

Oregon 2027
Annual Grant Application

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Updates to Triennial Highway Safety Plan

Any updates, as necessary, to any analysis included in the triennial Highway Safety Plan of the State, at the level of detail required by § 1300.11

Title Document: 3HSP UPDATES
Last Modified: 2026-09-24

Project and Subrecipient Information

Law Enforcement Breath Testing- AL-2027-14-03-00

Countermeasure Strategy:

Subrecipient: Oregon State Police

This project will fund activities associated with the continued use of breath testing to determine the blood alcohol content of drivers suspected of driving under the influence of intoxicants. Breath testing remains the primary means of determining impaired driving suspects' blood alcohol concentration in support of DUII prosecution, and law enforcement must continue to have access to scientifically valid, court recognized means to collect that evidence. Activities will include identifying and procuring breath testing instruments and providing training and technical support to law enforcement users throughout the state. Training may also be provided to prosecution partners to educate them on changes in nomenclature and/or use of next-generation breath testing equipment. Delivery of and participation in training and related travel costs for OSP Staff will be part of this project. This will include out-of-state travel in support of training related to the deployment and use of the instruments (equipment). The intent of this project is to provide effective use of Statewide evidentiary breath testing processes such that evidence can be safely and legally collected to support impaired driving prosecutions.

Location: State of Oregon - City, county and state law enforcement offices **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Impaired Driving	\$103,069.00	\$25,768.00	\$103,069.00

PPB Speed Racing- SC-2027-35-01-00

Countermeasure Strategy:

Subrecipient: City of Portland, Portland Police Bureau, Portland OR

The project will conduct targeted investigation and enforcement activities to increase public compliance with speed laws and decrease participation in organized street racing events. Multi-jurisdictional enforcement missions may be included. Project will fund participating agencies' law enforcement sworn and unsworn personnel activities related to speed racing missions, including operational plan development, missions, post mission investigation, and enforcement activities.

Location: Portland, OR Metro Area **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Speed Management	\$300,000.00	\$75,000.00	\$300,000.00

Countermeasure Strategy:

Subrecipient: City of Portland, Portland Police Bureau, Portland OR

This is a continuation of a FY26 approved project (Ref FY26 AGA p133) with the following update - Motor officer training will be conducted within the state, crash investigation training may be held in Oregon rather than traveling out of state (to be determined).

This project will expand the agency's ability to respond to and document crashes and conduct increased data-driven traffic safety enforcement in locations identified for increased traffic safety intervention. Targeted risky behaviors will be speeding, aggressive driving, distracted driving, and general roadway safety. A further objective is to more efficiently and accurately investigate fatal and serious injury crashes.

Grant Activities include:

1. Train new officers for service specific to Traffic Safety.
2. Train new officers on a high level of traffic enforcement and traffic crash investigations skills.
3. Acquire necessary support systems, equipment, and supplies to successfully complete activities 1 & 2, and complete law enforcement project objectives such as HVE activity and traffic enforcement identified in the local plan. Supplies such as drones used to conduct traffic investigations computers (with software) and portable printers, each costing less than \$10,000 per unit, will allow the agency to process traffic citations more efficiently and timely than traditional paper recording of citations and warnings, and make more accurate and frequent crash investigations across the agency workforce possible.

The agency plans to train an increased number of officers in Traffic Enforcement, DUII Investigations and Crash Investigations, and providing necessary equipment and supplies referenced above. It is expected that the activity, supplies and training will significantly affect the Traffic Division's traffic enforcement activities within the jurisdiction by promoting and conducting traffic enforcement activities by training and encouraging ordinary patrol officers to issue traffic citations.

Provide cross training in traffic safety by rotation of officers through traffic safety activities to get real world experience, especially among new officers.

Provide resources to offer increased volume of SFST Refresher classes where needed and to other agencies in the Metro area. The agency will decrease turnaround time and increase accuracy of crash investigations. To do this, the agency will train staff on the correct enforcement usage of drones, specialized computers and software that will be purchased through the grant to support the new training and effort. This training and effort will improve the ability to process fatal crash scenes rapidly and accurately. The result of these efforts is to train and develop a cadre of new and fully trained reconstructionists equipped with the tools to use this education and promote and support training for future officers.

In addition to car-based enforcement activity, the agency will increase the number of available motorcycle enforcement training officers through instruction designed to certify them as Motorcycle Officer Instructors. The agency will use the grant to send officers to national information and training events. The national training and information gathered by motorcycle instructor officers will allow them to provide assistance and information sharing with their peers in traffic enforcement within the agency, and with adjacent agencies.

Location: Portland OR **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$103,069.00	\$25,767.00	\$103,069.00

Traffic Safety Resource Prosecutors– M7AL-2027-12-16-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: Oregon Department of Justice, Criminal Justice Division

This project will support Oregon’s statewide Traffic Safety Resource Prosecutor (Traffic Safety Resource Prosecutor) program, providing DUII-focused legal expertise to prosecutors and law enforcement. Activities include development of DUII resource materials, case-law updates, training, consultation, and statewide support for impaired-driving investigations and prosecutions.

Location: Statewide **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$750,000.00	\$200,000.00	\$0.00

Multnomah County DUII Coordination, Prosecution and Rehabilitation– 164AL-2027-14-02-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: Multnomah County District Attorney’s Office

This project will support the Multnomah County District Attorney’s Office in coordinating and prosecuting repeat DUII offenders through collaboration with law-enforcement partners and the DUII Intensive Supervision Program.

Location: Portland-Region 1 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
164 Transfer Funds	Impaired Driving	\$216,139.00	\$54,189.20	\$216,139.00

Support for the B-SOBR Court– 164AL-2027-14-03-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: Beaverton Municipal Court

This project will fund assessment and treatment planning services for DUII offenders participating in the B-SOBR Court, in addition to Certified Peer Support activities to assist DUII offender participants with court mandated requirements.

Location: Beaverton-Region 1 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
164 Transfer Funds	Impaired Driving	\$84,000.00	\$21,018.75	\$84,000.00

Springfield Municipal Adult Recovery and Treatment Court– 164AL-2027-14-04-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: City of Springfield

This project will support the Springfield Municipal Adult Recovery and Treatment Court by funding services for DUII offender participants, including screening, assessment, and supervised recovery programming aligned with OHA DUII treatment standards (Alcohol monitoring through UAs and SCRAM bracelets, participation of a treatment Subject Matter Expert in the monthly or bi-monthly meetings of the team, and a Certified Peer Support Specialist)

Location: Springfield-Region 2 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
164 Transfer Funds	Impaired Driving	\$190,000.00	\$51,189.20	\$190,000.00

Bridges to Change- DUII Treatment for Impaired Drivers in Oregon– M7AL-2027-12-17-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: Bridges to Change

This project will support planning of DUII treatment programming within the Bridges to Change behavioral health model, including participant assessment, abstinence monitoring, and development of individualized treatment plans aligned with DUII prevention and harm reduction goals.

Location: Portland-Region 1 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$99,577.00	\$219,694.88	\$0.00

MADD Court Monitoring Program– M7AL-2027-12-05-00

Countermeasure Strategy: Adjudication and Prevention;Education and Training

Subrecipient: Mother's Against Drunk Driving (MADD)

This project will implement a court-monitoring program to improve transparency and consistency in impaired-driving case adjudication. Activities include monitoring misdemeanor DUI cases, compiling data, producing reports, and supporting judicial-outreach efforts to strengthen impaired-driving case outcomes.

Location: Gladstone-Region 1 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$100,000.00	\$33,776.00	\$0.00

OSAA TRAFFIC SAFETY MESSAGING– DD-2027-20-01-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon School Activities Association (OSAA)

This project will implement statewide distracted-driving prevention messaging targeted to high-school students, families, coaches, and school staff through Oregon School Activities Association events. Activities will include deployment of approved distracted-driving educational messages via banners, digital displays, videoboards, programs, online platforms, and public-address announcements. Messaging will promote safe-driving behaviors that reduce distraction-related crash risks.

