

NORTH DAKOTA
2024
ANNUAL GRANT APPLICATION



VISION ZERO 
Zero fatalities. Zero excuses.

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Transportation

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

**Annual Grant Application
Federal Fiscal Year 2024**

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There are no updates to North Dakota’s Triennial Highway Safety Plan (3HSP).

(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 3HSP. 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 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 #	PA2402-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$450,000
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 #	CP2409-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$415,000
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	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 #	CP2409-04-01 – Commercial Motor Vehicle
	CP2409-04-02 – Native American Populations
	CP2409-04-03 – Other Areas of Emphasis in the SHSP/Vision Zero Plan such as vulnerable road users
	CP2409-04-04 – Lane Departure

	CP2409-04-05 – Highway Safety Corridors
	CP2409-04-06 – Positive Community Norms
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$350,000
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 four 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 locally 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 and oversees the daily workflow of the Coordinators and acts as a liaison between the Coordinators and 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 #	CP2409-03
Subrecipient or Contractor	Non-Profit 501(c)(3)/North Dakota Association of Counties
Federal Funding Source(s)	402
Amount of Federal Funds	\$1,000,000
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	SmartSigns
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, 2) monitoring driver behavior at each of these sites, 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. 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 #	CP2409-05
Subrecipient or Contractor	Cass County Highway Department
Federal Funding Source(s)	402
Amount of Federal Funds	\$110,000
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	Child Passenger, Bicycle and Pedestrian Safety Education and Outreach
Project Description	
Altru Health System will conduct child passenger, bicycle, 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 Communities
Project Description	
Vision Zero Communities will be designated to create a community culture of personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated. A designated community will commit to create an action plan to lay out a roadmap for the strategies, roles, and responsibilities that will move their community from vision to action to achieve the goal of zero motor vehicle fatalities and serious injuries. Project funds will cover media vendor costs to develop the marketing, media and program materials for each community.	
Location Where the Project is Performed	Individual communities
Subrecipient or Contractor	Media Vendor/Odney
Funding Source(s)	STATE FUNDS

Project Name	Vision Zero Schools
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 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. Project costs are related to marketing, media and program materials for each school.	
Location Where the Project is Performed	Individual schools
Subrecipient or Contractor	Media Vendor/Odney
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, and 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
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, (3) evaluation of select traffic safety interventions as identified by the Highway Safety Division, and (4) observational surveys. 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
Project Agreement #	CP2409-06-01 – Program Development and Evaluation for Community Traffic Safety Programs

	CP2409-06-02 – Program Development and Evaluation for Safe System Analysis, Driver Education and Occupant Protection Support
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	402
Amount of Federal Funds	\$395,000
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	Data/Evaluation

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 #	DD2411-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$8,500
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 #	DD2411-03
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405e
Amount of Federal Funds	\$230,000
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 #	DD2411-02
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	402
Amount of Federal Funds	\$150,000
Eligible Use of Funds	402 Distracted Driving
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 #	ID2410-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$275,000
Eligible Use of Funds	402 Impaired 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	
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 the 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 #	ID2410-03-01 – Media and Outreach for Impaired Driving
	ID2410-13-02 – Going Out? Campaign – North Dakota Highway Patrol

Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402, 405d
Amount of Federal Funds	\$917,243 (405d) \$50,000 (402)
Eligible Use of Funds	402 Impaired Driving 405d Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

Project Name		Parents LEAD
Project Description		
Parents LEAD provides education and awareness to parents about the importance of their involvement and intervention to change the drinking culture in North Dakota. Increasing protective factors can decrease underage drinking and overconsumption which will reduce future impaired driving incidents. Parents LEAD program materials include a website (www.parentslead.org) with an option to register for email updates, television and radio ads, print materials, and a Facebook page. The funds provided for Parents LEAD will be for media placement during high school events to promote the program materials with a focus on reducing underage drinking and driving.		
Location Where the Project is Performed	Statewide	
Project Agreement #	ID2410-10	
Subrecipient or Contractor	North Dakota Dept. of Health and Human Services	
Federal Funding Source(s)	402	
Amount of Federal Funds	\$100,000	
Eligible Use of Funds	402 Impaired Driving	
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 taxi 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 taxi 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 activity 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 up to 5 in-car video cameras. Only agencies currently conducting quality impaired driving enforcement will be considered for funding.</p>				
	Item	Quantity	Unit cost	Total Cost
	In-Car Video Cameras	5 units	\$6,000	\$30,000
Location Where the Project is Performed	Statewide			
Project Agreement #	ID2410-02 – Impaired Driving			
	ID2410-12 – Underage Drinking			
	ID2410-05 – In-Car Video Cameras			
Subrecipient or Contractor	State, County and City Law Enforcement Agencies			
Federal Funding Source(s)	164 Transfer			
Amount of Federal Funds	\$905,130			
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 #	ID2410-09-02
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405d
Amount of Federal Funds	\$3,000
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 and Tablets
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, and one-time costs toward the purchase of tablets, tablet cases, and other accessory equipment as needed for each DRE to use the DRE Data Entry and Management System.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2410-09-03
	ID2410-09-04
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	405d
Amount of Federal Funds	\$85,000
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	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 joint North Dakota States Attorney Association and Drug Evaluation and Classification conference. This conference provides an opportunity for law enforcement and their local prosecutors to train together on drug-impaired driving topics. Costs will include resource support for the trainings such as training 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 #	ID2410-09-01
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	405d
Amount of Federal Funds	\$175,000
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	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 Prosecutors (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, travel, operations, and program costs associated with the TSRP program.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2410-07
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	\$260,000 (164 Transfer) \$5,823 (402 CP)

Eligible Use of Funds	164 Transfer DUI Courts and Support and 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. Funds will provide for the salaries, 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 #	ID2410-08-02
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	405d
Amount of Federal Funds	\$225,000
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	
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 develop 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.	
Location Where the Project is Performed	Statewide
Project Agreement #	ID2410-08-01
Subrecipient or Contractor	NDSU UGPTI

