purpose that is not otherwise prohibited;
 - (4) Voice or other data transmitted as a result of making a telephone or cellular phone call;

- (5) Data transmitted automatically by a wireless communication device without direct initiation by an individual; or
- (6) A wireless communications device used in a voice-activated, voice-operated, or any other hands-free manner.

b. "Traffic" means operation of a motor vehicle while in motion or for the purposes of travel on any street or highway and includes a temporary stop or halt of motion, such as at an official traffic-control signal or sign. The term does not include a motor vehicle that is lawfully parked.

3. This section does not apply if a wireless communications device is used for obtaining emergency assistance to report a traffic accident, medical emergency, or serious traffic hazard or to prevent a crime about to be committed, in the reasonable belief that an individual's life or safety is in immediate danger, or in an authorized emergency vehicle while in the performance of official duties.

Prohibition on Handheld Phone Use While Driving

North Dakota does not have a prohibition on handheld phone use while driving.

Prohibition on Youth Cell Phone Use While Driving

The State of North Dakota has enacted and is enforcing a statute that requires use of an electronic communication device by minor prohibited unless for an emergency. NDCC 39-08-24 is limited to persons 16-17 years of age and NDCC 39-06-17(4)(c) prohibits a 15 year with a restricted license from using an electronic communication device unless for an emergency. The fine for this offense is \$20.

Legal Citation: NDCC 39-08-24

Amended Date: 08/01/2017

Legal Citation: NDCC 39-06-17(4)(c)

Amended Date: 08/01/2013

Fine Legal Citation: 39-06.1-06(2) \$20 fine

NDCC 39-08-24 Use of an electronic device by a minor prohibited.

An individual at least sixteen and under eighteen years of age who has been issued a class D license may not operate an electronic communication device to talk, compose, read, or send an electronic message while operating a motor vehicle that is in motion unless the sole purpose of operating the device is to obtain emergency assistance, to prevent a crime about to be committed, or in the reasonable belief that an individual's life or safety is in danger.

NDCC 39-06-17. Restricted licenses - Penalty for violation. (NDCC 39-06-17(4)(c))

1. Upon issuing an operator's license or a temporary restricted operator's license under section 39-06.1-11, the director may impose restrictions suitable to a licensee's driving ability with respect to the type of motor vehicle, special mechanical control devices required on a motor vehicle that the licensee may operate, or any other restrictions applicable to the licensee as the director may determine to be appropriate to assure the safe operation of a motor vehicle by the licensee. The director may either issue a special restricted class D license or may state the restrictions upon the usual license form. In the same manner, the director shall restrict licenses under section 39-16.1-09.

2. The director may issue a restricted class D license to operate the parent's, guardian's, grandparent's, sibling's, aunt's, or uncle's automobile to a minor, who is at least fifteen years of age, and otherwise qualified, upon the written recommendation of the parent or guardian. A minor may operate a motor vehicle that is not the parent's or guardian's to take the actual ability test. The parent, guardian, grandparent, sibling, aunt, or uncle at all times is responsible for any and all damages growing out of the negligent operation of a motor vehicle by a minor. A restricted class D license may not be issued to a minor unless the minor, accompanied by the parent or guardian, appears in person and satisfies the director that:
 - a. The minor is at least fifteen years of age;
 - b. The minor is qualified to operate an automobile safely;
 - c. It is necessary for the child to drive the parent's, guardian's, grandparent's, sibling's, aunt's, or uncle's automobile without being accompanied by an adult;
 - d. The minor has successfully completed an approved driver's education course that includes a course of classroom instruction and a course of behind-the-wheel instruction acceptable to the director or has successfully completed a course at an approved commercial driver training school; and
 - e. The minor has accumulated a minimum of fifty hours of supervised, behind-the-wheel driving experience in various driving conditions and situations that include night driving; driving on gravel, dirt, or aggregate surface road; driving in both rural and urban conditions; and winter driving conditions.
3. The provisions of subsection 2 do not authorize a minor to drive a commercial truck, motorbus, or taxicab except the holder of a restricted class D license may drive a farm motor vehicle having a gross weight of fifty thousand pounds [22679.62 kilograms] while used to transport agricultural products, farm machinery, or farm supplies to or from a farm when so operated within one hundred fifty miles [241.40 kilometers] of the driver's farm.
4. A minor with a restricted class D license issued under subsection 2 may operate the type or class of motor vehicle specified on the restricted license under the following conditions:
 - a. A restricted license holder must be in possession of the license while operating the motor vehicle.
 - b. An individual holding a restricted class D license driving a motor vehicle may not carry more passengers than the vehicle manufacturer's suggested passenger capacity.
 - c. An individual holding a restricted class D license driving a motor vehicle may not operate an electronic communication device to talk, compose, read, or send an electronic message while operating a motor vehicle that is in motion unless the sole purpose of operating the device is to obtain emergency assistance, to prevent a crime about to be committed, or in the reasonable belief that an individual's life or safety is in danger.
 - d. An individual holding a restricted class D license may not operate a motor vehicle between the later of sunset or nine p.m. and five a.m. unless a parent, legal guardian, or an individual eighteen years of age or older is in the front seat of the motor vehicle or the motor vehicle is being driven directly to or from work, an official school activity, or a religious activity.
5. Upon receiving satisfactory evidence of any violation of the restrictions of a license, the director may suspend or revoke the license, but the licensee is entitled to a hearing as upon a suspension or revocation under this chapter.

6. It is a class B misdemeanor for an individual to operate a motor vehicle in any manner in violation of the restrictions imposed under this section except for the restrictions in subsection 4.
7. If a temporary restricted license is issued under section 39-06.1-11 and the underlying suspension was imposed for a violation of section 39-08-01 or equivalent ordinance, or is governed by chapter 39-20, punishment is as provided in subsection 2 of section 39-06-42. Upon receiving notice of the conviction, the director shall revoke, without opportunity for hearing, the licensee's temporary restricted license and shall extend the underlying suspension for a like period of not more than one year.
8. If the conviction referred to in this section is reversed by an appellate court, the director shall restore the individual to the status held by the individual before the conviction, including restoration of driving privileges if appropriate.

Prohibition on Viewing Devices While Driving

The State of North Dakota has enacted and is enforcing a statute that requires operators of a motor vehicle that is part of traffic may not use a wireless communication device to compose, read, or send an electronic message. "Traffic" means operation of motor vehicle while in motion or for the purposes of travel on any street or highway and includes a temporary stop or halt of motion, such as at an official traffic-control signal or sign.

Legal Citation: NDCC 39-08-23

Amended Date: 08/01/2017

Fine Legal Citation: 39-06.1-06(2)(d) \$100 fine

NDCC 39-08-23 Use of a wireless communications device prohibited.

1. The operator of a motor vehicle that is part of traffic may not use a wireless communications device to compose, read, or send an electronic message.
2. Under this section:
 - a. "Electronic message" means a self-contained piece of digital communication that is designed or intended to be transmitted between physical devices. The term includes electronic mail, a text message, an instant message, a command or request to access a worldwide web page, or other data that uses a commonly recognized electronic communications protocol. The term does not include:
 - (1) Reading, selecting, or entering a telephone number, an extension number, or voice mail retrieval codes and commands into an electronic device for the purpose of initiating or receiving a telephone or cellular phone call or using voice commands to initiate or receive a telephone or cellular phone call;
 - (2) Inputting, selecting, or reading information on a global positioning system device or other navigation system device;
 - (3) Using a device capable of performing multiple functions, such as fleet management systems, dispatching devices, phones, citizen band radios, music players, or similar devices, for a purpose that is not otherwise prohibited;
 - (4) Voice or other data transmitted as a result of making a telephone or cellular phone call;

(5) Data transmitted automatically by a wireless communication device without direct initiation by an individual; or

(6) A wireless communications device used in a voice-activated, voice-operated, or any other hands-free manner.

b. "Traffic" means operation of a motor vehicle while in motion or for the purposes of travel on any street or highway and includes a temporary stop or halt of motion, such as at an official traffic-control signal or sign. The term does not include a motor vehicle that is lawfully parked.