Location: Statewide **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Distracted Driving	\$40,000.00	\$10,000.00	\$0.00

Statewide Pedestrian and Bicyclist Safety– BGNS-2027-68-03-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide pedestrian and bicyclist safety education through development and dissemination of safety messaging; production of educational materials; evaluation of safety concerns among non-motorized users; and collaboration with local partners to deliver approved community safety-education activities.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405g Nonmotorized Safety	Nonmotorized Safety	\$500,000.00	\$100,000.00	\$0.00

Motorist Awareness of Motorcycle Riders– M11MA-2027-80-01-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop motorist-awareness media focused on improving driver behaviors around motorcycle riders. Activities include design, production, and distribution of educational materials and messaging through approved communication channels.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405f Motorcycle Programs	Motorcyclist Awareness	\$50,000.00	\$12,500.00	\$0.00

Statewide Services - Occupant Protection - 405(b)– M1OP-2027-45-03-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide occupant-protection education by funding development of safety-belt messaging strategically released during HVE periods, revision of educational materials, paid media, and printing and distribution of occupant-protection resources. Activities also include funding for required statewide observational seat-belt surveys.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Safety Belts	\$230,000.00	\$57,500.00	\$0.00

Statewide Services - Occupant Protection - Heatstroke Education– UNATTD-2027-45-01-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and distribute educational materials focused on preventing heatstroke among unattended vehicle occupants, including contractor-produced media content and in-house design and duplication of safety materials.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Heatstroke/Unattended passenger education	\$20,000.00	\$5,000.00	\$0.00

Speed Media– SC-2027-35-03-00

Countermeasure Strategy: Communication and Outreach

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and deploy statewide speeding-prevention media strategies focused on reducing speed-related crashes. Activities include development of media materials explaining the risks of speeding, placement of paid and earned media, and evaluation of message reach and audience response.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Speed Management	\$75,000.00	\$18,750.00	\$0.00

Distracted Driving Statewide– M8PE-2027-21-02-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide distracted-driving prevention through a comprehensive education and communication effort. Activities will include the development and deployment of statewide distracted-driving media campaigns, including enhanced outreach during National Distracted Driving Awareness Month each April, in coordination with the Transportation Safety Office's media contractor and ODOT Communications. The project will also provide distracted-driving education to teens and adults through presentations and distribution of educational resources to schools, employers, and community organizations across Oregon. Regional Transportation Safety Coordinators will support localized outreach and media coordination to ensure region-specific messaging and engagement.

Location: Statewide **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Distracted Driving	\$1,353,672.00	\$175,000.00	\$0.00

Region 5: Program Education and Outreach– CP-2027-25-15-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support eligible Region 5 transportation-safety activities that advance crash-reduction objectives. Activities include coordinating access to transportation-safety training related to crash-factor behaviors; distributing approved educational materials; and supporting localized transportation-safety messaging. This project will also offer partial driver-education tuition assistance to eligible low-income teens through approved ODOT-certified programs.

Location: La Grande - Region 5 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$50,000.00	\$12,500.00	\$0.00

Region 3: Community Education & Outreach– CP-2027-25-13-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support eligible Region 3 transportation safety activities that advance crash reduction objectives. Activities include coordinating access to transportation safety training related to crash factor behaviors; distributing approved educational materials; engaging community members through interactive activities, local safety fairs, and community events; and supporting localized transportation safety messaging. This project will also offer partial driver education tuition assistance to eligible low-income teens through approved ODOT-certified programs.

Location: Roseburg-Region 3 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$50,000.00	\$12,500.00	\$0.00

Impaired Driving Media– M7AL-2027-12-19-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and deploy statewide impaired-driving media strategies aimed at reducing alcohol- and drug-impaired driving. Activities include creation and placement of impaired-driving prevention messages, development of targeted outreach materials, and evaluation of campaign effectiveness through media analytics and audience feedback.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
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405d Impaired Driving Mid	Impaired Driving	\$500,000.00	\$125,000.00	\$0.00										
<p>Distracted Driving Prevention Education for Young Drivers– M8PE-2027-21-01-00</p> <p>Countermeasure Strategy: Communication and Outreach;Education and Training</p> <p>Subrecipient: Immigrant and Refugee Community Organization (IRCO)</p> <p>This project will provide culturally specific distracted-driving education through workshops and individualized instruction for Slavic and Eastern European youth. Activities include delivery of distracted-driving prevention curriculum, distribution of approved educational materials, and coordination with partner agencies to support safe-driving behaviors among new drivers.</p> <p>Location: Portland-Region 1 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: Yes Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405e Distracted Driving</td><td>Distracted Driving</td><td>\$75,000.00</td><td>\$16,983.68</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405e Distracted Driving	Distracted Driving	\$75,000.00	\$16,983.68	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405e Distracted Driving	Distracted Driving	\$75,000.00	\$16,983.68	\$0.00										
<p>Bicycle and Pedestrian Outreach– BGNS-2027-68-02-00</p> <p>Countermeasure Strategy: Communication and Outreach;Education and Training</p> <p>Subrecipient: Slavic Community Center of NW Inc</p> <p>This project will deliver multilingual pedestrian and bicyclist safety education for Slavic, Eastern European, Central Asian, and other immigrant communities, including workshops, school presentations, outreach events, safety-messaging materials, and development of an age-appropriate pedestrian/bicycle safety booklet.</p> <p>Location: Portland-Region 1 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405g Nonmotorized Safety</td><td>Nonmotorized Safety</td><td>\$75,000.00</td><td>\$18,000.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405g Nonmotorized Safety	Nonmotorized Safety	\$75,000.00	\$18,000.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405g Nonmotorized Safety	Nonmotorized Safety	\$75,000.00	\$18,000.00	\$0.00										
<p>Impaired Driving Prevention and Outreach for Slavic Eastern European Community– M7AL-2027-12-11-00</p> <p>Countermeasure Strategy: Communication and Outreach;Education and Training</p> <p>Subrecipient: Slavic Community Center of NW Inc</p> <p>This project will deliver impaired-driving prevention education for Slavic and Eastern European youth and families through workshops and structured outreach promoting safe-driving choices and awareness of impairment-related crash risks.</p> <p>Location: Portland-Region 1 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p>														

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$75,000.00	\$19,050.00	\$0.00

Region 4 Education and Outreach-- CP-2027-25-14-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support eligible Region 4 transportation safety activities that advance crash reduction objectives. Activities include coordinating access to transportation safety training related to crash factor behaviors; distributing approved educational materials; engaging community members through interactive activities, local safety fairs, and community events; and supporting localized transportation safety messaging. This project will also offer partial driver education tuition assistance to eligible low-income teens through approved ODOT-certified programs.

Location: Bend - Region 4 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$50,000.00	\$10,600.00	\$7,000.00

Safe Community Services-- CP-2027-25-02-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Impact

This project will support statewide traffic-safety education and resource coordination through community presentations, crash-car trailer deployments, newsletter production, resource-development activities, annual conference or other gatherings, and collaboration with Traffic Safety Committees and partner agencies. Activities also include creation of Tribal Traffic Safety resources and support for local safety-action plan implementation.

Location: Statewide **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$160,000.00	\$0.00	\$0.00

Central Lane MPO Transportation Safety Action Plan Update-- CP-2027-25-03-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Lane Council of Governments

This project will update the Central Lane MPO Transportation Safety Action Plan through a data-driven and community-focused process. Activities include public involvement, data updates, goal refinement, gap analysis, strategy updates, and production of a revised TSAP aligned with county and statewide safety plans.

