

NORTH DAKOTA  
**2025**  
ANNUAL GRANT APPLICATION  
**FINAL REPORT**



*Prepared by*

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION**

BISMARCK, NORTH DAKOTA

dot.nd.gov

**DIRECTOR**

Ron Henke, P.E.

**DRIVER SAFETY**

Robin Rehborg, Deputy Director

**HIGHWAY SAFETY DIVISION**

Karin Mongeon, Highway Safety Division Director

Kelly Aberle, Program Manager

Justin Bailey, Safety Public Information Program Manager

Rachel Bitz, Traffic Records Coordinator/FARS Analyst

Maria Gokim, Traffic Records Analyst/FARS Supervisor

Chris Keller, Program Manager

Sheila Kitzan, Office Manager

Lindsey Narloch, Program Manager

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# INTRODUCTION

North Dakota continued its commitment to highway safety through Vision Zero – North Dakota’s statewide initiative to reduce motor vehicle crash fatalities and serious injuries to zero.

Vision Zero is implemented through the North Dakota Strategic Highway Safety Plan (SHSP)/Vision Zero Plan and continues to gain momentum with increased stakeholder involvement, increased media and public interest, and an emphasis on implementing evidence-based strategies including education and outreach, policy advancements, roadway safety improvements, and other solutions.

The North Dakota Department of Transportation’s (NDDOT) Highway Safety Division is responsible for coordinating the Vision Zero initiative. The Highway Safety Division receives federal funds through the National Highway Traffic Safety Administration (NHTSA) to develop and implement a Triennial Highway Safety Plan (THSP) that identifies the behavioral traffic safety problems such as lack of seat belt use, impaired driving, speed, distracted driving, etc., that result in the greatest number of motor vehicle crash fatalities and serious injuries. Then, the Highway Safety Division submits an Annual Grant Application (AGA) that identifies strategies, projects, activities and resources to address the problems. Grant funds are awarded to eligible entities to complete projects and/or activities within the AGA.

The behavioral traffic safety problems and strategies identified within the THSP and AGA are consistent with the state’s SHSP/Vision Zero Plan.

This Annual Report is an account of federal fiscal year (FFY) 2025 activity and progress toward achieving the safety goals set forth in the THSP.

## PERFORMANCE REPORT

### (1) Assessment

#### (a) Progress Toward Performance Targets

The North Dakota THSP included performance measures and targets to be achieved through projects and activities conducted to address motor vehicle crash problems. North Dakota adopted the core performance measures, and core behavior measure established by the Governor’s Highway Safety Administration (GHSA) and NHTSA.

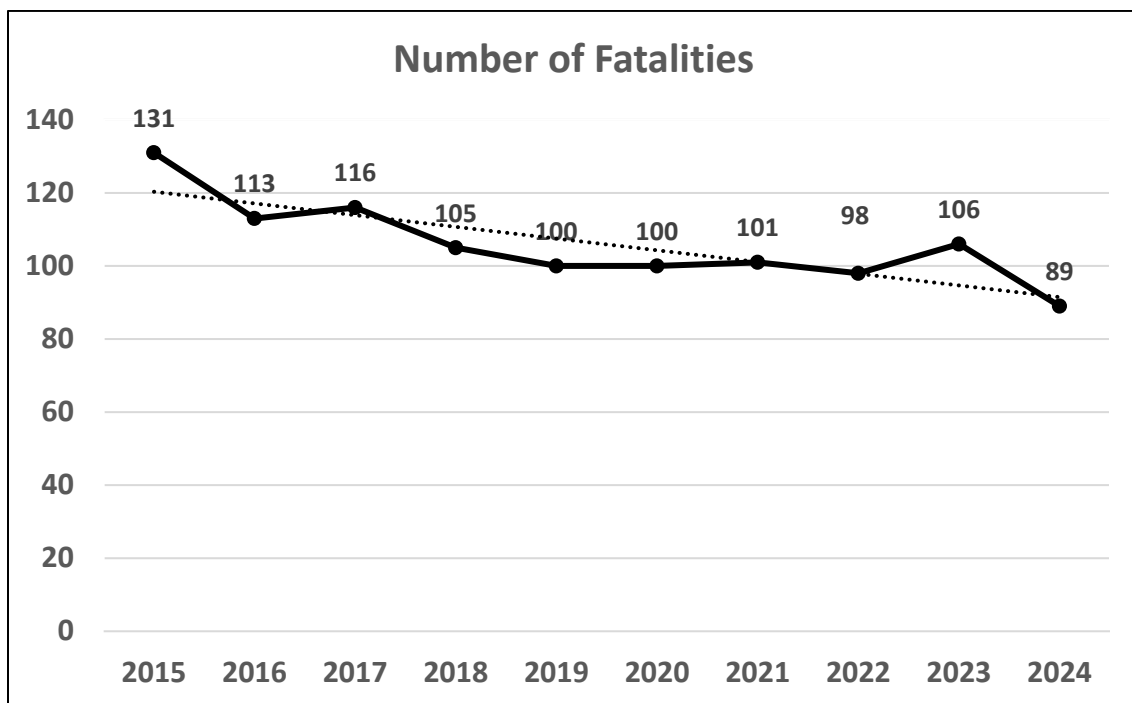
North Dakota is on target to meet eight of 12 identified core performance and behavior targets and four of five state performance targets for FFY 2025 as described below.