Federal Funding Source(s)	405d
Amount of Federal Funds	\$225,000
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 2024.</p> <table border="1" data-bbox="354 758 1268 942"> <thead> <tr> <th>Item</th> <th>Quantity</th> <th>Unit cost</th> <th>Total Cost</th> </tr> </thead> <tbody> <tr> <td>Intoxilizer I-9000</td> <td>26</td> <td>\$9,346</td> <td>\$242,996</td> </tr> <tr> <td>Intoxilizer Gas Standard Cylinders</td> <td>1</td> <td>\$6,400</td> <td>\$6,400</td> </tr> </tbody> </table> <p>The Intoxilizer 9000s will be distributed to law enforcement for enforcement purposes and some units will be retained by the State Toxicology Laboratory for training purposes. The gas cylinder is used in conjunction with the Intoxilizer 9000. The State Toxicology Lab calibrates the units and provides law enforcement training on the use of the units. These devices are used by law enforcement to conduct breath analysis of impaired drivers. All capital equipment will meet the Buy America Act requirements.</p>			Item	Quantity	Unit cost	Total Cost	Intoxilizer I-9000	26	\$9,346	\$242,996	Intoxilizer Gas Standard Cylinders	1	\$6,400	\$6,400
Item	Quantity	Unit cost	Total Cost												
Intoxilizer I-9000	26	\$9,346	\$242,996												
Intoxilizer Gas Standard Cylinders	1	\$6,400	\$6,400												
Location Where the Project is Performed	Statewide														
Project Agreement #	ID2410-06-01														
Subrecipient or Contractor	North Dakota Office of Attorney General State Toxicology Lab														
Federal Funding Source(s)	405d														
Amount of Federal Funds	\$350,000 (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	
An Oral Fluid Technical Advisory Committee has developed standards, best practices, and policies for an oral fluid feasibility study. The Committee consists of prosecutors, law enforcement, lab personnel, research and evaluation, and the Highway Safety Division, with the Traffic Safety Resource Prosecutors 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.	
Location Where the Project is Performed	Location of participating law enforcement agencies
Project Agreement #	ID2410-11
Subrecipient or Contractor	North Dakota Office of Attorney General State Toxicology Lab
Federal Funding Source(s)	405d 24/7 Sobriety
Amount of Federal Funds	\$83,302
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 #	MC2406-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$22,500
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 #	MC2406-02
Subrecipient or Contractor	ABATE of North Dakota
Federal Funding Source(s)	405f
Amount of Federal Funds	\$93,380
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 NDSMP 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 NDSMP 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 #	OP2405-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$225,000
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
Project Agreement #	OP2405-06
Subrecipient or Contractor	Media Vendor/Odney

Federal Funding Source(s)	405b
Amount of Federal Funds	\$460,048
Eligible Use of Funds	405b Low HVE
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

(2) Strategy: Outreach

Project Name	Child Passenger Safety Program Administration & Car Seat Distribution
Project Description	
<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) five 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 4-5 CPS certification trainings in North Dakota annually. Certified CPS instructors assist to conduct 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 #	OP2405-02 – Child Passenger Safety - Program Administration
	OP2405-07 – Child Passenger Safety - Car Seat Distribution
Subrecipient or Contractor	North Dakota Dept. of Health and Human Services
Federal Funding Source(s)	402

Amount of Federal Funds	\$250,000 – Program Administration \$40,000 – Car Seat Distribution
Eligible Use of Funds	402 Child Restraint
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 Minot, 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 social media boosts, flyers and vinyl clings, heatstroke display with stand, signage and temperature display, and travel costs.
Location Where the Project is Performed	Statewide through Safe Kids program locations
Project Agreement #	OP2405-08
Subrecipient or Contractor	Altru Health System – Safe Kids Grand Forks
Federal Funding Source(s)	402
Amount of Federal Funds	\$80,000
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 July. 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 #	OP2405-05
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	402
Amount of Federal Funds	\$400,000
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

(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 #	OP2405-03 – Observational Seat Belt Survey
	OP2405-04 – Observational Child Passenger Safety Survey
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	402
Amount of Federal Funds	\$100,000 – 402 OP \$30,000 – 402 CR
Eligible Use of Funds	402 Occupant Protection and 402 Child Restraint
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

Program Area: Police Traffic 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 #	PT2402-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$12,500
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 #	PT2402-04-01
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$30,000
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

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 #	PT2402-04-02
Subrecipient or Contractor	North Dakota Highway Patrol
Federal Funding Source(s)	402
Amount of Federal Funds	\$200,000
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
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(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 #	PT2402-03
Subrecipient or Contractor	North Dakota Information Technology (ND IT)
Federal Funding Source(s)	402
Amount of Federal Funds	\$35,000
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 #	SC2407-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$4,000
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 campaign is targeted to North Dakotans aged 18-54 and will address both speeding 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 #	SC2407-03
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$344,500
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 45 radar units.</p>	
Location Where the Project is Performed	Statewide
Project Agreement #	SC2407-04 – Speed High Visibility Enforcement
	SC2407-02 – Radar Equipment
Subrecipient or Contractor	State, County and City Law Enforcement Agencies
Federal Funding Source(s)	402
Amount of Federal Funds	\$544,500
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.	
Location Where the Project is Performed	NDDOT Central Office - Bismarck
Project Agreement #	TR2404-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$350,000
Eligible Use of Funds	402 Traffic Records
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 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. North Dakota completed a TraCS software upgrade of both TraCS Web and TraCS Client to version 19.01.09 in 2021. 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.	
Location Where the Project is Performed	Statewide by all law enforcement agencies
Project Agreement #	TR2404-03
Subrecipient or Contractor	IT Vendor/Affinity Global Solutions
Federal Funding Source(s)	405c
Amount of Federal Funds	\$700,000
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	Crash Data System Replacement Project
Project Description	
This project will provide for the system replacements necessary to allow migration away from the Crash Reporting System (CRS) to a single electronic crash report system, TraCS. Directly integrating TraCS data through system interfaces with the Driver's License system, Highway Patrol system and software applications such as business intelligence (BI) software, AASHTOWare Safety, ArcGIS, etc. will enhance crash data reliability, and access by state and local agencies. Costs include in-house information technology hourly fees to complete necessary changes to replace CRS.	
Location Where the Project is Performed	NDDOT Central Office
Project Agreement #	TR2404-02
Subrecipient or Contractor	North Dakota Information Technology (ND IT)
Federal Funding Source(s)	405c
Amount of Federal Funds	\$262,823
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). The annual cost of the license fee is \$93,800. Costs will be limited to the payment of the licensing fee.	
Location Where the Project is Performed	Statewide by all law enforcement agencies
Subrecipient or Contractor	Iowa Dept. of Transportation
Funding Source(s)	STATE FUNDS