Location: Eugene-Region 2 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$60,000.00	\$20,000.00	\$0.00

Safe Driving Lights and Swipes Statewide Education and Media– CP-2027-25-04-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and distribute statewide transportation-safety messaging with a focus on Lights and Swipes topics through approved media channels with support from ODOT Communications and the media contractor.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$50,000.00	\$12,500.00	\$0.00

Driver Education and Behavior (UAD Program)– M7AL-2027-12-01-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Mother's Against Drunk Driving (MADD)

This project will deliver underage impaired-driving prevention education through MADD, including youth-focused curriculum, adult-focused impaired-driving prevention education, and community-engagement activities to promote safe-driving choices and reduce impaired-driving risk among youth and adults.

Location: Gladstone-Region 1 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$96,663.00	\$25,192.00	\$0.00

Lane County Impaired Driving Prevention -- Strategic Implementation on Lane County Safety Corridors– M7AL-2027-12-14-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Lane County Public Works

This project will develop impaired-driving prevention campaign materials informed by stakeholder engagement, focus groups, and community surveys. Activities will prepare campaign assets in FFY2027 for implementation in FFY2028 as the second year of a 2-year period of performance.

Location: Eugene-Region 2 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$261,750.00	\$41,000.00	\$0.00

Motorcycle Rider Safety 405(f)– M11MP-2027-80-02-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and deploy motorcycle-safety public-service announcements in counties with elevated multivehicle motorcycle crash rates.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405f Motorcycle Programs	Motorcyclist Programs	\$80,000.00	\$0.00	\$0.00

Lake County CASA Child Passenger Safety– M1CR-2027-45-07-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: CASA of Eastern Oregon

This project will support the Lake county Child Passenger Safety program that delivers caregiver education on proper car-seat installation and provides appropriate child safety seats to eligible low-income families.

Location: Lakeview-Region 4 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$3,000.00	\$750.00	\$0.00

CASA Child Passenger Safety– CR-2027-45-01-00

Countermeasure Strategy: Communication and Outreach;Education and Training

Subrecipient: CASA of Eastern Oregon

This project will provide access to child passenger safety seats and related education for community members, and for caregivers who become responsible for short-notice child welfare placements.

Location: Baker City-Region 5 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Child Restraint	\$10,000.00	\$2,500.00	\$0.00

UMATILLA COUNTY SAFETY OUTREACH– RS-2027-77-05-00

Countermeasure Strategy: Communication and Outreach;Enforcement

Subrecipient: Umatilla County

This project will support corridor-specific transportation-safety outreach designed to reduce fatal and serious-injury crashes along OR 11 and US 395. Activities will include coordinated communication planning and distribution of approved safety messages to corridor communities, as well as enforcement activities in the safety corridors.

Location: Umatilla County-Region 5 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Roadway Safety	\$30,000.00	\$7,500.00	\$30,000.00

Good Shepherd Health Care System CPS– M1CR-2027-45-04-00

Countermeasure Strategy: Education and Training

Subrecipient: Good Shepherd Medical Center

This project will distribute child safety seats to eligible families in Umatilla and Morrow counties and provide Child Passenger Safety-technician-led education on proper installation and use. All activities will support safe child-passenger restraint practices that reduce crash-injury severity.

Location: Umatilla County; Morrow County-Region 5 **Organization Type:** Hospital

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure

405b OP High	Child Passenger Safety	\$2,500.00	\$625.00	\$0.00
<p>St. Anthony Hospital Child Passenger Safety-- M1CR-2027-45-09-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: St. Anthony Hospital</p> <p>This project will conduct Child Passenger Safety seat-check services and distribute child safety seats to eligible families in Umatilla County. Child Passenger Safety Technicians will provide hands-on instruction on proper installation and safe-use practices through scheduled seat-check appointments and approved distribution activities. Location: Umatilla County-Region 5 Organization Type: Hospital</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p>				
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$2,500.00	\$625.00	\$0.00
<p>Clackamas County ODOT CPS Grant-- M1CR-2027-45-01-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: County of Clackamas</p> <p>This project will support child-passenger safety activities in Clackamas County by funding Child Passenger Safety-technician-led education, car-seat inspection opportunities, and distribution of approved child safety seats to eligible families. Activities will expand access to Child Passenger Safety resources through coordinated local partnerships. Location: Oregon City-Region 1 Organization Type: Local agency (non-law enforcement)</p> <p>Meets §1300.41(b) Requirements: Yes Planning and Administration: No</p>				
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$10,000.00	\$2,550.00	\$0.00
<p>Bambinos Car Seat Safety Program-- M1CR-2027-45-05-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: Bambinos Oregon</p> <p>This project will support Child Passenger Safety-technician services in Polk, Marion, and Yamhill counties by providing child-safety seat inspection, installation assistance, and distribution of approved safety seats to eligible families. Activities will ensure caregivers receive hands-on instruction consistent with Child Passenger Safety best practices. Location: Dallas-Region 2 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p>				

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$6,000.00	\$5,900.00	\$0.00

Lane Council of Government Child Passenger Seat Safety Grant– M1CR-2027-45-08-00

Countermeasure Strategy: Education and Training

Subrecipient: Lane Council of Governments

The grantee will procure and distribute child safety seats to low-income families in Lane County who need replacements due to recalls, expiration, or new births. Any fees collected on a sliding scale or through co-pays will be reinvested into the program to sustain and expand its reach. Additionally, the grantee will establish a community-oriented child safety initiative focused on educating parents and caregivers on proper car seat installation and usage. This initiative will include quarterly community car seat inspection events, providing hands-on guidance to ensure children travel safely.

Location: Eugene-Region 2 **Organization Type:** Local agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$6,000.00	\$1,260.00	\$0.00

Safe Travel for Every Child: Car Seat Safety for Underserved Families– B1CPS_US-2027-45-10-00

Countermeasure Strategy: Education and Training

Subrecipient: Mother & Child Education Center

This project will expand access to appropriate child safety seats and provide individualized Child Passenger Safety education to caregivers of children ages 0–5. Activities include distribution of compliant seats, hands-on instruction in proper installation and use, and delivery of educational materials aligned with current child-passenger safety standards.

Location: Portland-Region 1 **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	IIJA Underserved CPS Programs	\$10,000.00	\$2,500.00	\$0.00

Statewide Motorcycle Safety– M11MP-2027-80-01-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon State University - Team Oregon

This project will support motorcycle-safety training and education by funding improvements to: approved curriculum delivery, instructor and rider training, training facilities for closed-course motorcycle skill training, and essential equipment supporting motorcycle-safety instruction. Activities will promote DOT-compliant helmet use and crash-prevention skills.

Amendment adds: Activities described as being carried out by the Oregon Department of Transportation- Transportation Safety Office will be carried out by Oregon State University-Team Oregon to deliver improvements to the Statewide mandatory training program.

Eligible activities include: improvements to motorcyclist safety training curricula, improvements in program delivery of motorcycle training to both urban and rural areas, procurement or repair of practice motorcycles and instructional materials, mobile training units; and leasing or purchasing facilities for closed-course motorcycle skill training, and measures designed to increase the recruitment or retention of motorcyclist safety training instructors.

Purchases of any equipment costing \$10,000 or more, or equipment that is subject to the Buy America Act will comply with pre-purchase approval requirements.