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

| Performance Target                       | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-1) Number of traffic fatalities (FARS) | 5-year        | 2021-2025      | 96.0                  | 2020-2024 State Data 98.8              | In Progress                       |

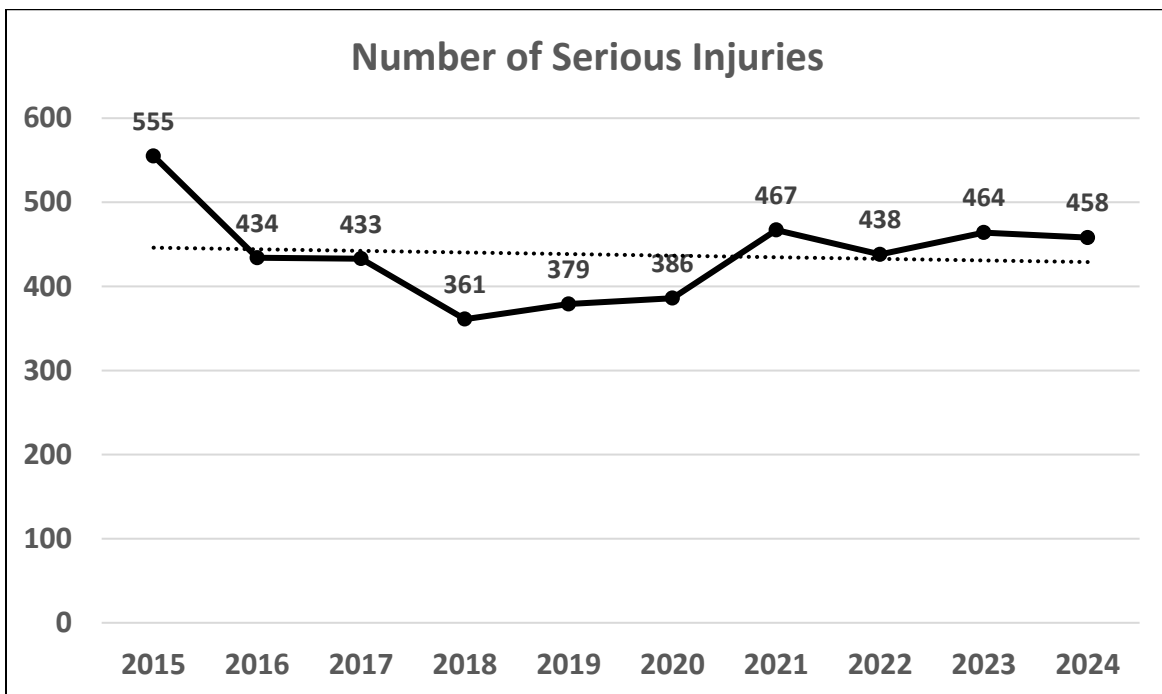
North Dakota's target for traffic fatalities in the THSP was based on five-year averages, with the goal of reducing the number of traffic fatalities from a baseline (2019-2023) average of 99.2 to a five-year (2021-2025) average of 96.0 by December 31, 2025. North Dakota's current five-year traffic fatality average (2020-2024) is 98.8. While the performance measure isn't met based on 2020-2024 data, North Dakota is experiencing a trend decrease in traffic fatalities and is anticipating another record low fatality number in 2025. It is anticipated that we will meet this performance measure with the inclusion of 2025 data.