Project Name	Crash Data Analysis Tool (AASHTOWare Safety)
Project Description	
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.	
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, 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 #	TSP2408-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$41,000
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

(1) 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 #	TSP2408-03
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 Warning Letter
Project Description	
This project consists of mailing an Early Warning Letter (EWL) 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 EWL is an effective tool to reduce recidivism among first-time teen violators. The EWL provides information to the teen and parent/guardian that teens are at high risk for crashes and provides resources to them to increase their knowledge related to traffic safety law, the consequences of engaging in unsafe habits early in their driving careers, and the importance of personal responsibility. Costs are for 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

(2) Strategy: Training/Technical Assistance

Project Name	Driver Education Curriculum and Support
Project Description	
This project will promote, distribute, and provide technical assistance to driver education instructors related to the curriculum, the North Dakota Driver Risk Prevention Curriculum Playbook. 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 #	DE2408-02-01
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$50,000
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 Parent Program
Project Description	
The program will develop an online Driver Education Parent Program. Parental involvement is important in the reduction of teen crashes. This program will inform parents about the permit/license process, ND GDL laws, teen statistics, risks factors, practice driving logs, What Driver Education Instructors will be teaching, etc. This program will explain the risk factors and how GDL works to reduce those risks to help parents supervise teens through the first years of driving.	
Location Where the Project is Performed	Statewide to all driver education programs
Project Agreement #	DE2408-02-02
Subrecipient or Contractor	Events Vendor/Odney
Federal Funding Source(s)	402
Amount of Federal Funds	\$30,000
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 Virtual Learning										
Project Description											
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 will be contributed toward the total purchase price.											
	<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 #	DE2408-03										
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

(3) Strategy: Data/Evaluation

Project Name	Program Development and Evaluation
Project Description	
Program evaluation supports the Highway Safety Division’s planning, program development, and resource allocation decisions. The North Dakota State University (NDSU) Upper Great Plains Transportation Institute (UGPTI) will evaluate the teen driver education program, within the GDL, as a tool to improve inexperienced drivers’ understanding and skills development for safe independent driving. Costs are for the contractual services of UGPTI and include an approved indirect cost rate.	
Location Where the Project is Performed	Statewide
Project Agreement #	DE2408-04
Subrecipient or Contractor	NDSU UGPTI
Federal Funding Source(s)	402
Amount of Federal Funds	\$75,000
Eligible Use of Funds	402 Driver Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Data/Evaluation

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 #	EM2403-01
Subrecipient or Contractor	NDDOT Highway Safety Division
Federal Funding Source(s)	402
Amount of Federal Funds	\$6,700
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

(2) Strategy: Training/Technical Assistance

Project Name	Traffic Incident Management Training
Project Description	
Responder training will be focused primarily on the identified Traffic Incident Management (TIM) disciplines including communications, emergency management, emergency medical services, fire/rescue, law enforcement, towing and recovery, and NDDOT personnel. The proposed training will include: <ul style="list-style-type: none"> • At least 4 regional TIM classes and other provided as requested. (4-hour class) • At least 2 statewide classes on responding to alternative fuel vehicle incidents. (8-hour class) • At least 4 classes to train towing and recovery operators in safe, quick clearance techniques. (2-day, 8-hour class) All responders attending the training will receive a certificate or certification card.	
Location Where the Project is Performed	Statewide access by emergency personnel at selected training locations
Subrecipient or Contractor	Non-Profit 501(c)(3)/HERT Foundation
Funding Source(s)	STATE FUNDS

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 for the projects identified below 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 #	RD2412-01 – Move Over Campaign
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405h
Amount of Federal Funds	\$42,380
Eligible Use of Funds	405h Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

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

**Section 405 Grant Applications
Federal Fiscal Year 2024**

405(b) Occupant Protection

Occupant Protection Program Area Plan

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

Program Area Name	Projects
Community Traffic Safety Program	Media and Outreach - Native American – CP2409-04-02 Vision Zero Community Outreach Program – CP2409-03
Occupant Protection (Adult and Child Passenger Safety)	Child Passenger Safety – Program Administration- OP2405-02 Child Passenger Safety – Car Seat Distribution –OP2405-07 Child Passenger Safety Education & Outreach-State Funds Media and Outreach – OP2405-06 Observational Seat Belt & CPS Survey – OP2405-03, OP2405-04
Enforcement	High Visibility Enforcement – OP2405-05
Young Drivers	Early Warning Letter – State Funds Driver Education Curriculum and Support – DE2408-02-01 Vision Zero Teen Driving Skills for Success – State Funds Alive at 25 Defensive Driving Program – TSP2408-03 Driver Education Simulators – DE2408-03 Driver Education Parent Program – DE2408-02-02 Program Development and Evaluation – Teen Drivers – DE2408-04

Please see North Dakota’s triennial HSP pages 73-75 for detail related to data-driven performance targets and countermeasure strategies.