Location: State of Oregon **Organization Type:** University

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405f Motorcycle Programs	Motorcyclist Programs	\$150,000.00	\$37,500.00	\$0.00

Driver & Officer Safety Education Training– M13DOS-2027-24-01-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will develop and deliver driver-education and peace-officer-training materials addressing law-enforcement practices during traffic stops, driver responsibilities, legal rights, and best practices for safe interactions. Activities include curriculum development, multimedia production, and distribution of educational materials to approved partners.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405i Driver and Officer Safety	Driver and Officer Safety	\$300,000.00	\$75,000.00	\$0.00

Judicial Education Conference– TC-2027-24-01-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support delivery of Oregon's annual judicial traffic-safety training conference by funding conference planning, instruction, and approved participant support. Activities will provide judges with current traffic-safety information and best practices related to adjudication of traffic cases.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Judicial and Court Services	\$55,000.00	\$12,500.00	\$0.00

Statewide Child Passenger Safety (CPS) Technician Certification & Resource Development Project– M1CR-2027-45-02-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Health & Science University (OHSU)

This project will provide statewide coordination of Child Passenger Safety (CPS) training and certification. Activities include Child Passenger Safety technician training, renewal courses, continuing-education opportunities, Child Passenger Safety conferences, technical support, mentoring, and statewide coordination of Child Passenger Safety community resources, including support for adaptive-needs transportation assessment and Child Passenger Safety fitting-station development.

Location: Portland-Region 1 **Organization Type:** University

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Child Passenger Safety	\$596,000.00	\$152,746.00	\$0.00

OHSU Doernbecher Car Seat Distribution– M1CR-2027-45-03-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Health & Science University (OHSU)

This project will provide Child Passenger Safety education and car-seat assessment appointments, including hands-on instruction by certified Child Passenger Safety technicians and distribution of compliant child safety seats to eligible families. Activities will support proper installation, correct seat selection, and safe-travel practices.

Location: Portland-Region 1 **Organization Type:** University

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
	Child Passenger Safety	\$10,000.00	\$2,500.00	\$0.00

405b OP High														
<p>NAYA Child Safety Program– M1CR-2027-45-06-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: Native American Youth and Family Center</p> <p>This project will provide Child Passenger Safety education and direct services, including car-seat checks, installation support, individualized child-restraint assistance, and distribution of appropriate child safety seats for eligible families. Outreach activities will reinforce correct car-seat use.</p> <p>Location: Portland-Region 1 Organization Type: Other</p> <p>Meets §1300.41(b) Requirements: Yes Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405b OP High</td><td>Child Passenger Safety</td><td>\$10,000.00</td><td>\$2,500.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405b OP High	Child Passenger Safety	\$10,000.00	\$2,500.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405b OP High	Child Passenger Safety	\$10,000.00	\$2,500.00	\$0.00										
<p>Oregon DUII Multi-Disciplinary Training Task Force Grant– M7AL-2027-12-07-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: DUII Multi-Disciplinary Task Force</p> <p>This project will support statewide impaired-driving training through delivery of the annual Oregon DUII Multi-Disciplinary Training Conference and the associated DRE Conference. Activities include conference planning, curriculum development, stakeholder coordination, participant support, and delivery of evidence-based multidisciplinary impaired-driving training.</p> <p>Location: Statewide Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405d Impaired Driving Mid</td><td>Impaired Driving</td><td>\$300,000.00</td><td>\$100,000.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405d Impaired Driving Mid	Impaired Driving	\$300,000.00	\$100,000.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405d Impaired Driving Mid	Impaired Driving	\$300,000.00	\$100,000.00	\$0.00										
<p>Afghan Driver Education Program– CP-2027-25-01-00</p> <p>Countermeasure Strategy: Education and Training</p> <p>Subrecipient: Afghan Support Network</p> <p>This project will provide culturally responsive driver-education services to Afghan immigrant and refugee communities, including permit preparation, simulator-based instruction, behind-the-wheel training, and classroom-based traffic-safety education delivered in Pashto and Dari. Activities include distribution of educational materials and delivery of approved driver-training curriculum.</p> <p>Location: Beaverton-Region 1 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p>														

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Community Traffic Safety Programs	\$149,000.00	\$61,884.48	\$149,000.00

ESL Driver Education Course– DE-2027-20-02-00

Countermeasure Strategy: Education and Training

Subrecipient: Portland Police Bureau (PPB)

This project will deliver linguistically accessible driver-education and traffic-safety training for Limited English Proficiency/English as Second Language community members in Portland, including classroom instruction, supervised behind-the-wheel training, translated materials, and culturally specific traffic-safety workshops in partnership with community-based organizations.

Location: Portland-Region 1 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Driver Education	\$84,389.00	\$16,983.68	\$84,389.00

DPSST Law Enforcement DUII Training Grant– M7AL-2027-12-15-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Public Safety Standards and Training (DPSST)

This project will support statewide impaired-driving enforcement training through Department of Public Safety Standards and Training by funding delivery of Standardized Field Sobriety Testing instruction, impaired-driving courses, regional training events, and coordination of impaired-driving training resources for law-enforcement agencies statewide.

Location: Statewide **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$712,292.00	\$178,048.00	\$0.00

DPSST LE Training Grant– PT-2027-30-01-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Public Safety Standards and Training (DPSST)

This project will support statewide law-enforcement traffic-safety training delivered by Department of Public Safety Standards and Training, including coordinated regional training, identification of traffic-safety training needs, and delivery of approved crash-investigation and traffic-safety instruction.

Location: Statewide **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Enforcement Services	\$148,979.00	\$37,186.00	\$0.00

Financial Assistance for LE Training– PT-2027-30-02-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will provide financial assistance for law-enforcement officers to attend approved transportation-safety conferences and training events, including conference registration, lodging, and limited travel support.

Location: Portland - Region 1 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Enforcement Services	\$23,500.00	\$5,940.00	\$23,500.00

Impaired Driving Training– M7AL-2027-12-10-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon State Police (OSP)

This project will support statewide impaired-driving enforcement training for Oregon State Police by funding instruction, officer development, advanced impaired-driving coursework, and training support for Oregon State Police units specializing in impaired-driving investigations. Activities may include community-education efforts aligned with impaired-driving countermeasures.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$75,000.00	\$18,500.00	\$0.00

Statewide Law Enforcement Training– PT-2027-30-03-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide law-enforcement traffic-safety training by funding instruction on crash-investigation practices, officer safety, traffic-safety case law, and relevant legislative updates, as well as supporting the Police Traffic Safety Conference and Law Enforcement Traffic Safety Committee activities.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Enforcement Services	\$120,000.00	\$30,000.00	\$0.00

Vehicle Equipment Safety Standards Awareness– CL-2027-80-01-00

Countermeasure Strategy: Education and Training

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide vehicle-equipment-safety education through development and distribution of educational materials and responses to public inquiries related to vehicle-equipment safety requirements.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Codes and Laws	\$15,000.00	\$3,750.00	\$0.00

Oregon Impaired Driving Training & Prosecution Enhancement Project– M7AL-2027-12-18-00

Countermeasure Strategy: Education and Training;Adjudication and Prevention

Subrecipient: Oregon Department of Justice, Criminal Justice Division

This project will support delivery of statewide impaired-driving prosecution training through the Traffic Safety Resource Prosecutor program. Activities include rotating annual trainings, supplemental impaired-driving legal education, case-law updates, instructional workshops, and specialized curriculum addressing impaired-driving investigations and prosecutions.

Location: Statewide **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$115,000.00	\$28,750.00	\$0.00

Oregon Friendly Driver– BGNS-2027-68-01-00

Countermeasure Strategy: Education and Training;Communication and Outreach

Subrecipient: Commute Options

This project will provide statewide driver-awareness education to improve interactions between motorists and vulnerable road users. Activities include delivery of webinars, online learning modules, and in-person instruction promoting safe road-sharing behaviors and compliance with Oregon traffic laws.