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

| Performance Target                                                          | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|-----------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-2) Number of serious injuries in traffic crashes (State crash data files) | 5-year        | 2021-2025      | 418.3                 | 2020-2024 State Data<br>442.6          | No                                |

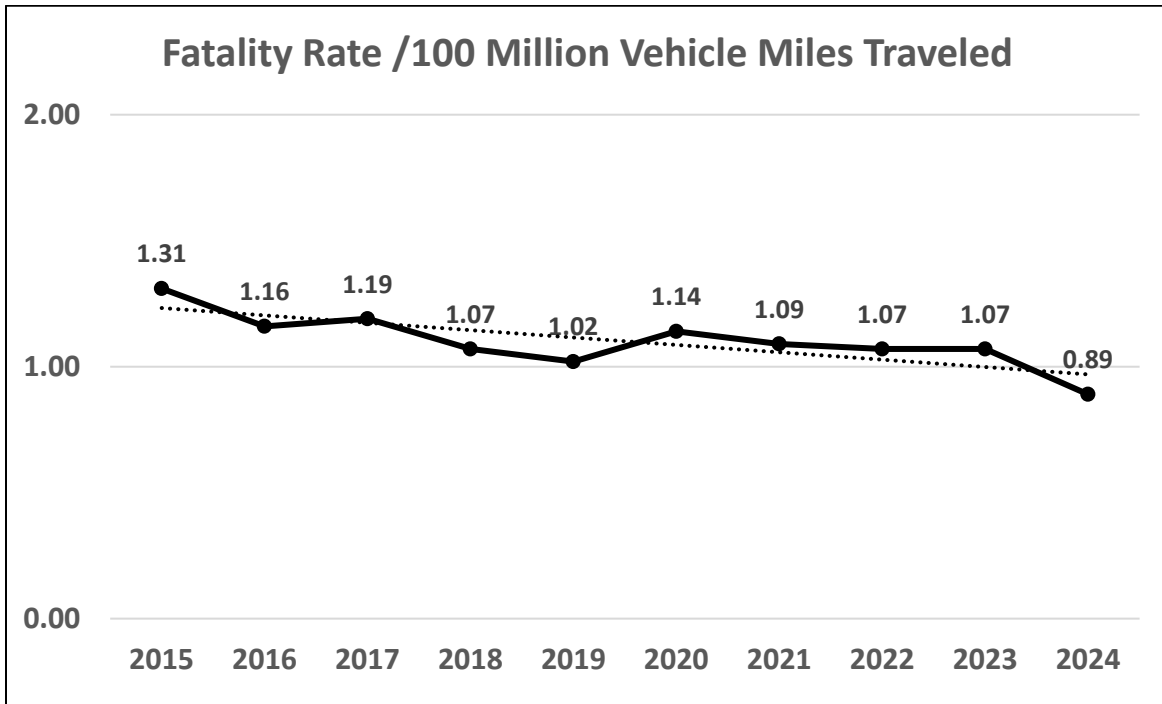
North Dakota's target for the number of serious injuries in traffic crashes in the THSP was based on five-year averages, with the goal of reducing the number of serious injuries from a baseline (2019-2023) average of 397.1 to a five-year (2021-2025) average of 418.3 by December 31, 2025. North Dakota's current five-year traffic fatality average (2021-2024) is 442.6. However, North Dakota is experiencing a trend decrease with serious injuries.