Participation in Click It or Ticket National Mobilization

Agencies to Participate in the Click It or Ticket National Mobilization		
North Dakota Highway Patrol	Grant County SO	University of North Dakota PD
Barnes County SO	Jamestown PD	Valley City PD
Benson County SO	Lincoln PD	Wahpeton PD
Beulah PD	McKenzie County SO	Walsh County SO
Bismarck PD	McLean County SO	Ward County SO
Burleigh County SO	Minot PD	Watford City PD
Burlington PD	Morton County SO	West Fargo PD
Cass County SO	Pembina County SO	Williams County SO
Devils Lake PD	Ramsey County SO	Williston PD
Dickinson PD	Ransom County SO	
Dunn County SO	Renville County SO	
Eddy County SO	Stutsman County SO	
Fargo PD	Surrey PD	
Grand Forks PD	Tioga PD	
Grand Forks County SO	Traill County SO	

Planned Participation in Click-it-or-Ticket

Through data analysis the Safety Division 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.

Table 1 shows North Dakota's total crashes, injuries, and fatalities by county for the years 2018-2022. The column "Unrestrained Severe Crashes****" shows the counties (bolded) that will be engaged to participate in occupant protection HVE and that account for more than 75percent of unrestrained severe crashes.

Table 1

North Dakota Severe* Traffic Crashes by County, CY2018 2022					
County	2020 Population**	Severe Crashes	Alcohol Related Severe Crashes	Speed Related Severe Crashes	Unrestrained Severe Crashes****
Adams	2,271	7	3	3	2
Barnes	10,592	57	17	24	21
Benson	6,860	22	14	10	9
Billings	886	10	1	6	2
Bottineau	6,418	28	11	10	13
Bowman	3,091	4	0	2	4
Burke	2,142	4	3	0	1
Burleigh	95,509	213	39	101	28
Cass	179,937	280	85	105	32
Cavalier	3,769	7	0	2	1
Dickey	4,857	13	2	4	3
Divide	2,289	9	5	6	2
Dunn	4,362	32	9	10	12
Eddy	2,262	7	2	2	2
Emmons	3,262	15	5	1	6
Foster	3,231	3	0	0	1
Golden Valley	1,796	8	3	0	4
Grand Forks	70,243	128	34	45	26
Grant	2,318	9	1	4	2
Griggs	2,414	10	3	3	2
Hettinger	2,510	4	2	0	1
Kidder	2,468	19	5	7	7
Lamoure	4,225	16	7	4	5
Logan	1,743	4	1	1	2
McHenry	5,825	32	10	17	9
McIntosh	2,535	13	4	6	6
McKenzie	13,836	135	36	52	44

McLean	9,531	47	22	18	17
Mercer	8,359	20	3	6	2
Morton	31,118	102	32	37	24
Mountrail	10,348	42	11	15	12
Nelson	2,864	19	6	11	7
Oliver	1,962	9	6	4	2
Pembina	6,850	32	11	6	8
Pierce	4,061	11	3	2	5
Ramsey	11,521	26	7	8	5
Ransom	5,258	14	7	3	7
Renville	2,387	4	1	1	1
Richland	16,245	54	22	20	12
Rolette	14,437	28	15	9	9
Sargent	3,899	17	6	9	5
Sheridan	1,289	9	5	4	7
Sioux	4,339	7	2	2	4
Slope	788	2	0	0	0
Stark	31,164	81	21	23	24
Steele	1,817	3	1	0	2
Stutsman	20,879	66	11	20	9
Towner	2,191	6	3	1	1
Traill	7,999	29	8	13	10
Walsh	10,642	41	17	12	13
Ward	68,968	187	51	66	31
Wells	3,889	8	1	1	3
Williams	36,044	164	43	72	44
Grand Total	760,394	2,117	617	788	511
Total Crashes In High-Risk Counties		1,555	459	590	337
Percent of Crashes In High-Risk Counties		73%	74%	75%	66%

Bolded counties and counts identify counties where overtime enforcement efforts will be focused

*Severe crashes include fatal and serious (incapacitating) injury traffic crashes.

**Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-year Estimates

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

Child Restraint Inspection Stations

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

Countermeasure Strategy
Outreach
Training/Technical Assistance

Planned activities demonstrating an active network of child passenger safety inspection stations:

Unique Identifier	Planned Activity Name
OP2405-02	Child Passenger Safety – Program Administration
OP2405-07	Child Passenger Safety – Car Seat Distribution

Total number of planned inspection stations in North Dakota: 554

Total number of planned inspection stations in the State serving each of the following population categories: urban, rural, and at-risk (all fitting stations reaches at-risk [racial, ethnic and low-income] populations):

Populations served - urban:	102
Populations served - rural:	403
Populations served - at risk:	505

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

Child Passenger Safety Technicians

Countermeasure strategies for recruiting, training, and maintaining a sufficient number of child passenger safety technicians. The program works with all the CPS instructors and CPS 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 ND CPS techs yearly to assist them with getting CPS CEUs. 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. The flyer is shared electronically and through the postal mail to stakeholders that may be interested in attending:

Countermeasure Strategy
Outreach
Training/Technical Assistance

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

Unique Identifier	Planned Activity Name
OP2405-02	Child Passenger Safety – Program Administration
OP2405-07	Child Passenger Safety – Car Seat Distribution

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians. These classes will be held 5 different locations across the state to get the greatest numbers of cps technicians to attend.