Location: Statewide **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405g Nonmotorized Safety	Nonmotorized Safety	\$525,000.00	\$131,250.00	\$0.00

AGING PEDESTRIAN AND TRAFFIC SAFETY– PS-2027-68-02-00

Countermeasure Strategy: Education and Training;Communication and Outreach

Subrecipient: Legacy Emanuel Hospital & Health Center

This project will support transportation-safety education for older adults through delivery of workshops and curriculum covering pedestrian safety, distracted-driving awareness, impairment awareness, safe-driving strategies, and age-related transportation-safety considerations.

Location: Statewide **Organization Type:** Hospital

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Pedestrian/Bicycle Safety	\$50,000.00	\$12,500.00	\$0.00

Grants Pass Fire Rescue CPS Project– M1CR-2027-45-12-00

Countermeasure Strategy: Education and Training;Communication and Outreach

Subrecipient: Grants Pass Department of Public Safety

This project will distribute child safety seats to eligible Josephine County families and provide Child Passenger Safety-technician-led education on proper installation and use through scheduled appointments and approved distribution events.

Location: Grants Pass-Region 3 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure

405b OP High	Child Passenger Safety	\$5,000.00	\$1,251.00	\$0.00										
<p>Region 1 Program Education & Outreach– CP-2027-25-11-00</p> <p>Countermeasure Strategy: Education and Training;Communication and Outreach</p> <p>Subrecipient: Oregon Department of Transportation (ODOT) - TSO</p> <p>This project will support Region 1 transportation-safety education and outreach at Safety Priority Project Sites and work zones, provide access to driver-education for low-income students at partner high schools and provide prosecution support to the Washington County District Attorney’s office.</p> <p>Location: Portland - Region 1 Organization Type: State agency (non-law enforcement)</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>NHTSA 402</td><td>Community Traffic Safety Programs</td><td>\$68,000.00</td><td>\$1.00</td><td>\$68,000.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	NHTSA 402	Community Traffic Safety Programs	\$68,000.00	\$1.00	\$68,000.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
NHTSA 402	Community Traffic Safety Programs	\$68,000.00	\$1.00	\$68,000.00										
<p>Central Oregon Safe Kids Coalition– M1CR-2027-45-11-00</p> <p>Countermeasure Strategy: Education and Training;Communication and Outreach</p> <p>Subrecipient: Family Resource Center of Central Oregon</p> <p>This project will deliver Child Passenger Safety education and child-safety-seat distribution services in Central Oregon. Certified Child Passenger Safety Technicians will provide car-seat selection guidance, installation instruction, and inspection through scheduled appointments and approved outreach opportunities.</p> <p>Location: Bend-Region 4 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405b OP High</td><td>Child Passenger Safety</td><td>\$8,000.00</td><td>\$2,000.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405b OP High	Child Passenger Safety	\$8,000.00	\$2,000.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405b OP High	Child Passenger Safety	\$8,000.00	\$2,000.00	\$0.00										
<p>Community-Led Pedestrian Safety and Nighttime Visibility Initiative in East Portland– PS-2027-68-03-00</p> <p>Countermeasure Strategy: Education and Training;Communication and Outreach</p> <p>Subrecipient: Division Midway Alliance</p> <p>This project will support pedestrian-safety education in East Portland through multilingual workshops, nighttime-visibility programming, youth-led safety activities, walk-audit events, and distribution of approved safety-education materials promoting safe walking practices and improved visibility.</p> <p>Location: Portland-Region 1 Organization Type: Non-Profit</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p>														

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Pedestrian/Bicycle Safety	\$40,000.00	\$9,323.00	\$40,000.00

Statewide Safety Belt Enforcement– M1OP-2027-45-01-00

Countermeasure Strategy: Enforcement

Subrecipient: Oregon State Police (OSP)

This project will support occupant-protection enforcement by funding Oregon State Police overtime dedicated to enforcing safety-belt and child-restraint laws statewide. Activities will focus on corridors with elevated fatal and serious-injury crash rates and may include approved public-education messaging delivered in conjunction with enforcement.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405b OP High	Safety Belts	\$100,000.00	\$25,000.00	\$0.00

Oregon Impact High Visibility Enforcement– PT-2027-30-04-00

Countermeasure Strategy: Enforcement

Subrecipient: Oregon Impact

This project will administer statewide High Visibility Enforcement efforts, including coordination of subrecipient law-enforcement activities, reimbursement processes, training support, data reporting, campaign coordination, and outreach related to impaired driving, speeding, distracted driving, occupant protection, and vulnerable road-user safety.

Location: Statewide **Organization Type:** Non-Profit

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Enforcement Services	\$2,062,000.00	\$515,500.00	\$1,752,700.00

Safety Corridor Education & Enforcement– RS-2027-77-01-00

Countermeasure Strategy: Enforcement;Communication and Outreach

Subrecipient: Oregon State Police (OSP)

This project will fund overtime and regular enforcement within designated state highway safety corridors where fatal and serious injury crash rates exceed 150% of the statewide average. Press releases will be distributed both locally for each corridor and statewide.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Roadway Safety	\$25,000.00	\$6,250.00	\$0.00

Sustained DUII Enforcement – Woodburn PD– 164AL-2027-14-01-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Woodburn Police Department

This project will support sustained impaired-driving enforcement through dedicated DUII enforcement and approved public-education efforts designed to reduce impaired-driving-related crashes.

Location: Woodburn-Region 2 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
164 Transfer Funds	Impaired Driving	\$100,398.00	\$100,406.00	\$100,398.00

Sustained DUII Enforcement Yamhill County SO– 164AL-2027-14-05-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Yamhill County Sheriff's Office

This project will support impaired-driving enforcement and education by funding DUII enforcement, approved training for impaired-driving investigations, and delivery of public-education activities addressing impaired-driving crash risks.

Location: McMinnville-Region 2 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
164 Transfer Funds	Impaired Driving	\$151,155.00	\$23,210.00	\$151,155.00

Sustained DUII Enforcement - Albany PD– AL-2027-14-01-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Albany Police Department

This project will support impaired-driving enforcement and education activities through dedicated DUII enforcement, sustained traffic enforcement targeting high-crash corridors, and delivery of transportation-safety messaging aimed at reducing impaired-driving-related crashes.

Location: Albany-Region 2 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Impaired Driving	\$100,000.00	\$25,000.00	\$100,000.00

Sustained Traffic/DUII Enforcement - Benton County Sheriff– AL-2027-14-02-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Benton County Sheriff's Office

This project will support sustained traffic and impaired-driving enforcement in Benton County by funding dedicated traffic and DUII enforcement, approved training, coordination of enforcement activities targeting elevated crash-risk locations, and delivery of transportation-safety messaging aimed at reducing traffic and impaired-driving-related crashes.

Location: Corvallis-Region 2 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Impaired Driving	\$82,425.00	\$29,328.00	\$82,425.00

Sustained DUII Enforcement Marion County SO– M7AL-2027-12-02-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Marion County Sheriff's Office

This project will support impaired-driving enforcement across Marion County by funding dedicated DUII enforcement hours, providing investigative support during impaired-driving encounters, and conducting enforcement in identified high-risk areas and designated safety corridors.

Location: Salem-Region 2 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$210,262.00	\$52,578.00	\$0.00

Sustained DUI Enforcement Jackson County Sheriff's Office– M7AL-2027-12-03-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Jackson County Sheriff's Office

This project will support DUI enforcement in Jackson County by funding dedicated enforcement hours and approved impaired-driving training. Activities will target elevated-risk roadways and times of increased impaired-driving activity.