3. This section does not apply if a wireless communications device is used for obtaining emergency assistance to report a traffic accident, medical emergency, or serious traffic hazard or to prevent a crime about to be committed, in the reasonable belief that an individual's life or safety is in immediate danger, or in an authorized emergency vehicle while in the performance of official duties.

405(f) Motorcyclist Safety

Motorcycle Safety Information

To qualify for a motorcyclist safety grant in a fiscal year, a State shall submit as part of its grant application documentation demonstrating compliance with at least two of the following criteria. North Dakota is demonstrating compliance with the two criteria in bold font below.

Motorcycle Rider Training Course: Yes

Motorcyclist Awareness Program: No

Helmet Law: No

Reduction of Fatalities and Crashes Involving Motorcycles: No

Impaired Motorcycle Driving Program: No

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists: No

Use of Fees Collected From Motorcyclists for Motorcycle Programs: Yes

Motorcycle Rider Training Course

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

State authority agency: North Dakota Department of Transportation

State authority name/title: Ronald J. Henke, Director

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the *Motorcycle Safety Foundation Basic Rider Course*.

Below are the counties or political subdivisions in North Dakota where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each county or political subdivision according to official State motor vehicle records. The counties represent the most populated counties in the State and account for 58% of registered motorcycles statewide. The State offers several motorcycle rider training courses in these counties each rider training season.

County or Political Subdivision	Number of Registered Motorcycles
Burleigh/Morton	7,225
Cass	8,386
Grand Forks	3,259
Stark	2,277
Stutsman	1,363
Williams	2,633
Total	25,143 (58%)

Total # of registered motorcycles in State: 42,990

Use of Fees Collected from Motorcyclists for Motorcycle Programs – Data State

The process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs is below.

Legal Citations

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

Legal Citation: *NDCC 39-28.01*

Amended Date: *1/8/2005*

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

Legal Citation: *NDCC 39-28-05*

Amended Date: *1/8/1979*

Data

Attachment 3 provides data demonstrating that all fees collected by the NDDOT from motorcyclists for funding motorcycle training and safety programs were used for that purpose.

405(h) Preventing Roadside Deaths

Safety Problems

Effective August 1, 2023, North Dakota enacted a law requiring drivers approaching a disabled vehicle displaying hazard warning lights to either make a lane change into an available lane not immediately adjacent to the disabled vehicle or, if unable to do so safely, to slow down to a reasonable and prudent speed appropriate for conditions. This law was designed to enhance roadway safety for all North Dakotans and visitors by expanding the existing "Slow Down, Move Over" protections to include any disabled vehicles with flashing hazard lights.

Since the law's implementation, a statewide communication campaign has been conducted utilizing a variety of media platforms—including television, radio, digital, and social media—to ensure broad reach and saturation of the campaign's core message. This campaign has focused on raising awareness, delivering consistent messaging, and providing public education on the importance of the "Slow Down, Move Over" law.

To further support compliance and increase the law's effectiveness, a High Visibility Enforcement (HVE) project will be added. This enforcement initiative will involve coordinated efforts with law enforcement agencies across the state to target violations through strategically planned enforcement waves. The goal of HVE is to visibly reinforce the importance of the law, deter risky driving behaviors, and enhance overall roadway safety.

Performance Measures and Targets

Performance Target	Current Target 2019-2023	Target Value 2020-2024	Target Value 2021-2025	Target Value 2022-2026
A-8 – Roadside Deaths – Number of roadside fatalities and serious injuries – State crash data files	2.4	2.4	2.4	2.4

The data for this measure was calculated using a five-year average. To account for low crash counts, both fatalities and serious injuries were used for this measure.

Performance Target Justification

North Dakota's target for the number of roadside fatalities and serious injuries is based on five-year averages. A review of recent crash data shows the number of roadside fatalities and serious injuries has been decreasing. The current 5-year average of roadside fatalities and serious injuries (2018-2022) is 2.4. Small numbers overall make progress in this measure difficult so a conservative target of maintaining current averages was set.

Countermeasure Strategies

Reduce roadside crashes resulting in fatality and serious injury through communications.

(1) Strategy: Communications

Countermeasures	Media Campaign (Move Over Law)
Justification	Countermeasure that Work, 2020 (5.2 Mass Media Campaigns 3 ★)
	Uniform Guidelines for State Highway Safety Programs
Considerations	This is a strategy within the SHSP/Vision Zero Plan which was developed with stakeholder input.
Uniform Guidelines Reference	Multiple Uniform Guidelines call for a Communication Program that should include a variety of media, including mass media, to achieve broad reach and saturation of the campaign message and information.

Projects

Project Name	Media and Outreach – Move Over Campaign
Project Description	A media vendor will develop and implement media campaigns to promote the Move Over Law based on market research and to include creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience's knowledge, attitude, behavior, and beliefs affected by the messages.
Location Where the Project is Performed	Statewide
Project Agreement #	RD2612-01 – Move Over Campaign
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405h
Amount of Federal Funds	\$27,000
Eligible Use of Funds	405h Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

Project Name	High Visibility Enforcement
Project Description	<p>This project implements a High-Visibility Enforcement (HVE) campaign to increase awareness and compliance with North Dakota's Move Over Law, which requires drivers to slow down and move over for stopped emergency, law enforcement, tow, and maintenance vehicles with flashing lights. Despite the law's existence, non-compliance remains a persistent issue, putting roadside workers and responders at serious risk.</p> <p>The campaign will combine targeted enforcement efforts with coordinated public education through media outreach and community engagement. By increasing both the perceived and actual consequences of violations, the project aims to change driver behavior, reduce near-miss incidents,</p>

and improve roadside safety for all. This initiative supports the goals of North Dakota's Vision Zero strategy by promoting responsible driving and protecting vulnerable roadway users.	
Location Where the Project is Performed	Statewide
Project Agreement #	RD2612-02 – Roadside Deaths High Visibility Enforcement
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	405h
Amount of Federal Funds	\$25,000
Eligible Use of Funds	405h Law Enforcement
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	High Visibility Enforcement

North Dakota Occupant Protection Strategic Plan 2023-2027

2023

Table of Contents

	Page
1. Introduction.....	3
2. Background.....	5
3. Goal	6
4. Strategic Advantages	6
5. Strategic Challenges	7
6. Strategic Initiatives, Goals and Action Items	7
Strategic Initiative I: Program Management and Leadership.....	8
Strategic Initiative II: Legislation, Regulation and Policy	8
Strategic Initiative III: Enforcement Program.....	9
Strategic Initiative IV: Occupant Protection for Children	10
Strategic Initiative V: Outreach Program.....	12
Strategic Initiative VI: Communication Program.....	12
Strategic Initiative VII: Data and program Evaluation.....	13
7. Call to Action and Accountability	14
8. References.....	15
Attachment 1 – Letter of Approval – North Dakota OP Sub-Committee.....	16

1. INTRODUCTION

Based on 2022 data, over two-thirds of those killed in motor vehicle crashes in North Dakota are unrestrained at the time of the crash. The failure to wear a seat belt continues to impact the number of motor vehicle fatalities in North Dakota more than any other traffic safety-related behavior.