Estimated total number of classes: 5

Estimated total number of technicians: 80

Qualification Criteria for a Lower Seat Belt Use Rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High-risk population countermeasure programs: No

Comprehensive occupant protection program: Yes

Occupant protection program assessment: Yes

Seat Belt Enforcement

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

Countermeasure Strategy
Communications
Enforcement

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

Unique Identifier	Planned Activity Name
OP2405-06	Media and Outreach
OP2405-05	High Visibility Enforcement

Comprehensive Occupant Protection Program

Occupant Protection Program Assessment:

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State: 1/13/2020

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 3
- Countermeasure strategies – page 8
- Program management strategy – page 8

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

Countermeasure Strategy
Communications
Data/Evaluation
Enforcement
Outreach
Training/Technical Assistance
CPS Program Administration
CPS Restraints

Program Management Strategy

Name and title of the State's designated occupant protection coordinator: Designated occupant protection coordinator name: Carol Thurn Designated occupant protection coordinator title: Program Manager

List of Task for Participants and Organizations

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
Kadrmaz	Wade	NDHP - HQ Bismarck
Koebele	Courtney	ND Medical Association
Kovarik	Christa	NDHP - NW Garrison
LaDoucer	Gene	AAA North Dakota
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: *1/13/2020*

405(c) State Traffic Safety Information System Improvements

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

North Dakota has demonstrated quantitative improvement with the following traffic records system performance measures.

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software for the collection of crash data from State, county, and city law enforcement. TraCS has forms that collect crash, citation and Report and Notice/Driving Under the Influence data.

Both of the following performance measures use data from the TraCS database.

(1) Percent of Law Enforcement Agencies Submitting Crash Reports Within Ten Days

North Dakota Century Code 39-08-13 paragraph 3 states that *“Every law enforcement officer who investigates a vehicle accident for which a report must be made as required in this chapter shall forward a report of such accident the department within ten days after the accident.”*

Core Database: Crash

Performance Attribute: Timeliness

Supporting Documentation:

- **Baseline – April 1, 2020- March 31, 2021**
 - 42.40% (39 out of 92) of agencies submitted crash reports to TraCS within 10 days.
- **Year 1 – April 1, 2021 - March 31, 2022**
 - 57.60% (53 out of 92) of agencies submitted crash reports to TraCS within 10 days.
- **Year 2 – April 1, 2022 - March 31, 2023**
 - 57.80% (52 out of 90) of agencies submitted crash reports to TraCS within 10 days.

Crash data was gathered from the TraCS database to determine the percent of agencies submitting crash reports within ten days of crash. Data supporting this measure is provided in **Attachment 2**.

Some fields are blank for the following reasons:

- The agency is no longer in existence
- The agency did not have any reportable crashes during the time period
- The agency did have reportable crashes but for some reason did not report them to the state
- The agency did have reportable crashes but either did not validate the report or never accepted the report, so it did not transmit to the NDDOT

(2) Percent of Citations with Valid Race and Ethnicity

Race and ethnicity data fields were added to the TraCS citation form in July of 2021.

Core Database: Citation

Performance Attribute: Completeness

Supporting Documentation:

- **Baseline – April 1, 2021 - March 31, 2022**
Complete reporting for race data: 49.9% (42,392 of 85,027 citations)
Complete reporting for ethnicity data: 51.0% (43,339 of 85,027 citations)
- **Year 1 – April 1, 2022 - March 31, 2023**
Complete reporting for race data: 84.5% (72,295 of 85,596 citations)
Complete reporting for ethnicity data: 86.2% (73,818 of 85,596 citations)

Citation data was gathered from the TraCS database. Data supporting this measure is provided in **Attachment 3**, an Excel spreadsheet entitled “*Citation Data – Race and Ethnicity.*”

405(d) Impaired Driving Countermeasures

The North Dakota Impaired Driving Strategic Plan is included as **Attachment 4**.

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

Program Information

State program information that authorizes a statewide 24-7 sobriety program: No

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.

- 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*.

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

County or Political Subdivision	Number of Registered Motorcycles
Burleigh/Morton	6,363
Cass	7,316
Grand Forks	2,841
Stark	1,913
Stutsman	1,200
Williams	2,129

Total # of registered motorcycles in State: 37,518

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

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.

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 5 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 has passed a law requiring drivers approaching a disabled vehicle displaying hazard warning lights to make a lane change into an available lane not immediately adjacent to the disabled vehicle, or to slow down to a reasonable and prudent speed that is safe for conditions. This law aims to protect all North Dakotans and travelers on North Dakota roadways by extending existing Slow Down, Move over protections to any disabled vehicle flashers on or at the roadside.

As part of this law, a communication program will be conducted statewide using a variety of media, including mass media, to achieve broad reach and saturation of the campaign message and information. This media will provide awareness, messaging, and education of the “Slow Down, Move Over” law. We urge all drivers to comply with this law to ensure the safety of all individuals on North Dakota roadways.

Across the country, nearly 350 people are struck and killed every year while outside a disabled vehicle.

- In 2019, across the country, 44 emergency responders who were working at the roadway were struck and killed, including 18 law enforcement officers, 14 tow truck operators, 3 mobile mechanics, and 9 firefighters and EMS personnel.
- According to the Centers for Disease Control and Prevention, the towing industry is 15 times deadlier than all other private industries combined. On average, a tow truck driver is killed every other week in the United States while assisting stranded motorists.

In North Dakota, an average of one stationary vehicle is struck each month along the state’s interstate or multi-lane highways (2017-2021).