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

| Performance Target               | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-3) Fatalities/VMT (FARS, FHWA) | 5-year        | 2021-2025      | 1.055                 | 2020-2024 State Data<br>1.052          | Yes                               |

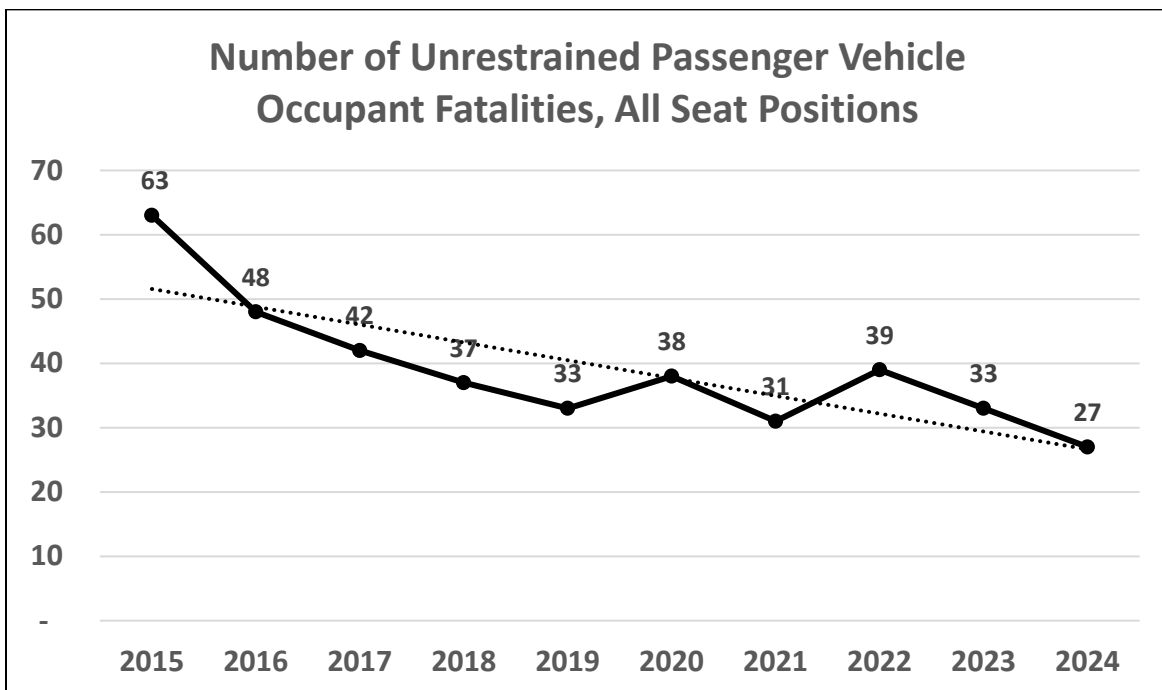
North Dakota's target for the number of fatalities per million vehicle miles traveled (VMT) in the THSP was based on five-year averages, with the goal of reducing the rate from a baseline (2019-2023) average of 1.080 to a five-year (2021-2025) average of 1.055 by December 31, 2025. This performance measure is on track to be met with North Dakota's current five-year traffic fatality average (2020-2024) of 1.052.



**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

| Performance Target                                                                           | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 5-year        | 2021-2025      | 38.0                  | 2020-2024 FARS Data<br>33.6            | Yes                               |

North Dakota's target for the number of unrestrained passenger vehicle occupant fatalities in the THSP was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 38.0 by December 31, 2025. This performance measure is on track to be met with North Dakota's current five-year traffic fatality average (2020-2024) of 33.6. North Dakota is experiencing a trend decrease with the number of unrestrained passenger vehicle occupant fatalities and should continue to maintain progress with the passage of North Dakota's Primary Seat Belt Law in 2023.