Figures 1 and 2 are from the North Dakota State University Upper Great Plains Transportation Institute (UGPTI) and show the state's primary traffic safety emphasis areas based on analysis of fatal and incapacitating injury crashes in North Dakota from 2018-2022.

Figure 2 demonstrates that non-seat belt use is the primary behavioral factor contributing to fatal and incapacitating injuries in North Dakota.

Figure 1

North Dakota Serious Injuries, 2018-2022

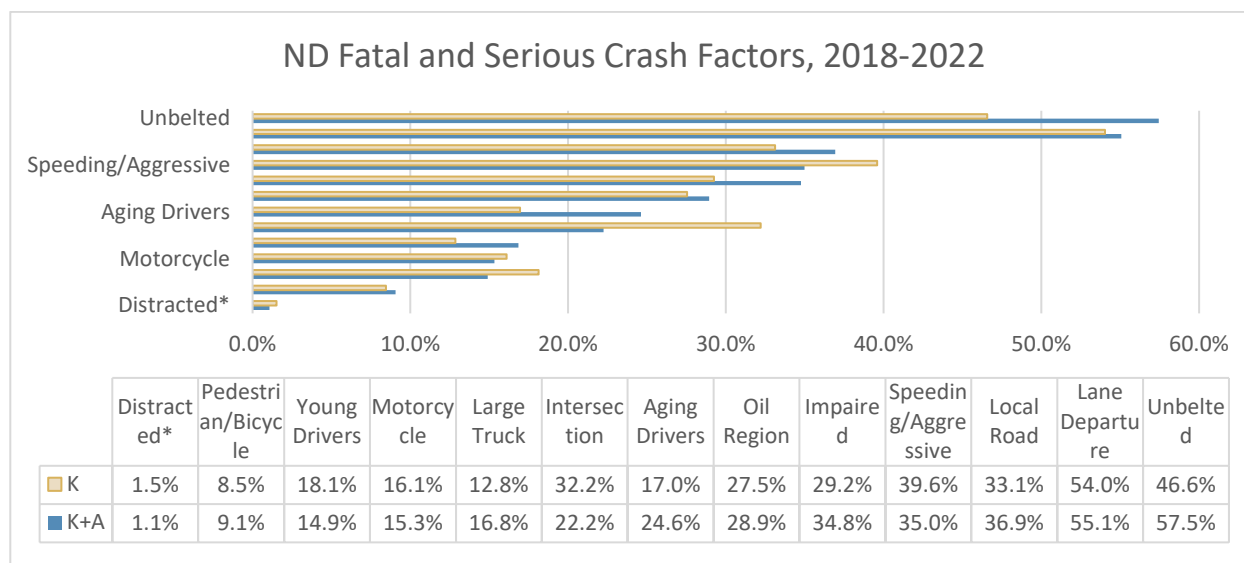
Safety Emphasis Area	Statewide (All Roads)	
	Frequency	Percentage
Young Driver	384	18.10%
Old Driver	359	17.00%
Speeding/Aggressive Driver	838	39.60%
Alcohol-Related	619	29.20%
Distracted*	25	1.20%
Unbelted Occupants	986	46.60%
Pedestrian/Bicycle	179	8.50%
Motorcycle	341	16.10%
Large Truck	212	10.00%
Lane Departure	1144	54.00%
Intersection	682	32.22%
Oil Region	583	27.50%
Local Road	171	8.10
Total	5493	100.00%

Numbers in this table may not add up to the statewide injury counts because an injury can be categorized into multiple emphasis areas. For example, a young driver at an intersection with a severe injury would be included in both emphasis areas.

*Distracted not effectively represented in the law enforcement reports

NDSU-UGPTI

Figure 2



In 2022 (the most recent year of crash data available), 69 percent of individuals killed in motor vehicle crashes were not wearing seat belts.

The following demographics are disproportionately impacted by lack of seat belt use in North Dakota.

- In 2022, males aged 18-44 accounted for 24 percent of North Dakota's licensed drivers and 53 percent of drivers involved in fatal crashes. In 2022, males in this age group also accounted for 37 percent of all unbelted fatalities.
- Native Americans represent five percent of North Dakota's population but accounted for 14 percent of fatality victims in 2022. Seventy-five percent of those Native American fatality victims in seatbelt eligible vehicles were unbelted at the time of the crash.
- Teenage drivers aged 14-19 represent almost six of all licensed drivers in North Dakota but accounted for 16 percent of all crashes and over 11 percent of fatal crashes in 2022. In 2022, 60 percent of teen fatality victims under age 17 were unbelted at the time of the crash.
- Eighty-one percent of unrestrained occupants in severe (fatal and serious injury) crashes over the most recent five-year period (2018-2022) were on North Dakota's rural roadways. Fifty-eight percent of rural fatality victims in seatbelt eligible vehicles were unbelted at the time of the crash.

As a result, occupant protection (OP) is a priority emphasis area within the state's Vision Zero Plan and Highway Safety Plan (HSP) with a goal to ensure proper and consistent use of appropriate OP mechanisms including seat belts, child safety restraints, and correct seating positions to protect from airbags in the event of a crash.

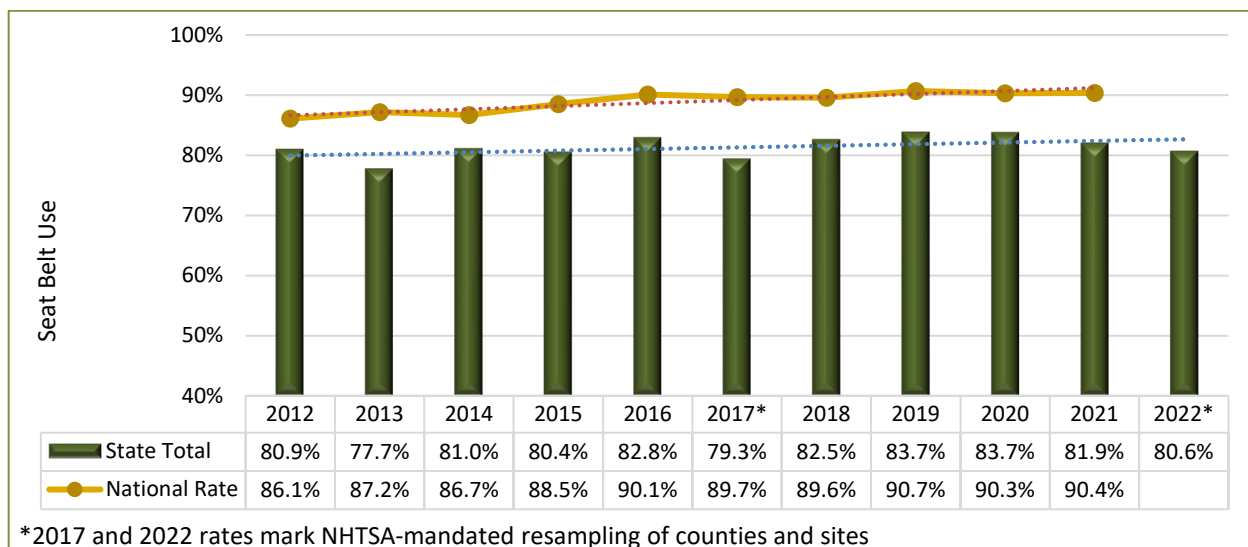
2. BACKGROUND

In 1966, Congress passed legislation which created the National Highway Traffic Safety Administration (NHTSA) as part of the US Department of Transportation. The legislation also established traffic safety funding for states and territories. The North Dakota Highway Department – later the North Dakota Department of Transportation (NDDOT) – was designated as the recipient of those funds through the Highway Safety Division. The North Dakota State Highway Safety Office is now known as the NDDOT Highway Safety Division. Soon after, in 1968, the federal government required seat belts to be installed in all new passenger cars which, ultimately resulted in the national and state Occupant Protection (OP) program we know today.