Location: Central Point-Region 3 **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$150,000.00	\$144,006.00	\$0.00

Distracted Driving Enforcement– DD-2027-20-02-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Oregon State Police (OSP)

This project will support distracted-driving enforcement and approved outreach activities designed to increase safe, focused driving behaviors. Enforcement will target roadways and time periods associated with elevated distracted-driving crash risk.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Distracted Driving	\$150,000.00	\$34,000.00	\$0.00

Impaired Driving Enforcement - Oregon State Police– M7AL-2027-12-06-00

Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training

Subrecipient: Oregon State Police (OSP)

This project will support impaired-driving enforcement through dedicated Oregon State Police activity hours, deployment of the High Visibility Enforcement Unit, and coordination with local law-enforcement agencies. Activities will include enforcement operations, regional impaired-driving patrols, and approved public-education engagement supporting sober-driving behaviors.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure

405d Impaired Driving Mid	Impaired Driving	\$420,000.00	\$105,000.00	\$0.00										
<p>Speed & Aggressive Driving Enforcement– PT-2027-30-05-00</p> <p>Countermeasure Strategy: Enforcement;Communication and Outreach;Education and Training</p> <p>Subrecipient: Oregon State Police (OSP)</p> <p>This project will support Oregon State Police speed-enforcement efforts by funding enforcement hours targeting speeding and aggressive-driving behaviors. Activities may include coordination with local agencies and approved community-education messaging to reduce speed-related crashes.</p> <p>Location: Statewide Organization Type: Enforcement agency</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>NHTSA 402</td><td>Traffic Enforcement Services</td><td>\$130,000.00</td><td>\$32,500.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	NHTSA 402	Traffic Enforcement Services	\$130,000.00	\$32,500.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
NHTSA 402	Traffic Enforcement Services	\$130,000.00	\$32,500.00	\$0.00										
<p>DRE Evaluations– M7AL-2027-12-08-00</p> <p>Countermeasure Strategy: Enforcement;Education and Training</p> <p>Subrecipient: Oregon State Police (OSP)</p> <p>This project will support impaired-driving enforcement by funding wages and benefits for Drug Recognition Experts (DREs) to conduct impaired-driving evaluations. It will also support approved tablet-based documentation supplies necessary for efficient and consistent DRE reporting.</p> <p>Location: Statewide Organization Type: Enforcement agency</p> <p>Meets §1300.41(b) Requirements: No Planning and Administration: No</p> <table> <tr> <th>Funding Source</th><th>Eligible Use</th><th>Federal Funds</th><th>State Match</th><th>Local Expenditure</th></tr> <tr> <td>405d Impaired Driving Mid</td><td>Impaired Driving</td><td>\$85,000.00</td><td>\$21,250.00</td><td>\$0.00</td></tr> </table>					Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure	405d Impaired Driving Mid	Impaired Driving	\$85,000.00	\$21,250.00	\$0.00
Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure										
405d Impaired Driving Mid	Impaired Driving	\$85,000.00	\$21,250.00	\$0.00										
<p>DRE Training– M7AL-2027-12-09-00</p> <p>Countermeasure Strategy: Enforcement;Education and Training</p> <p>Subrecipient: Oregon State Police (OSP)</p> <p>This project will provide statewide impaired-driving enforcement training, including delivery of one Drug Recognition Expert (DRE) School, a one-day DRE Conference, and approved courses such as Advanced Roadside Impaired Driving Enforcement Training, Employer Drug Impairment Training, and Drug Impairment Training for Education Professionals. Funding may support instructional materials, instructor costs, and approved travel directly related to impaired-driving enforcement training.</p> <p>Location: Statewide Organization Type: Enforcement agency</p>														

Meets §1300.41(b) Requirements: No Planning and Administration: No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$205,000.00	\$51,250.00	\$0.00

Oregon Law Enforcement Phlebotomy Program– M7AL-2027-12-12-00

Countermeasure Strategy: Enforcement;Education and Training

Subrecipient: Oregon State Police (OSP)

This project will establish a statewide law-enforcement phlebotomy capability to reduce delays in obtaining evidentiary blood samples during impaired-driving investigations. Activities will include training qualified law-enforcement personnel or contracting with certified mobile phlebotomy providers.

Location: Statewide **Organization Type:** Enforcement agency

Meets §1300.41(b) Requirements: No Planning and Administration: No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	Impaired Driving	\$70,000.00	\$17,500.00	\$0.00

Statewide EMS Training– EM-2027-24-01-00

Countermeasure Strategy: Post-Crash Care

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support EMS providers in developing and maintaining crash response skills by funding training for motor vehicle crash victim care and post-crash response.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No Planning and Administration: No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Emergency Medical Services	\$45,000.00	\$11,250.00	\$0.00

Program Management - Vehicle Equipment– M8*CL-2027-80-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Vehicle Equipment program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$99,277.00	\$24,820.00	\$0.00

Program Management - Community Safety-- M8*CP-2027-25-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Community Safety program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$730,710.00	\$182,678.00	\$0.00

Program Management - ODOT Regions-- M8*CP-2027-25-90-01

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for ODOT Region staff, including allowable personnel costs, travel, and related management expenses necessary to administer regional transportation-safety programs.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$175,000.00	\$43,750.00	\$0.00

Program Management - Distracted Driving-- M8*DD-2027-20-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Distracted Driving program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$71,413.00	\$17,853.00	\$0.00

Program Management - Driver Education– M8*DE-2027-20-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Driver Education program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$76,639.00	\$19,160.00	\$0.00

Program Management - Emergency Medical Services– M8*EM-2027-24-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Emergency Medical Services program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$52,848.00	\$13,212.00	\$0.00

Program Management - Impaired Driving– M7IDC-2027-12-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Impaired Driving program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405d Impaired Driving Mid	ID Coordinator	\$300,000.00	\$75,000.00	\$0.00

Program Management - Motorcycle Safety- M8*MC-2027-80-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Motorcycle Safety program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$60,897.00	\$15,224.00	\$0.00

Program Management - Occupant Protection- M8*OP-2027-45-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Occupant Protection program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$160,168.00	\$40,042.00	\$0.00

Program Management - Non-Motorized (Bike/Ped)- PS-2027-68-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Non-Motorized (Bike/Ped) program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Pedestrian/Bicycle Safety	\$62,000.00	\$15,500.00	\$0.00

Program Management - Traffic Services– PT-2027-30-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Traffic Enforcement Services program, including allowable personnel costs, travel, and related management expenses necessary to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Enforcement Services	\$34,066.00	\$8,517.00	\$0.00

Program Management - Roadway Safety– M8*RS-2027-77-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Roadway Safety program, including allowable personnel costs, travel, and related management expenses needed to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405e Distracted Driving	Flex	\$43,093.00	\$10,773.00	\$0.00

Program Management - Speed– SC-2027-35-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Speed program, including allowable personnel costs, travel, and related management expenses needed to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Speed Management	\$41,098.00	\$10,275.00	\$0.00

Program Management - Judicial– TC-2027-24-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Judicial Education program, including allowable personnel costs, travel, and related management expenses needed to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Judicial and Court Services	\$89,797.00	\$22,449.00	\$0.00

Program Management - Traffic Records– TR-2027-54-90-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund program-management activities for the Traffic Records program, including allowable personnel costs, travel, and related management expenses needed to administer the program.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Traffic Records	\$32,992.00	\$8,248.00	\$0.00

Statewide Services - Media Report– PM-2027-90-01-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support the development of the statewide annual media report and related media-coordination activities, including reformatting safety-messaging materials and purchasing media placements associated with transportation-safety outreach.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Paid Advertising	\$35,000.00	\$8,750.00	\$0.00

Data Gathering and Public Opinion– DE-2027-20-03-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will support statewide public-opinion surveys measuring transportation-safety attitudes, behaviors, and perceptions. Activities include survey development, data collection, evaluation of program effectiveness, and reporting to inform transportation-safety strategies.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Driver Education	\$150,000.00	\$0.00	\$0.00

Planning & Administration– PA-2027-91-01-00

Countermeasure Strategy: Program Planning & Administration

Subrecipient: Oregon Department of Transportation (ODOT) - TSO

This project will fund allowable Planning and Administration activities for the State Highway Safety Office, including eligible personnel costs, benefits, travel, and operational expenses required to manage statewide highway-safety programs.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** Yes

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
NHTSA 402	Planning and Administration	\$900,000.00	\$225,000.00	\$0.00

Traffic Health Outcome Records Improvement– B3DSA-2027-54-01-00

Countermeasure Strategy: Traffic Safety Data

Subrecipient: Oregon Health Authority - Public Health Division

This project will support statewide EMS and Trauma data-quality improvements through monitoring, dashboard deployment, technical assistance, and development of processes that improve EMS and trauma reporting quality and support integration with transportation-safety datasets.