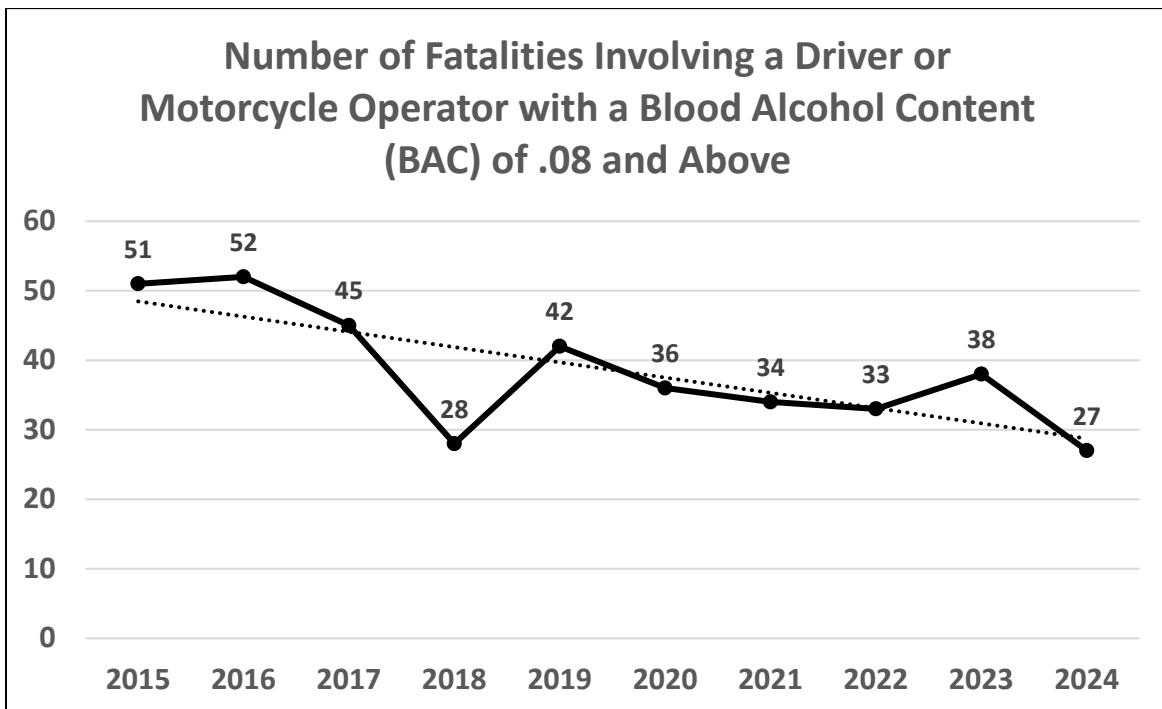




**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

| Performance Target                                                                                                | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|-------------------------------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5-year        | 2021-2025      | 32.4                  | 2020-2024 FARS Data<br>33.6            | In Progress                       |

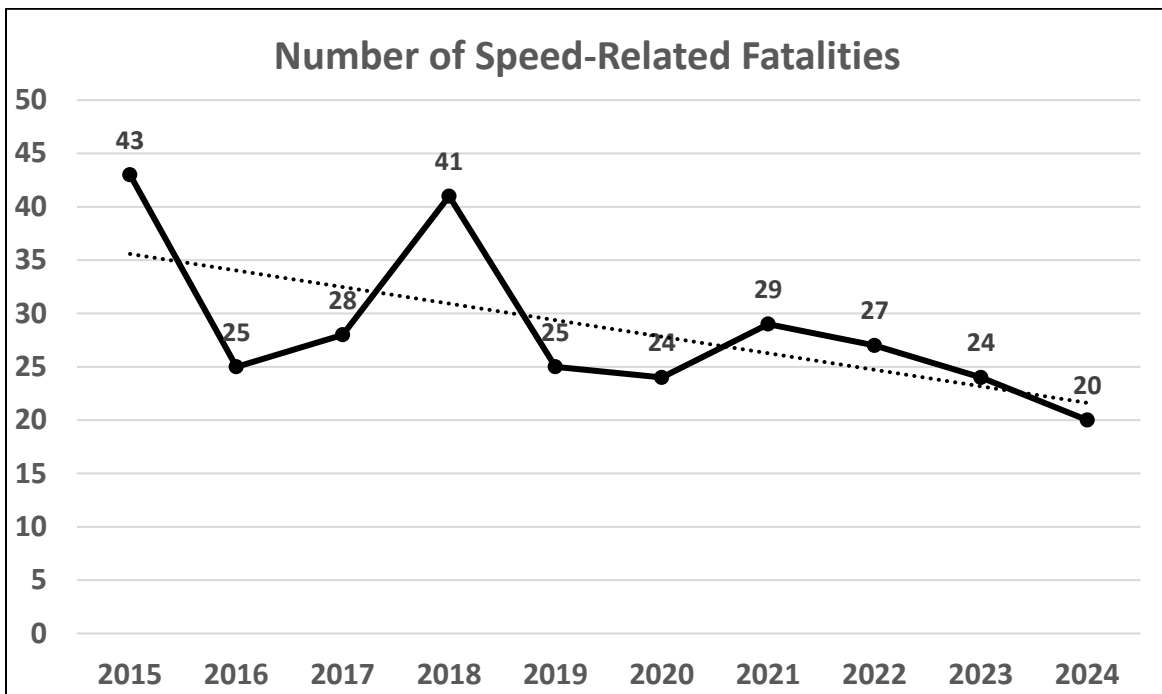
North Dakota's target for the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above in the THSP was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 32.4 by December 31, 2025. This performance measure is on track to be met with North Dakota's current five-year average (2020-2024) of 33.6. North Dakota is experiencing a trend decrease with impaired driving fatalities.