The path to more stringent occupant safety laws in North Dakota has been long and arduous. North Dakota passed a primary seat belt enforcement law in 1989 for front and back seat position along with a \$25.00 fine. It was referred for a vote of the people and was defeated in December 1989. A secondary enforcement law passed in 1993 for front seat positions and included a \$20.00 fine. This too was referred for a vote of the people and upheld in June 1994 by a 52 to 48 percent vote. Immediately after, in November 1994, an initiated measure – a means by which a [petition](#) signed by a certain minimum number of [registered voters](#) can force a public vote – required a 'no' vote for the law to be upheld. The initiated measure failed by a 54 to 46 percent vote. This is the law that is in effect in North Dakota today.

Legislating seat belt use, while effective in increasing the number of people who buckle up, (Shults, Elder, Slet, Thompson, & Nichols, 2004) must accompany a comprehensive education and enforcement program to be successful in reducing motor-vehicle related death and injury (Shults, Elder, Slet, Thompson, & Nichols, 2004). A number of OP strategies are conducted by state, local, private and non-profit partners. These strategies have helped increase seat belt use in North Dakota over a seven-year period from a use rate of 79.3 percent in 2017 to 80.6 percent in 2022. New site locations were chosen in both 2017 and 2022.

Figure 1. Historical Seat Belt Use Rates in North Dakota: 2012-2018



As the entity responsible for overseeing the State's OP program, the NDDOT Highway Safety Division convened an OP Sub-Committee to work with the Highway Safety Division to develop a strategic plan that: identifies advantages and challenges to OP programming; identifies strategic initiatives, goals and action items; guides future OP funding; and delivers a call to action and accountability to ensure plan implementation and evaluation to ensure success.

The plan is approved by the OP Sub-Committee. See Attachment 1 for the approval letter that includes a list of OP Sub-Committee members.

3. GOAL

The North Dakota Vision Zero Plan establishes a long-term goal for North Dakota to eliminate all traffic fatalities on all public roads. The state recognizes that this is a long-term vision, and achieving it will require many years and dramatic shifts in the safety culture for North Dakota residents. This goal is applied to the OP Strategic Plan which will assist the state to reduce unrestrained motor vehicle fatalities to continue moving toward the ultimate goal of zero motor vehicle-related deaths and serious injuries.

OP Program Goals

The following performance measures and goals will be targeted through implementation of the OP Strategic Plan.

(1) Increase by 10 percent the number of observed occupants using a seat belt from 80.6 percent in 2022 to 88.6 percent by December 31, 2027.

(2) Decrease by 10 percent the percent of unbelted passenger vehicle occupant fatalities, all seat positions, from 69.1 percent in 2022 to 62.2 percent by December 31, 2027.

4. STRATEGIC ADVANTAGES

North Dakota has many valuable partnerships that work jointly to advance proper and consistent use of occupant protection devices.

- State, county and city law enforcement agencies throughout the state conduct sustained high visibility enforcement (HVE) of North Dakota's OP laws.
- The Highway Safety Division contracts with media firms to develop high quality, targeted media campaigns with both enforcement and social norms messages.
- North Dakota State University Upper Great Plains Transportation Institute (UGPTI) completes crash data analysis to identify program priorities, propose strategies for implementation, and evaluate existing strategies.
- State, local, private and non-profit entities leverage resources and expertise for coordinated OP outreach activities and messages.

5. STRATEGIC CHALLENGES

North Dakota faces many challenges to occupant protection. These challenges include:

- Lack of substantial adult seat belt and CPS penalty.
- Inadequate funding to support a comprehensive OP program that provides for statewide sustained enforcement, media, and public information and education through outreach.
- Lack of law enforcement officers to conduct sustained enforcement of OP laws.
- A hard-to-reach young male demographic. In 2022, males age 18-44 accounted for 37 percent of all unbelted fatalities. Male pickup truck occupants have observed seat belt use rates lower than the rates in other vehicle types.
- Eighty-one percent of unrestrained occupants in severe (fatal and serious injury) crashes over the most recent five-year period (2018-2022) were on North Dakota's rural roadways. During the same period, 52 percent of rural fatality victims in seatbelt eligible vehicles were unbelted at the time of the crash.
- There has been 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.

6. STRATEGIC INITIATIVES, GOALS AND ACTION ITEMS

Strategic initiatives, goals, and action items are consistent with the National Highway Traffic Safety Administration (NHTSA) *Uniform Guideline for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection (NHTSA, 2011)*, which outlines the components of a comprehensive OP program.

North Dakota's current OP program was assessed in 2020 against *Highway Safety Program Guideline No. 20* to identify gaps within each strategic initiative. Goals and action items were identified to fill the gaps to move toward the administration of a comprehensive program.

The OP Strategic Plan identifies goals and action items for implementation within the following seven strategic initiatives: (1) program management, (2) legislation/regulation/policy, (3) enforcement, (4) communication, (5) occupant protection for children, (6) outreach and data, and (7) program evaluation.

It is not feasible to complete all action items in a single year. As a result, the Highway Safety Division – in cooperation with the OP Sub-Committee – will prioritize goals and action items within each strategic initiative for implementation, evaluation, and refinement over the five-year life of the plan.

STRATEGIC INITIATIVE I: PROGRAM MANAGEMENT

Goal 1: Conduct long-range planning involving all major stakeholders.

Action Item: Continue with the Occupant Protection Priority Emphasis Team that meets regularly. Ensure participation from agencies and organizations that are representative of the State's demographic composition and critical to the implementation of OP initiatives.

Action Item: Invite new stakeholders to participate in OP planning.

Action Item: Review and refine the OP Strategic Plan on an on-going basis and update the plan every five years at a minimum.

Goal 2: Provide leadership, training, and technical assistance to other agencies and local programs and projects.

Action Item: Work toward eligibility for and apply for available federal funding to enhance the State's OP program.

Action Item: Expand program capacity by leveraging the resources of state, local, private, and non-profit partners.

Action Item: Provide technical assistance and offer training opportunities to grantees and other stakeholders to develop knowledge, skills, and program capacity.

Action Item: Conduct the Vision Zero Partner Conference yearly and invite grantees and other stakeholders to attend.

Goal 3: Integrate OP programs into community/corridor traffic safety and other injury prevention programs.

Action Item: Meet regularly with the Occupant Protection Priority Emphasis Team to identify programs and partners for OP integration. Assign coordination with the program and partners to Occupant Protection Priority Emphasis Team members or other stakeholders.

Goal 4: Evaluate the effectiveness of the State's OP program.

Action Item: Commit a portion of OP program funds for OP program evaluation including the annual statewide observational seat belt survey and the annual survey of public knowledge/attitude/behavior/beliefs regarding OP and other traffic safety problems.

Action Item: Work with the Occupant Protection Priority Emphasis Team to identify other OP evaluation needs.