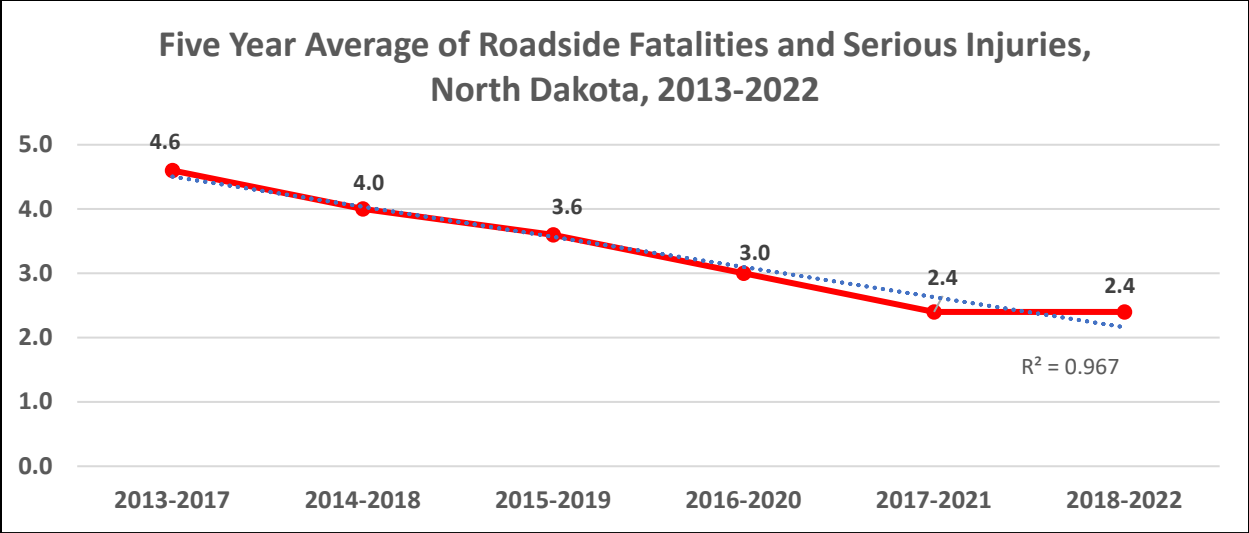
- Tow contractors have reported numerous near misses or had their vehicles struck while rendering assistance to stranded motorists.
- The North Dakota Highway Patrol records on average of 2,980 motorists assists each year along the state’s interstate and multi-lane highways (2017-2021).
- Twelve (12) NDHP vehicles have been struck along the state’s highways since 2016.

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

FY 2023 Status: New Measure for FFY 2024-2026

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. The current 5-year average of roadside fatalities and serious injuries (2018-2022) is 2.4.



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

Identified strategies will work to reduce roadside crashes resulting in fatality and serious injury.

Project Name	Media and Outreach Move Over Campaign
Project Description	A media vendor will develop and implement media campaigns for the projects identified below 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.	
Project Agreement #	RD2412-01 – Move Over Campaign
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405h
Amount of Federal Funds	\$42,380
Eligible Use of Funds	405h Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications

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

**Section 405 Grant Applications
Federal Fiscal Year 2024**

405(b) Occupant Protection

Occupant Protection Program Area Plan

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

Program Area Name	Projects
Community Traffic Safety Program	Media and Outreach - Native American – CP2409-04-02 Vision Zero Community Outreach Program – CP2409-03
Occupant Protection (Adult and Child Passenger Safety)	Child Passenger Safety – Program Administration- OP2405-02 Child Passenger Safety – Car Seat Distribution –OP2405-07 Child Passenger Safety Education & Outreach-State Funds Media and Outreach – OP2405-06 Observational Seat Belt & CPS Survey – OP2405-03, OP2405-04
Enforcement	High Visibility Enforcement – OP2405-05
Young Drivers	Early Warning Letter – State Funds Driver Education Curriculum and Support – DE2408-02-01 Vision Zero Teen Driving Skills for Success – State Funds Alive at 25 Defensive Driving Program – TSP2408-03 Driver Education Simulators – DE2408-03 Driver Education Parent Program – DE2408-02-02 Program Development and Evaluation – Teen Drivers – DE2408-04

Please see North Dakota’s triennial HSP pages 73-75 for detail related to data-driven performance targets and countermeasure strategies.

Participation in Click It or Ticket National Mobilization

Agencies to Participate in the Click It or Ticket National Mobilization		
North Dakota Highway Patrol	Grant County SO	University of North Dakota PD
Barnes County SO	Jamestown PD	Valley City PD
Benson County SO	Lincoln PD	Wahpeton PD
Beulah PD	McKenzie County SO	Walsh County SO
Bismarck PD	McLean County SO	Ward County SO
Burleigh County SO	Minot PD	Watford City PD
Burlington PD	Morton County SO	West Fargo PD
Cass County SO	Pembina County SO	Williams County SO
Devils Lake PD	Ramsey County SO	Williston PD
Dickinson PD	Ransom County SO	
Dunn County SO	Renville County SO	
Eddy County SO	Stutsman County SO	
Fargo PD	Surrey PD	
Grand Forks PD	Tioga PD	
Grand Forks County SO	Traill County SO	

Planned Participation in Click-it-or-Ticket

Through data analysis the Safety Division 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.

Table 1 shows North Dakota's total crashes, injuries, and fatalities by county for the years 2018-2022. The column "Unrestrained Severe Crashes****" shows the counties (bolded) that will be engaged to participate in occupant protection HVE and that account for more than 75percent of unrestrained severe crashes.

Table 1

North Dakota Severe* Traffic Crashes by County, CY2018 2022					
County	2020 Population**	Severe Crashes	Alcohol Related Severe Crashes	Speed Related Severe Crashes	Unrestrained Severe Crashes****
Adams	2,271	7	3	3	2
Barnes	10,592	57	17	24	21
Benson	6,860	22	14	10	9
Billings	886	10	1	6	2
Bottineau	6,418	28	11	10	13
Bowman	3,091	4	0	2	4
Burke	2,142	4	3	0	1
Burleigh	95,509	213	39	101	28
Cass	179,937	280	85	105	32
Cavalier	3,769	7	0	2	1
Dickey	4,857	13	2	4	3
Divide	2,289	9	5	6	2
Dunn	4,362	32	9	10	12
Eddy	2,262	7	2	2	2
Emmons	3,262	15	5	1	6
Foster	3,231	3	0	0	1
Golden Valley	1,796	8	3	0	4
Grand Forks	70,243	128	34	45	26
Grant	2,318	9	1	4	2
Griggs	2,414	10	3	3	2
Hettinger	2,510	4	2	0	1
Kidder	2,468	19	5	7	7
Lamoure	4,225	16	7	4	5
Logan	1,743	4	1	1	2
McHenry	5,825	32	10	17	9
McIntosh	2,535	13	4	6	6
McKenzie	13,836	135	36	52	44