**Performance Measure: C-6) Number of speeding-related fatalities (FARS)**

| Performance Target                                | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|---------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-6) Number of speeding-related fatalities (FARS) | 5-year        | 2021-2025      | 30.3                  | 2020-2024 FARS Data 24.8               | Yes                               |

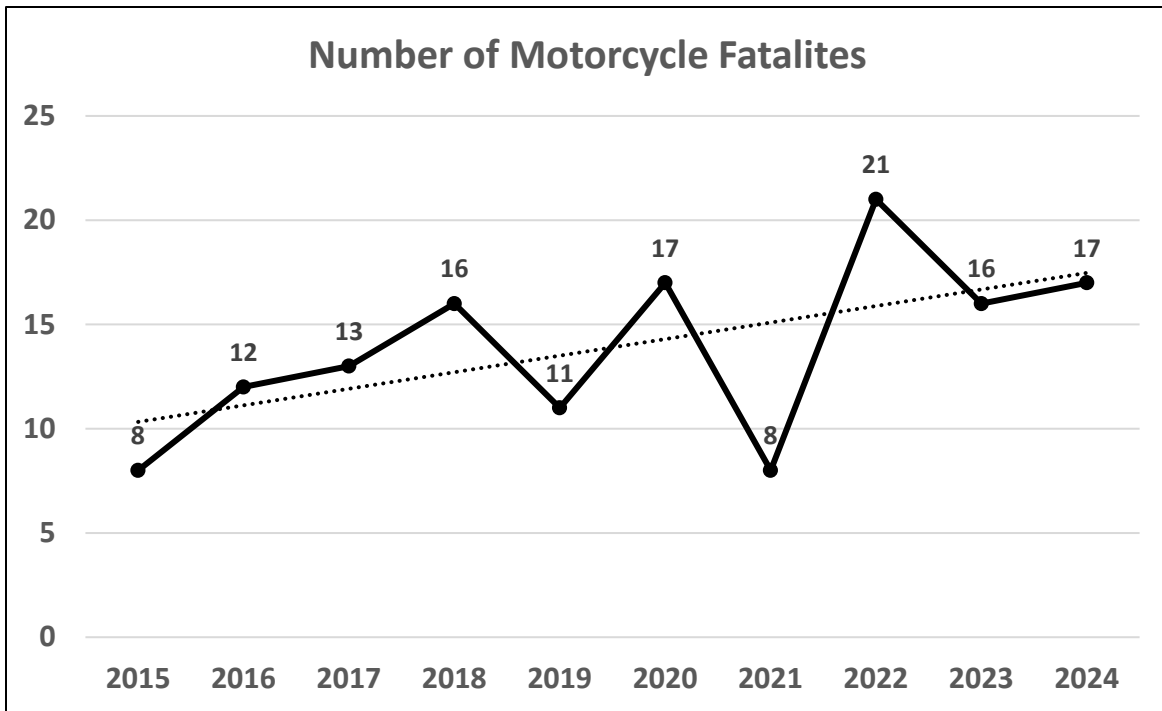
North Dakota's target for the number of speeding-related fatalities was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 30.3 by December 31, 2025. North Dakota's current five-year traffic fatality average (2020-2024) is 30.4. This performance measure is on track to be met with North Dakota's current five-year average (2020-2024) of 24.8. North Dakota is experiencing a trend decrease with speed-related driving fatalities.