STRATEGIC INITIATIVE II: LEGISLATION, REGULATION AND POLICY

Goal 1: Support the strengthening of traffic safety laws.

Action Item: Support the passage of the primary enforcement of seat belt use for all motor vehicle occupants.

Action Item: Support legislation strengthening the State's Child Passenger Safety law, Primary Seat Belt law and Graduated Driver Licensing law.

Goal 2: Support regulations that require and enforce government employees and contractors to wear seat belts when traveling on official business.

Action Item: Work with appropriate government entities to identify policies, educate employees about current regulations, primary seat belt law and establish a penalty and/or reward system to encourage compliance.

Goal 3: Require organizations and law enforcement agencies that receive federal funds to develop and enforce employee seat belt use policies.

Action Item: Continue to require grantees and contractors to provide proof of an existing seat belt use policy.

Action Item: Provide sample policies and technical assistance and resources to strengthen existing or develop new policies.

Goal 4: Ensure child passenger safety policies are in place and enforced by agencies that transport child passengers.

Action Item: Work to ensure all pre-schools, childcare centers, and Head Start programs are in compliance with state and federal regulations.

Action Item: Provide standardized CPS policies and training for organizations that transport children.

Action Item: Encourage schools to provide CPS bus transportation training.

Goal 5: Strengthen the graduated driver licensing law to increase the age of full licensure, limit teen passengers, increase supervision for teen drivers, and incorporate seat belts use as a condition of licensure.

Action Item: Partner with Younger Driver Priority Emphasis Team committee.

Action Item: Review crash and citation data on teen drivers.

Action Item: Continue to meet regularly with the Younger Driver Priority Emphasis Team committee.

STRATEGIC INITIATIVE III: ENFORCEMENT PROGRAM

Goal 1: Support vigorous enforcement of seat belt and child restraint laws, including citations and warnings.

Action Item: Provide grants to law enforcement to conduct overtime enforcement of all OP laws. Enforce a zero tolerance policy for safety restraint violations during grant-funded events.

Action Item: Encourage participation by additional law enforcement agencies in high-visibility OP enforcement campaigns, with special emphasis in areas surveys indicate low seat belt usage.

Goal 2: Write, enforce seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public.

Action Item: Require grantees and contractors to provide proof of an existing seat belt use policy.

Action Item: Provide sample policies and technical assistance and resources to strengthen existing or develop new policies.

Action Item: Solicit support from law enforcement training academy and other training programs endorsed by the state to include information about the critical role they play as a role model in the public to include mandatory seat belt use as a completion requirement of training.

Action Item: Provide seat belt policies and supportive documentation/resources to law enforcement agencies including sanctions for noncompliance.

Goal 3: Ensure accurate reporting of occupant protection system information on crash report form including seat belt and child safety seat use/nonuse/misuse, restraint type, and air bag presence and deployment.

Action Item: Work with the NDDOT crash data team to ensure law enforcement agencies are trained to identify and report accurate seat belt and child restraint use on crash forms.

Goal 4: Provide occupant protection resources to law enforcement.

Action Item: Offer OP training opportunities such as Traffic Occupant Protection Strategies (TOPS), Child Passenger Safety Certification to law enforcement agencies.

Action Item: In rural communities, train and equip officers to be consistent with citations issued regardless of personal affiliation (i.e., family or friend).

Action Item: Increase participation of law enforcement for appropriate activities such as national and local campaign, compliance in such mobilizations and collaboration with local and state organizations that represent these diverse groups.

Action Item: Collaborate with law enforcement statewide to develop a persuasive incentive program to increase agency participation in mobilizations.

Goal 5: Conduct communication campaigns to inform the public about occupant protection laws and related enforcement activities.

Action Item: Commit funds to continue to develop, distribute and evaluate high quality, targeted OP media and public information campaigns.

Action Item: Recruit participation from a broad range of stakeholders for vast distribution of campaign messages and materials for each planned campaign.

Goal 6: Routine monitoring of citation rates for nonuse of seat belts and child safety seats.

Action Item: Review OP citations per hour during grant-funded overtime enforcement to ensure law enforcement performance.

STRATEGIC INITIATIVE IV: OCCUPANT PROTECTION FOR CHILDREN PROGRAM

Goal 1: Build ongoing capacity within North Dakota's existing Child Passenger Safety infrastructure to ensure correct restraint of all children, in all seating positions and in every vehicle.

Action Item: Collect and analyze key data elements in order to evaluate the program progress.

Action Item: Establish the infrastructure to systematically coordinate the array of child occupant protection program components.

Action Item: Ensure adequate and accurate training is provided to the professionals who deliver and enforce the OP/CPS programs for parents and caregivers.

Action Item: Ensure that the capability exists to train and retain nationally certified CPS technicians to address attrition of trainers or changing public demographics.

Action Item: Promote the use of child restraints and ensure that a plan has been developed to provide an adequate number of fitting stations and clinics, which meet minimum quality criteria.

Action Item: Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws.

Action Item: Encourage law enforcement participation in the National CPS Certification (basic and in-service) training.

Action Item: Support carefully crafted and administered child safety seat subsidy and/or give-away programs.

Action Item: Ensure the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community.

Action Item: Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts will be made to reach underserved populations.

Action Item: Support programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts.

Action Item: Support local Safe Kids programs and public health cps programs.

Action Item: Maintain the statewide CPS Coalition to actively promote use of CPS restraint systems and to provide relevant material and resources.

Action Item: Provide training for current certified child passenger safety technicians.

Goal 2: Build capacity within North Dakota's existing Child Passenger Safety infrastructure to ensure correct restraint of all children, in all seating positions and in every vehicle on the Indian Tribe Reservations.

Action Item: Establish the infrastructure to systematically coordinate the array of child occupant protection program components on the Indian Reservations.

Action Item: Encourage law enforcement on the Indian Reservations to participate in the National CPS Certification training.

Action Item: Support programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts.

Action Item: Enlist the support of the media on the Indian Reservations to increase public awareness about child occupant protection laws and the use of child restraints.

Action Item: Promote the use of child restraints and ensure that a plan has been developed to provide an adequate number of fitting stations and clinics, which meet minimum quality criteria.

Action Item: Ensure the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community.

STRATEGIC INITIATIVE V: OUTREACH PROGRAM

Goal 1: Promote extensive statewide and community involvement in occupant protection education.

Action Item: Maintain the Occupant Protection Priority Emphasis Team to actively promote use of OP systems.

Action Item: Include representation from the health, business, and education sectors, and diverse populations within the community in all OP education efforts.

Action Item: Develop and maintain an effective communications network among stakeholders to keep them informed of OP information, resources, programs and activities.

Action Item: Provide culturally relevant material and resources necessary to conduct OP education programs, especially directed toward young people, in local settings.

Action Item: Provide material and resources to conduct OP education programs directed toward diverse populations in the State.

Goal 2: Develop comprehensive outreach programs including resources and tools developed specifically for high-impact populations such as healthcare, education, employers, etc.

Action Item: Rally active participation and support of OP outreach programs and education for communities statewide.

Action Item: Work with Driver Education Programs, which includes youth and parents, on promoting OP.

Action Item: Work specifically with oil related industries in promoting OP programs.

Action Item: Ensure representation from these partners on the OP Sub-Committee.

Action Item: Collect, analyze, report, and publicize OP data and incorporate into outreach efforts with these partners.

Action Item: Work with entities and communities to integrate OP information into existing training, in-service, classroom, health/wellness programs, medical health assessments, and other regular activities within these entities and communities.