Location: Portland-Region 1 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: Yes **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405c Data	IIJA Data Sharing and Analysis	\$435,000.00	\$117,063.00	\$0.00

CAR Crash Data Timeliness– B3SP-2027-54-01-00

Countermeasure Strategy: Traffic Safety Data

Subrecipient: Oregon Department of Transportation (ODOT) - PDAD

This project will support improvements to statewide crash-records timeliness and accuracy by funding activities aligned with Oregon’s Traffic Records Strategic Plan, including improved data entry timeliness, annual data release schedules, and support for the statewide crash data replacement initiative.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405c Data	IIJA Supporting Professionals	\$175,000.00	\$43,750.00	\$0.00

Migration from TransInfo, FFY 2027– B3T-2027-54-01-00

Countermeasure Strategy: Traffic Safety Data

Subrecipient: Oregon Department of Transportation (ODOT) - PDAD

This project will develop and implement a modernized linear-referencing system for roadway-asset and event data. Activities include system design, testing, configuration, user training, and deployment to improve data accuracy, consistency, and accessibility.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
405c Data	IIJA Technology	\$175,000.00	\$43,750.00	\$0.00

Racial Profiling Citation Database– F1906CMD-2027-54-01-00

Countermeasure Strategy: Traffic Safety Data

Subrecipient: Oregon Criminal Justice Commission

This project will support implementation of Oregon’s STOP (Statistical Transparency of Policing) program as required under HB 2355, including activities related to data reporting and transparency in law-enforcement interactions.

Location: Salem-Region 2 **Organization Type:** State agency (non-law enforcement)

Meets §1300.41(b) Requirements: No **Planning and Administration:** No

Funding Source	Eligible Use	Federal Funds	State Match	Local Expenditure
1906 Prohibit Racial Profiling	Collecting and Maintaining Data	\$405,000.00	\$209,067.00	\$0.00

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

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

Oregon

2027

INDIVIDUAL Application Name:1906

Application Type:
Official Documentation

Official documents (i.e., a law, regulation, binding policy directive, letter from the Governor, or court order) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

File Content

In addition to the public report, the public can report specific information via the website found here: [Criminal Justice Commission : Overview : Statistical Transparency of Policing : State of Oregon](#)

Attached Files

Title Document:
01. OR 1906 Law

Last Modified:
June 11, 2026

Title Document:
STOP_Report_2025

Last Modified:
June 11, 2026

INDIVIDUAL Application Name:405(b)

1. Occupant Protection Program

The State's occupant protection program area plan for the upcoming fiscal year is provided at:

The projects the State will implement during the fiscal year to carry out the plan is provided in the annual grant application at:

Project List

Good Shepherd Health Care System CPS
St. Anthony Hospital Child Passenger Safety
Clackamas County ODOT CPS Grant
Bambinos Car Seat Safety Program
Lane Council of Government Child Passenger Seat Safety Grant
Safe Travel for Every Child: Car Seat Safety for Underserved Families
Statewide Child Passenger Safety (CPS) Technician Certification & Resource Development Project
OHSU Doernbecher Car Seat Distribution
NAYA Child Safety Program
Statewide Safety Belt Enforcement
Statewide Services - Occupant Protection - 405(b)
Grants Pass Fire Rescue CPS Project
Central Oregon Safe Kids Coalition
Lake County CASA Child Passenger Safety

2. Click-it-or-Ticket

Participation in Click-it-or-Ticket National Mobilization

The State shall provide a description of the planned participation in the Click it or Ticket national mobilization, including a list of participating agencies during the fiscal year of the grant.

Participation in Click It or Ticket National Mobilization Plan

During the 2024 calendar year, 103 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted (FARS). Twelve percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.)

High Visibility Enforcement (HVE) continues to be a huge part of the Occupant Protection Program. It is the key countermeasure to educating the public on seat belt and child passenger seat laws as well as enforcing the laws. The more officers you see out on the road, the higher the seat belt usage rate will be. Focusing on educating law enforcement agencies on the new straight time enforcement opportunity along with the continuing overtime enforcement will be a big priority for the HVE program.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2027, these two-week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be highly encouraged by Oregon Impact to participate in each blitz, and will work with local media and agency social media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA in the Annual Report.

Officers will be notified of child passenger safety training opportunities throughout the year and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and Oregon Impact (for local police department and sheriff’s office participation). Those agencies anticipated to participate during FFY 2027 have been identified (above).

Campaign performance will be measured through results of the annual statewide observed use survey, ODOT public attitude survey, and frequency/quantity/type of enforcement contacts reported by participating agencies. See attachment for participating agencies.

3. Child Restraint Inspection Stations

Projects demonstrating the State’s active network of child restraint inspection stations

Project List

Good Shepherd Health Care System CPS
St. Anthony Hospital Child Passenger Safety
Clackamas County ODOT CPS Grant
Bambinos Car Seat Safety Program
Lane Council of Government Child Passenger Seat Safety Grant
Safe Travel for Every Child: Car Seat Safety for Underserved Families
OHSU Doernbecher Car Seat Distribution
NAYA Child Safety Program
Grants Pass Fire Rescue CPS Project
Central Oregon Safe Kids Coalition
Lake County CASA Child Passenger Safety

The total number of planned inspection stations and/or events in the State

50.00

The number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk.

Urban:
26.00

Rural:
43.00

At-risk:

50.00

The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician .

Yes

4. Child Passenger Safety Technicians

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

Project List

Statewide Child Passenger Safety (CPS) Technician Certification & Resource Development Project

Total number of classes being held:

10.00

Total number of technicians to be trained:

180.00

Attached Files

Title Document:

01. 405(b) OP Program Application_2026

Last Modified:

June 18, 2026

Title Document:

02. OR 405b 2027 CIOT Participating LE

Last Modified:

June 18, 2026

Title Document:

01. 405(b) OP Program Application_2027

Last Modified:
June 18, 2026

INDIVIDUAL Application Name:405(c)

The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database. Provide a written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the 'Model Performance Measures for State Traffic Records Systems' (DOT HS 811 441), as updated.

Section 405c funds require Oregon to demonstrate progress on a selected performance measure to qualify for these funds. For the year 2025, progress was clearly measurable on performance measure C-T-1: The monthly average number of dates from a) the crash date to b) the date the fatal crash report is entered into the database. To demonstrate progress, Oregon tracks the monthly average number of days between the crash date and the date of entry into the database. The chart below shows a downward trend line in that monthly rate of crash date and crash entered date from April 2024 to March 2025 and April 2025 to March 2026. As shown in the table below, the yearly average moved from 108 days in 2024-2025 down to 49 days in 2025-2026. This reduction in the yearly average of crashes entered demonstrates a measurable improvement in crash reporting timeliness year-over-year using the specified yearly time-period. This data is recorded in the Oregon Crash Data System. The uploaded table and chart provide screenshots for the Fatal crash reports.

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

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

Yes

The State has designated a TRCC coordinator.

Yes

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.