McLean	9,531	47	22	18	17
Mercer	8,359	20	3	6	2
Morton	31,118	102	32	37	24
Mountrail	10,348	42	11	15	12
Nelson	2,864	19	6	11	7
Oliver	1,962	9	6	4	2
Pembina	6,850	32	11	6	8
Pierce	4,061	11	3	2	5
Ramsey	11,521	26	7	8	5
Ransom	5,258	14	7	3	7
Renville	2,387	4	1	1	1
Richland	16,245	54	22	20	12
Rolette	14,437	28	15	9	9
Sargent	3,899	17	6	9	5
Sheridan	1,289	9	5	4	7
Sioux	4,339	7	2	2	4
Slope	788	2	0	0	0
Stark	31,164	81	21	23	24
Steele	1,817	3	1	0	2
Stutsman	20,879	66	11	20	9
Towner	2,191	6	3	1	1
Traill	7,999	29	8	13	10
Walsh	10,642	41	17	12	13
Ward	68,968	187	51	66	31
Wells	3,889	8	1	1	3
Williams	36,044	164	43	72	44
Grand Total	760,394	2,117	617	788	511
Total Crashes In High-Risk Counties		1,555	459	590	337
Percent of Crashes In High-Risk Counties		73%	74%	75%	66%

Bolded counties and counts identify counties where overtime enforcement efforts will be focused

*Severe crashes include fatal and serious (incapacitating) injury traffic crashes.

**Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-year Estimates

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

Child Restraint Inspection Stations

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

Countermeasure Strategy
Outreach
Training/Technical Assistance

Planned activities demonstrating an active network of child passenger safety inspection stations:

Unique Identifier	Planned Activity Name
OP2405-02	Child Passenger Safety – Program Administration
OP2405-07	Child Passenger Safety – Car Seat Distribution

Total number of planned inspection stations in North Dakota: 554

Total number of planned inspection stations in the State serving each of the following population categories: urban, rural, and at-risk (all fitting stations reaches at-risk [racial, ethnic and low-income] populations):

Populations served - urban:	102
Populations served - rural:	403
Populations served - at risk:	505

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

Child Passenger Safety Technicians

Countermeasure strategies for recruiting, training, and maintaining a sufficient number of child passenger safety technicians. The program works with all the CPS instructors and CPS 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 ND CPS techs yearly to assist them with getting CPS CEUs. 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. The flyer is shared electronically and through the postal mail to stakeholders that may be interested in attending:

Countermeasure Strategy
Outreach
Training/Technical Assistance

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

Unique Identifier	Planned Activity Name
OP2405-02	Child Passenger Safety – Program Administration
OP2405-07	Child Passenger Safety – Car Seat Distribution

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians. These classes will be held 5 different locations across the state to get the greatest numbers of cps technicians to attend.

Estimated total number of classes: 5

Estimated total number of technicians: 80

Qualification Criteria for a Lower Seat Belt Use Rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High-risk population countermeasure programs: No

Comprehensive occupant protection program: Yes

Occupant protection program assessment: Yes

Seat Belt Enforcement

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

Countermeasure Strategy
Communications
Enforcement

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

Unique Identifier	Planned Activity Name
OP2405-06	Media and Outreach
OP2405-05	High Visibility Enforcement

Comprehensive Occupant Protection Program

Occupant Protection Program Assessment:

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State: 1/13/2020

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 3
- Countermeasure strategies – page 8
- Program management strategy – page 8

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

Countermeasure Strategy
Communications
Data/Evaluation
Enforcement
Outreach
Training/Technical Assistance
CPS Program Administration
CPS Restraints

Program Management Strategy

Name and title of the State's designated occupant protection coordinator: Designated occupant protection coordinator name: Carol Thurn Designated occupant protection coordinator title: Program Manager

List of Task for Participants and Organizations

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
Kadmas	Wade	NDHP - HQ Bismarck
Koebele	Courtney	ND Medical Association
Kovarik	Christa	NDHP - NW Garrison
LaDoucer	Gene	AAA North Dakota
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: *1/13/2020*

405(c) State Traffic Safety Information System Improvements

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

North Dakota has demonstrated quantitative improvement with the following traffic records system performance measures.

The State of North Dakota uses the TraCS (Traffic and Criminal Software) electronic crash reporting software for the collection of crash data from State, county, and city law enforcement. TraCS has forms that collect crash, citation and Report and Notice/Driving Under the Influence data.

Both of the following performance measures use data from the TraCS database.

(1) Percent of Law Enforcement Agencies Submitting Crash Reports Within Ten Days

North Dakota Century Code 39-08-13 paragraph 3 states that *“Every law enforcement officer who investigates a vehicle accident for which a report must be made as required in this chapter shall forward a report of such accident the department within ten days after the accident.”*

Core Database: Crash

Performance Attribute: Timeliness

Supporting Documentation:

- **Baseline – April 1, 2020- March 31, 2021**
 - 42.40% (39 out of 92) of agencies submitted crash reports to TraCS within 10 days.
- **Year 1 – April 1, 2021 - March 31, 2022**
 - 57.60% (53 out of 92) of agencies submitted crash reports to TraCS within 10 days.
- **Year 2 – April 1, 2022 - March 31, 2023**
 - 57.80% (52 out of 90) of agencies submitted crash reports to TraCS within 10 days.

Crash data was gathered from the TraCS database to determine the percent of agencies submitting crash reports within ten days of crash. Data supporting this measure is provided in **Attachment 2**.

Some fields are blank for the following reasons:

- The agency is no longer in existence
- The agency did not have any reportable crashes during the time period
- The agency did have reportable crashes but for some reason did not report them to the state
- The agency did have reportable crashes but either did not validate the report or never accepted the report, so it did not transmit to the NDDOT

(2) Percent of Citations with Valid Race and Ethnicity

Race and ethnicity data fields were added to the TraCS citation form in July of 2021.