Action Item: Utilize leaders from these partners as visible public spokespeople for seat belt and child safety seat use.

Action Item: Promote establishment of enforcement of written policies requiring employees to wear seat belts.

STRATEGIC INITIATIVE VI: COMMUNICATION PROGRAM

Goal 1: Develop an annual OP communications plan that enlists a variety of media to improve public awareness and knowledge.

Action Item: Identify specific audiences (e.g., low-belt use, rural, male, high-risk, pick-up drivers, etc.) and develop messages appropriate to the audience.

Action Item: Encourage news media to report seat belt use and nonuse in motor vehicle crashes.

Action Item: Participate in national campaigns and use NHTSA-supported themes (i.e., *Click It or Ticket* and CPS Week).

Action Item: Capitalize on special events such as nationally recognized safety and injury prevention weeks and local enforcement campaigns.

Action Item: Encourage private sector groups to incorporate seat belt use messages into their media campaigns.

Action Item: Encourage private sector groups to join the Vision Zero Partner Network to receive educational material.

Goal 2: Use media strategies to support enforcement efforts about seat belts, child safety seat and air bags.

Action Item: Address the enforcement of the State's primary seat belt and CPS laws; the safety benefits of regular, correct seat belt and CPS use; and the additional protection provided by air bags.

Action Item: Utilize and involve all media outlets including television, online, radio, print, signage, theaters, sports centers, universities, fairs, social media to inform and educate the public about OP.

Action Item: Publicize relevant statistics and survey results.

Goal 3: Assure communication programs and materials are culturally relevant, well organized, and effectively managed.

Action Item: Involve media representatives in planning and disseminating communications campaigns.

Action Item: Evaluate all communication campaign efforts.

STRATEGIC INITIATIVE VII: DATA AND PROGRAM EVALUATION

Goal 1: Access and analyze reliable data sources for problem identification and program planning.

Action Item: Identify high-risk populations through observed use surveys and crash data.

Action Item: Conduct at least one statewide observational survey of seat belt annually and child safety seat use bi-annually, ensuring compliance with NHTSA guidelines.

Action Item: Conduct and publicize statewide surveys of public knowledge and attitudes about OP laws and systems.

Action Item: Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and CPS citations and convictions.

Goal 2: Ensure evaluation is an integral part of program planning at the state and local level.

Action Item: Ensure that evaluation results are an integral part of new program planning and problem identification.

Action Item: Evaluate the use of program resources and the effectiveness of existing general communication as well as high-risk population education programs.

Action Item: Obtain data on morbidity, as well as estimated cost of crashes, and determine the relation of injury to seat belt use and non-use.

Action Item: Provide tools for evaluation to programs funded with NHTSA grant funds.

Action Item: Require programs funded with NHTSA grant funds to incorporate evaluation as a required program component.

7. CALL TO ACTION AND ACCOUNTABILITY

For the OP Strategic Plan to be successful, the Occupant Protection Priority Emphasis Team must address the strategic initiatives, goals, and action items from the plan within the everyday management, operations, and decision-making of the OP program.

Implementation

An implementation process that ensures the OP Strategic Plan is carried out effectively is critical to the plan's success. It is crucial to obtain support from the members and agencies represented by the OP Sub-Committee and other state and local partners for implementation of the OP Strategic Plan.

The plan must be the guide for the Highway Safety Division's OP program budget. In addition, the Highway Safety Division and other groups must participate in ongoing revisions and modifications. Evaluations will be used to monitor progress for the strategic plan.

Table 1 below details an organizational structure to support the plan and assign responsibilities.

Table 1

Plan Levels	Scope	Lead Responsibility	Content
North Dakota Department of Transportation	State and departmental strategic direction	ND Vision Zero Plan Executive Leadership Team and Steering Committee	Long-term initiatives
Highway Safety Division	Operational goals including budget	Division Director and OP Program Manager	Long and short-term Initiatives
Occupant Protection Program	Operational Goals	OP Program Manager and Support Staff	Priority initiatives and implementation details
North Dakota Department of Health and Human Services	CPS Program strategic direction	CPS Program Director	Priority initiatives and implementation details
Vision Zero Outreach Coordinators	Operational Goals	CP Program Manager and Vision Zero Outreach Director	Priority initiatives and implementation details
Occupant Protection Priority Emphasis Team and other partners	Cross program coordination	Partnering Agencies and Sub-grantees	Implementation details

Accountability

The Occupant Protection Priority Emphasis Team will develop a regular meeting schedule for plan implementation, assessment and documentation of progress, and evaluation.

8. REFERENCES

Shults, R. A., Elder, R. W., Sleet, D. A., Thompson, R. S., & Nichols, J. L. (2004). Primary enforcement seat belt laws are effective even in the face of rising belt use rates. *Accident Analysis & Prevention*, 36(3), 491-493.

Shults, R. A., Nichols, J. L., Dinh-Zarr, T. B., Sleet, D. A., & Elder, R. W. (2004). Effectiveness of primary enforcement safety belt laws and enhanced enforcement of safety belt laws: A summary of the Guide to Community Preventive Services systematic reviews. *Journal of Safety Research*, 35(2), 189-196.

National Highway Traffic Safety Administration (NHTSA). (2006). Uniform Guidelines for State Highway Safety Programs. Highway Safety Program Guideline No. 20. Retrieved from: <http://www.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/OccupantProtection.htm>.

**Letter of Approval for OP Strategic Plan 2023-2027
North Dakota Occupant Protection Priority Emphasis Team**

Members of the North Dakota Occupant Protection (OP) Sub-Committee, as identified below, have had the opportunity to participate in the development of the North Dakota OP Strategic Plan for 2018-2023 through review and comment to the plan.

Occupant Protection Priority Emphasis Team **Members and Affiliation**

Affeldt, Diane – North Dakota League of Cities - Garrison
Benson, Jason – North Dakota Association of Counties Engineers
Black, Vicky – Essentia Health – Trauma Program
Brown, Denise – Upper Great Plains Transportation Institute North Dakota Local Technical Assistance Program
Dondoneau, Jon – Elite Steering Driving School
Dukart, Daryl – Dunn County Commission
Engelstad, Kristi – Sanford Health - Fargo
Gellner, Ryan – North Dakota Association of Counties - Traffic Safety Outreach Program
Hafner, Ann – Killdeer Area Ambulance
Hanson, Carma – Safe Kids Grand Forks
Hennen, Scott – Flag Radio
Hixson, Ben – North Dakota Highway Patrol – SE Fargo
Jappe, Karolin – McKenzie County Emergency Manager
Jones, Kristen – North Dakota State University
Kadmas, Sgt. Wade – North Dakota Highway Patrol - Safety and Education
Koebele, Courtney – North Dakota Medical Association
Kovarik, Christa – North Dakota Highway Patrol – NW Garrison
LaDouceur, Gene – The Auto Group/AAA North Dakota
Langowski, Buster – Vision West North Dakota
Larson, Don – General Motors
Mongeon, Karin – North Dakota Department of Transportation- Highway Safety Division
Neumann, Don – North Dakota Highway Patrol – MCO Minot
Preskey Hushka, Donnell – North Dakota Sheriff's Association
Romans, Michelle – North Dakota Highway Patrol – SE Fargo
Schatz, Chelsey – North Dakota Highway Patrol – NW Watford City
Schneider, Andy – Grand Forks County Sheriff
Thurn, Carol – North Dakota Department of Transportation – Highway Safety Division
Weaver, Terry – Traffic Safety Program Manager, North Dakota Safety Council
Welsh, Stephanie – Cavalier County Health District
Weltikol, Shawn – North Dakota Fire Chief's Association
Wilson, Sandy – North Dakota Department of Transportation – Highway Safety Division

The OP Strategic Plan is hereby approved in its current form by the North Dakota Occupant Protection Priority Emphasis Team.