Yes

Attached Files

Title Document:
405c Fatal Crash Data Timeliness 08.21.2026

Last Modified:
August 21, 2026

Title Document:
405c Fatal Crash Data Timeliness 08.21.2026

Last Modified:
August 21, 2026

INDIVIDUAL Application Name:405(d)

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

Response:
true

Classification:
Mid-Range

Application Type:
Previously Submitted Plan

Previously Submitted Plan

The State has previously submitted a statewide impaired driving plan that was approved by a statewide impaired driving task force on the following date and continues to use this plan.

Approval Date:
June 07, 2024

File Content

Attached Files

Title Document:
02. OR 405(d) Impaired Driving Strat Plan

Last Modified:
June 16, 2026

INDIVIDUAL Application Name:405(e)(c)

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

(Note: This does not affect qualification for award, but meeting this criterion will allow States additional flexibility in use of funds.)

Response:
Yes

Provide sample distracted driving questions from the State's driver's license examination.

File Content

Attached Files

Title Document:
01. OR 405(e) DD Law

Last Modified:
August 20, 2026

INDIVIDUAL Application Name:405(e)(d)

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

(Note: This does not affect qualification for award, but meeting this criterion will allow States additional flexibility in use of funds.)

Response:

Yes

Provide legal citations to the State statute demonstrating compliance with one of the following requirements :

Application Type:

Prohibition on Texting; Prohibition on Handheld Phone Use; Prohibition on Youth Cell Phone Use

The State's texting ban statute, prohibiting texting while driving and requiring a fine, is in effect, and will be enforced during the fiscal year of the grant.

Enacted On:

October 01, 2007

Last Amended On:

March 16, 2018

Legal citations:

Prohibition on Texting:

ORS 811.507

Definition of covered wireless communication device:

ORS 811.507

Fine for an offense:

ORS 811.507; ORS 153.021

Exemptions from Texting Ban:

ORS 811.507

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, is in effect, and will be enforced during the fiscal year of the grant.

Enacted On:

October 01, 2007

Amended On:

March 16, 2018

Legal citations:

Prohibition on handheld phone use:
ORS 811.507

Definition of covered wireless communication device:
ORS 811.507

Fine for an offense:
ORS 811.507; ORS 153.021

Exemption from handheld phone use ban:
ORS 811.507

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, is in effect, and will be enforced during the fiscal year of the grant .

Enacted On:
October 01, 2007

Amended On:
March 16, 2018

Legal citations:

Prohibition on youth cell phone use:
ORS 811.507

Definition of covered wireless communication device:
ORS 811.507

Fine for an offense:
ORS 811.507; ORS 153.021

Exemptions from youth cell phone use ban:
ORS 811.507

Attached Files

INDIVIDUAL Application Name:405(f)

Application Type:
Helmet Law;Motorcycle Riding Training Course;Use of fees collected from motorcyclist

The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, is in effect, and will be enforced during the fiscal year of the grant.

Enacted On:

January 01, 1987

Last Amended On:

January 01, 1995

Legal Citation:

814.260 Failure of moped operator to wear motorcycle helmet

The name and organization of the head of the designated State authority over motorcyclist safety issues is :

Name and Organization:

Amanda Pietz, Governor's Representative for Highway Safety

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

Select at least one of the following options. If selecting "Other Curriculum", provide additional information and documentation.

Introductory Rider Curriculum:

TEAM OREGON Basic Rider Training

Provide a list of the 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 that 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.

TEAM OREGON Basic Rider Training program has been approved for endorsement in the state by Oregon Department of Transportation.

Use of Fee Application Type:

Law

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

807.370 License, endorsement and permit fees; 802.340 Transportation Safety Account; 802.320 Motorcycle safety program

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

807.370 License, endorsement and permit fees; 802.340 Transportation Safety Account; 802.320 Motorcycle safety program

**Year of Appropriations:
2026**

Attached Files

Title Document:
2025 MC Registration By County and Projected Training for 2026 through 2027

Last Modified:
August 24, 2026

INDIVIDUAL Application Name:405(g)

NHTSA has identified your State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.

Select the project(s) and subrecipient(s) information that the State plans to conduct under this program.

Project List

Oregon Friendly Driver
Statewide Pedestrian and Bicyclist Safety
Bicycle and Pedestrian Outreach

Attached Files

INDIVIDUAL Application Name:405(i)

Application Type:
Peace Office Training

Application Category:
Applying as a Documentation State

Attached Files

Title Document:
01. OR 405(i) Curriculum_Citations

Last Modified:
June 11, 2026

I understand that as a part of my review of the grant applications, I have reviewed the supporting documents.

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

I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.

As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Signature Governor's Representative for Highway Safety

Date

Amanda Pietz

Printed name of Governor's Representative for Highway Safety

Title 23 —Highways

Chapter III —National Highway Traffic Safety Administration, Department of Transportation

Part 1300 —Uniform Procedures for State Highway Safety Grant Programs

Authority: [23 U.S.C. 402](#); [23 U.S.C. 405](#); Sec. 1906, [Pub. L. 109-59](#), 119 Stat. 1468, as amended by Sec. 25024, [Pub. L. 117-58](#),

135 Stat. 879; delegation of authority at [49 CFR 1.95](#).

Source: [88 FR 7804](#), Feb. 6, 2023, unless otherwise noted.

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

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

State: **Oregon** Fiscal Year: **2027**

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

General Requirements

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

- [23 U.S.C. Chapter 4](#)—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;

- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Intergovernmental Review of Federal Programs

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

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- Unique entity identifier (generated by [SAM.gov](https://www.sam.gov));
- The names and total compensation of the five most highly compensated officers of the entity if:

I. the entity in the preceding fiscal year received—

- 80 percent or more of its annual gross revenues in Federal awards;
- \$25,000,000 or more in annual gross revenues from Federal awards; and

II. the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;

- a. Other relevant information specified by OMB guidance.

Nondiscrimination (Applies to Subrecipients as Well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324](#) et seq.), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794](#) et seq.), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101](#) et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);

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

General Assurances

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

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

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

Specific Assurances

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

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in [§ 21.23\(b\)](#) and [\(e\)](#) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, [42 U.S.C 2000d](#) to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A)^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

[1] Available at

https://www.faa.gov/about/office_org/headquarters_offices/acr/com_civ_support/non_disc_pr/media/dot_order_1050_2A_standard_dot_title_vi_assurances.pdf.

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

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

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

The Drug-Free Workplace Act of 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

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

Political Activity (Hatch Act) (Applies to Subrecipients as Well as States)

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

Certification Regarding Federal Lobbying (Applies to Subrecipients as Well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Restriction on State Lobbying (Applies to Subrecipients as Well as States)

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

Certification Regarding Debarment and Suspension (Applies to Subrecipients as Well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

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

Instructions for Lower Tier Participant Certification

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

defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

Buy America (Applies to Subrecipients as Well as States)

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

Certification on Conflict of Interest (Applies to Subrecipients as Well as States)

General Requirements

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

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.

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

Disclosure Requirements

No State or its subrecipient, including its officers, employees or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

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

action can have an economic or other impact on the interests of a regulated or affected organization.

Prohibition on Using Grant Funds To Check for Helmet Usage (Applies to Subrecipients as Well as States)

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

Policy on Seat Belt Use

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

Policy on Banning Text Messaging While Driving

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

Section 402 Requirements

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with [23 CFR part 1340](#) for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in [23 U.S.C. 148\(a\)](#); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands. ([23 U.S.C. 402\(b\)\(1\)\(F\)](#))
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. ([23 U.S.C. 402\(j\)](#))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. ([23 U.S.C. 402\(c\)\(4\)](#))

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

Signature Governor's Representative for Highway Safety

Date

Amanda Pietz

Printed name of Governor's Representative for Highway Safety

[[88 FR 7804](#), Feb. 6, 2023, as amended at [90 FR 31593](#), July 15, 2025]