Core Database: Citation

Performance Attribute: Completeness

Supporting Documentation:

- **Baseline – April 1, 2021 - March 31, 2022**
Complete reporting for race data: 49.9% (42,392 of 85,027 citations)
Complete reporting for ethnicity data: 51.0% (43,339 of 85,027 citations)
- **Year 1 – April 1, 2022 - March 31, 2023**
Complete reporting for race data: 84.5% (72,295 of 85,596 citations)
Complete reporting for ethnicity data: 86.2% (73,818 of 85,596 citations)

Citation data was gathered from the TraCS database. Data supporting this measure is provided in **Attachment 3**, an Excel spreadsheet entitled “*Citation Data – Race and Ethnicity.*”

405(d) Impaired Driving Countermeasures

The North Dakota Impaired Driving Strategic Plan is included as **Attachment 4**.

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

Program Information

State program information that authorizes a statewide 24-7 sobriety program: No

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.

- 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*.

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

County or Political Subdivision	Number of Registered Motorcycles
Burleigh/Morton	6,363
Cass	7,316
Grand Forks	2,841
Stark	1,913
Stutsman	1,200
Williams	2,129

Total # of registered motorcycles in State: 37,518

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

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.

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 5 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 has passed a law requiring drivers approaching a disabled vehicle displaying hazard warning lights to make a lane change into an available lane not immediately adjacent to the disabled vehicle, or to slow down to a reasonable and prudent speed that is safe for conditions. This law aims to protect all North Dakotans and travelers on North Dakota roadways by extending existing Slow Down, Move over protections to any disabled vehicle flashers on or at the roadside.

As part of this law, a communication program will be conducted statewide using a variety of media, including mass media, to achieve broad reach and saturation of the campaign message and information. This media will provide awareness, messaging, and education of the “Slow Down, Move Over” law. We urge all drivers to comply with this law to ensure the safety of all individuals on North Dakota roadways.

Across the country, nearly 350 people are struck and killed every year while outside a disabled vehicle.

- In 2019, across the country, 44 emergency responders who were working at the roadway were struck and killed, including 18 law enforcement officers, 14 tow truck operators, 3 mobile mechanics, and 9 firefighters and EMS personnel.
- According to the Centers for Disease Control and Prevention, the towing industry is 15 times deadlier than all other private industries combined. On average, a tow truck driver is killed every other week in the United States while assisting stranded motorists.

In North Dakota, an average of one stationary vehicle is struck each month along the state’s interstate or multi-lane highways (2017-2021).

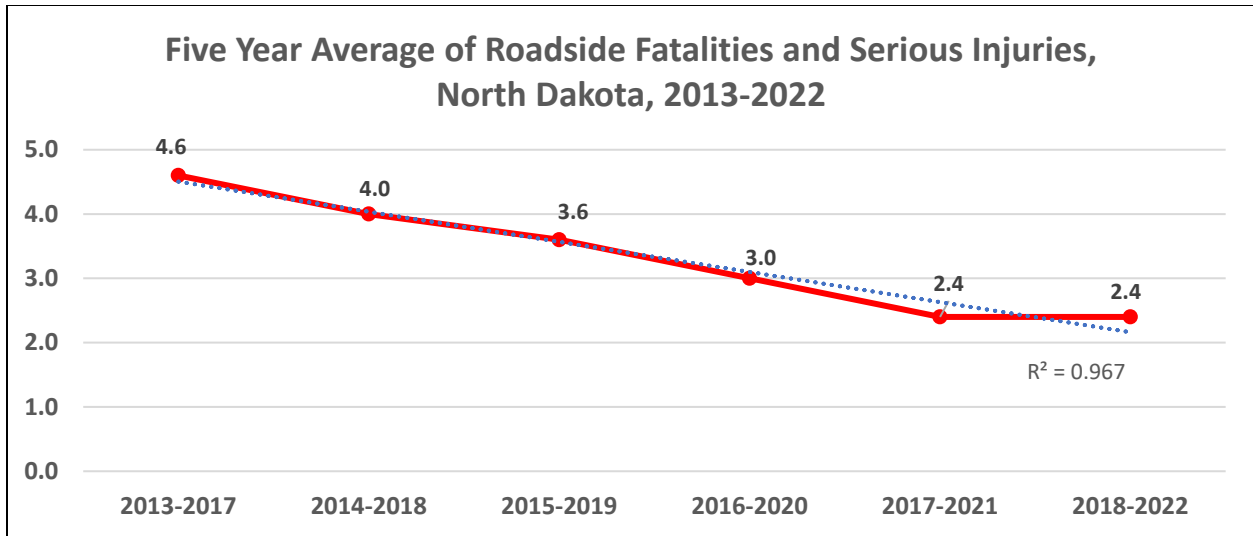
- Tow contractors have reported numerous near misses or had their vehicles struck while rendering assistance to stranded motorists.
- The North Dakota Highway Patrol records on average of 2,980 motorists assists each year along the state’s interstate and multi-lane highways (2017-2021).
- Twelve (12) NDHP vehicles have been struck along the state’s highways since 2016.

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

FY 2023 Status: New Measure for FFY 2024-2026

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. The current 5-year average of roadside fatalities and serious injuries (2018-2022) is 2.4.



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

Identified strategies will work to reduce roadside crashes resulting in fatality and serious injury.

Project Name	Media and Outreach Move Over Campaign
Project Description	A media vendor will develop and implement media campaigns for the projects identified below 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.	
Project Agreement #	RD2412-01 – Move Over Campaign
Subrecipient or Contractor	Media Vendor/Odney
Federal Funding Source(s)	405h
Amount of Federal Funds	\$42,380
Eligible Use of Funds	405h Public Education
P&A	No
Is this a promised project?	No
Countermeasure Strategy or Strategies for Programming Funds	Communications