Ryan Gellner
Chair, North Dakota Occupant Protection Priority Emphasis Team

Roadway Information Quality System Year 5 (April 1, 2024 – March 31, 2025)

In Tables 1, 2 and 3, the progress in MIRE FDE preparations by 2024 and 2025 are summarized. Comparison between them shows more than 10% progress (12 assigned FDE by March 2024/16 assigned FDE by March 2025). However, the point is that during last year QC over all FDEs has been made, and it could be claimed that the Accuracy and Internal Completeness of assigned FDEs is over 90%.

Summary of Progress

Statewide Roads and Highways have been segmented, also segments of State Highways have been modified. 10 FDEs have been assigned to the segments, and basic data for collecting/assigning 8 other FDEs to the segments is gathered.

Interchanges and Ramps have been segmented and modified statewide. A new procedure for mapping Roundabouts was developed, and regarding that LRS were modified to map more than 80 percent of the Roundabouts. A few modifications to Centerlines of State Highways needs to be made before mapping the rest of the Roundabouts, which is ongoing project. The database of the Roundabouts has been added to the Interchanges and Ramps. 11 FDEs have been assigned to the Interchanges and Ramps (including Roundabouts).

The database of Intersections and Intersection Legs for State Highways were developed, and 6 FDEs were assigned to them. Intersection Legs need to be modified to be useful for Safety/Programming software, which is an ongoing project. The database for Intersections needs to expand to Local roads, which will be our future project.

In support of the AASHTOWARE Safety software, added intersection legs were created on divided highways to “catch” more incidents.

Table 1. Progress in MIRE FDE preparations for non-local paved roads based on functional classification from 2024 to 2025				
		April 1, 2023 – March 31, 2024		
	Number of FDE	Assigned	Assigning	Collected, need to be assigned
Segments	19	5 FDE: 2. Route/Street Name, 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier 7. Segment Length	3 FDE: 15. Number of Through Lanes, 16. Median Type, 19. One/Two-Way Operations	11 FDE: 1. Route Number, 5. Type of Governmental Ownership, 8. Direction of Inventory, 9. Functional Class, 10. Rural/Urban Designation, 11. Federal-Aid, 12. Route Type, 13. Access Control, 14. Surface Type, 17. Annual Average Daily Traffic (AADT), 18. AADT Year
Interchanges	2		2 FDE: 165. Unique Interchange Identifier,	

			166. Interchange Type	
Ramps	9		8 FDE: 5. Type of Governmental Ownership, 167. Ramp Length, 168. Ramp AADT, 169. Year of Ramp AADT, 170. Roadway Type at Beginning Ramp Terminal, 171. Location Identifier for Roadway at Beginning Ramp Terminal, 172. Roadway Type at Ending Ramp Terminal, 173. Location Identifier for Roadway at Ending Ramp Terminal	1 FDE: 9. Functional Class
Intersections	5	4 FDE: 107. Unique Junction Identifier, 108. Location Identifier for Road 1 Crossing Point, 110. Intersection/Junction Geometry, 111. Intersection/Junction Traffic Control	1 FDE: 109. Location Identifier for Road 2 Crossing Point	
Intersection-Legs	3	3 FDE: 17. Annual Average Daily Traffic (AADT), 18. AADT Year, 125. Unique Approach Identifier		
Overall	38	12	14	12
April 1, 2024 – March 31, 2025				
	Number of FDE	Assigned	Assigning	Collected, need to be assigned
Segments	19	9 FDE: 1. Route Number, 2. Route/Street Name, 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier 7. Segment Length, 15. Number of Through Lanes, 16. Median Type, 19. One/Two-Way Operations		10 FDE: 1. Route Number, 5. Type of Governmental Ownership, 8. Direction of Inventory, 9. Functional Class, 10. Rural/Urban Designation, 11. Federal-Aid, 12. Route Type, 13. Access Control, 14. Surface Type, 17. Annual Average Daily Traffic (AADT), 18. AADT Year
Interchanges	2		2 FDE: 165. Unique Interchange Identifier, 166. Interchange Type	
Ramps	9		9 FDE: 5. Type of Governmental Ownership, 9. Functional Class, 167. Ramp Length, 168. Ramp AADT, 169. Year of Ramp AADT, 170. Roadway Type at Beginning Ramp Terminal, 171. Location Identifier for Roadway at Beginning Ramp Terminal, 172. Roadway Type at Ending Ramp Terminal, 173. Location Identifier for Roadway at Ending Ramp Terminal	
Intersections	5	4 FDE: 107. Unique Junction Identifier,	1 FDE: 109. Location Identifier for Road 2 Crossing Point	

		108. Location Identifier for Road 1 Crossing Point, 110. Intersection/Junction Geometry, 111. Intersection/Junction Traffic Control		
Intersection- Legs	3	3 FDE: 17. Annual Average Daily Traffic (AADT), 18. AADT Year, 125. Unique Approach Identifier		
Overall	38	16	12	10

Table 2. Progress in MIRE FDE preparations for local paved roads based on functional classification from 2024 to 2025			
		April 1, 2023 – March 31, 2024	
	Number of FDE	Assigned	Collected, need to be assigned
Segments	9	3 FDE: 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier	6 FDE: 5. Type of Governmental Ownership, 9. Functional Class, 10. Rural/Urban Designation, 14. Surface Type, 15. Number of Through Lanes, 17. Annual Average Daily Traffic (AADT)
		April 1, 2024 – March 31, 2025	
	Number of FDE	Assigned	Collected, need to be assigned
Segments	9	4 FDE: 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier, 15. Number of Through Lanes	5 FDE: 5. Type of Governmental Ownership, 9. Functional Class, 10. Rural/Urban Designation, 14. Surface Type, 17. Annual Average Daily Traffic (AADT)

Table 3. Progress in MIRE FDE preparations for unpaved roads from 2024 to 2025			
		April 1, 2023 – March 31, 2024	
	Number of FDE	Assigned	Collected, need to be assigned
Segments	5	3 FDE: 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier	2 FDE: 5. Type of Governmental Ownership, 9. Functional Class
		April 1, 2024 – March 31, 2025	
	Number of FDE	Assigned	Collected, need to be assigned
Segments	5	3 FDE: 3. Begin Point Segment Descriptor, 4. End Point Segment Descriptor, 6. Segment Identifier	2 FDE: 5. Type of Governmental Ownership, 9. Functional Class

ND Dept of Transportation
Fund 205 - Motorcycle Safety
For the fiscal years ended June 30, 2016 - May 6, 2025

Revenues -

Sum of Amount	Column										
Month	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
1-July	(17,480.00)	(13,450.00)	(20,055.00)	(18,303.00)	(18,688.00)		(17,611.00)	(21,150.00)	(19,047.00)	(22,340.00)	(168,124.00)
2-August	(12,060.00)	(13,546.67)	(10,160.00)	(13,443.50)	(13,439.00)	(32,787.18)	(13,555.00)	(16,660.00)	(14,220.00)	(11,730.00)	(151,601.35)
3-September	(8,120.00)	(8,359.00)	(7,390.00)	(6,805.00)	(7,290.00)	(8,777.01)	(7,950.00)	(9,415.00)	(8,030.00)	(8,110.00)	(80,246.01)
4-October	(12,830.00)	(11,875.45)	(13,405.00)	(12,710.50)	(13,790.00)		(4,905.00)	(5,468.00)	(4,442.00)	(5,510.00)	(84,935.95)
5-November	(104,705.00)	(93,720.00)	(98,130.00)	(72,429.50)	(72,649.75)	(8,223.00)	(2,900.00)	(2,855.00)	(3,080.00)	(3,170.00)	(461,862.25)
6-December	(65,285.00)	(65,605.00)	(54,003.00)	(83,500.00)	(60,535.25)	(2,700.00)	(2,635.00)	(2,645.00)	(3,355.00)	(2,820.00)	(343,083.25)
7-January	(28,030.00)	(29,132.00)	(29,770.00)	(29,060.00)	(23,935.00)	(19,024.50)	(18,465.00)	(19,660.00)	(42,110.00)	(45,100.00)	(284,286.50)
8-February	(32,340.00)	(27,020.00)	(16,280.00)	(14,980.00)	(25,320.00)	(113,262.00)	(120,598.00)	(106,640.00)	(112,245.00)	(89,865.00)	(658,550.00)
9-March	(65,440.00)	(45,295.00)	(24,920.00)	(30,190.00)	(46,565.00)	(104,825.50)	(73,232.00)	(59,174.00)	(59,760.00)	(74,830.50)	(584,232.00)
10-April	(36,696.00)	(58,282.00)	(58,384.00)	(67,740.00)	(47,800.05)	(58,495.50)	(44,890.00)	(69,010.00)	(77,450.00)		(518,747.55)
11-May	(33,764.00)	(36,732.00)	(60,120.00)	(37,803.50)	(33,541.50)	(35,070.00)	(10,955.00)	(64,840.00)	(40,252.65)		(353,078.65)
12-June	(17,883.00)	(25,719.00)	(27,110.00)	(26,825.00)	(27,838.76)	(27,624.00)	(76,980.00)	(31,261.50)	(25,167.35)		(286,408.61)
Total	(434,633.00)	(428,736.12)	(419,727.00)	(413,790.00)	(391,392.31)	(410,788.69)	(394,676.00)	(408,778.50)	(409,159.00)	(263,475.50)	(3,975,156.12)

Expenditures -

Sum of Sum Amoi	Column										
Month	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
1-July	44,688.00										44,688.00
2-August		119,770.00	91,428.75	67,948.16	103,046.28	210,763.86	0.00		250,637.53	15,093.00	858,687.58
3-September	131,024.00	64,090.00	63,855.00			0.00				118,844.41	377,813.41
4-October	32,224.00	13,136.00	29,895.75	80,249.12	79,061.37	67,946.46	206,416.00	198,556.82	214,988.07	45,000.00	967,473.59
11-May			66,776.64								66,776.64
12-June	315,800.00	300,671.75	206,187.52	251,693.50	105,165.54	234,934.00	280,337.18		304,812.59		1,999,602.08
Total	523,736.00	497,667.75	458,143.66	399,890.78	287,273.19	513,644.32	486,753.18	198,556.82	770,438.19	178,937.41	4,315,041.30

Expenditure Detail -

Sum of Sum Amoi	Column										
Row Labels	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
934 - MOTORCY	523,736.00	497,667.75	458,143.66	399,890.78	287,273.19	513,644.32	486,753.18	198,556.82	770,438.19	178,937.41	4,315,041.30
712180 - Misc. Grants					184,226.91	513,644.32	486,753.18	198,556.82	770,438.19	178,937.41	2,332,556.83
ABATE OF ND					184,226.91	513,644.32	486,753.18	198,556.82	770,438.19	178,937.41	2,332,556.83
712195 - Gra	523,736.00	497,667.75	458,143.66	399,890.78	103,046.28						1,982,484.47
ABATE OF	523,736.00	497,667.75	458,143.66	399,890.78	103,046.28						1,982,484.47
Total	523,736.00	497,667.75	458,143.66	399,890.78	287,273.19	513,644.32	486,753.18	198,556.82	770,438.19	178,937.41	4,315,041.30

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: North Dakota

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRG.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

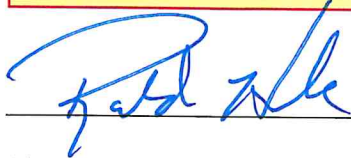
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

7/30/25

Date

Ronald J. Henke

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: North Dakota

Fiscal Year: 2026

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



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Page 45
(location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Page 46
(location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Page 46
(location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Page 47
(location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

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

○ *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

- Coverage of all passenger motor vehicles;

- Minimum fine of at least \$25;

- Exemptions from restraint requirements.

- ☒ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
Pages 47-49 _____ (location).

- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
_____ (location).

- ☒ The State's comprehensive occupant protection program is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 1/27/25 (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at
Attachment I _____ (location);
 - The name and title of the State's designated occupant protection coordinator is
Carol Thurn, Program Manager.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
Page 51 _____ (location).

- ☒ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 1/27/25 (date) (within 5 years of the application due date);

☒ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

[Check the box above only if applying for this grant.]

ALL STATES

- ☒ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☒ The State has designated a TRCC coordinator.
- ☒ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☒ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at Page 52 and Attachment 2 (location).

☒ **PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

[Check the box above only if applying for this grant.]

ALL STATES

- ☒ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☒ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 7/19/23 (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

☒ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- ☒ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 8/1/13 (date) and last amended on 8/1/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

- Legal citation(s):

NDCC 39-20-04.1

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- ☒ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 8/1/13 (date) and last amended on 8/1/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

- Legal citation(s):

Pages 53-54

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☒ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- ☒ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- ☒ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).
Page 55

DISTRACTED DRIVING LAW GRANTS

- ☒ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 8/1/17 (date) and last amended on 8/1/17 (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citations:*
 - Prohibition on texting while driving;
Pages 55-56
 - Definition of covered wireless communication devices;
Pages 55-56
 - Fine for an offense;
Pages 55-56
 - Exemptions from texting ban.
Pages 55-56
- ☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citations:*
 - Prohibition on handheld phone use;
 - Definition of covered wireless communication devices;
 - Fine for an offense;
 - Exemptions from handheld phone use ban.
- ☒ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 8/1/13 (date) and last amended on 8/1/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;
Pages 56-58
- Definition of covered wireless communication devices;
Pages 56-58
- Fine for an offense;
Pages 56-58
- Exemptions from youth cell phone use ban
Pages 56-58



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 8/1/17 (date) and last amended on 8/1/17 (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;
Pages 58-59
- Definition of covered wireless communication devices;
Pages 58-59



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

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



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Ronald J. Henke, NDDOT Director
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- ☒ Motorcycle Safety Foundation Basic Rider Course;
 - ☐ TEAM OREGON Basic Rider Training;
 - ☐ Idaho STAR Basic I;
 - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
 - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at Page 60
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☒ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a Law State—

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

Legal citation(s):

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

☒ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at Page 61 and Attachment 3 (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

☒ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
Pages 62-64

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

☐ **PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

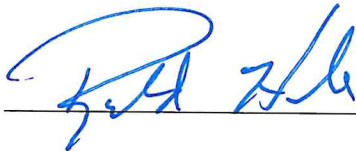
☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☒ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☒ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☒ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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Signature Governor's Representative for Highway Safety

7/30/2025

Date

Ronald J. Henke

Printed name of Governor's Representative for Highway Safety