**Performance Measure: C-7) Number of motorcyclist fatalities (FARS)**

| Performance Target                            | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025Target? |
|-----------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|----------------------------------|
| C-7) Number of motorcyclist fatalities (FARS) | 5-year        | 2021-2025      | 14.5                  | 2020-2024 FARS Data 15.8               | No                               |

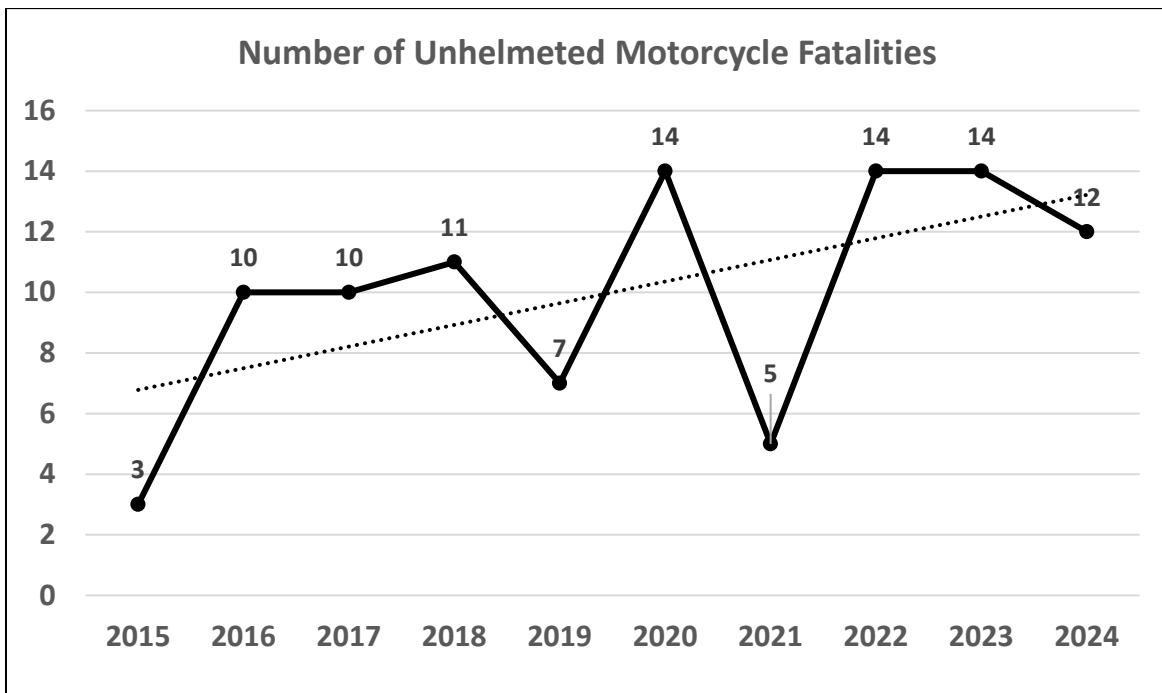
North Dakota's target for the number of motorcyclist fatalities was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 14.5 by December 31, 2025. North Dakota's current five-year motorcyclist fatality average (2020-2024) is 15.8. This performance measure will not be met, and North Dakota is experiencing a trend increase with motorcyclist fatalities.



**Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (FARS)**

| Performance Target                                        | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|-----------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-8) Number of un-helmeted motorcyclist fatalities (FARS) | 5-year        | 2021-2025      | 10.1                  | 2020-2024 FARS Data<br>11.8            | No                                |

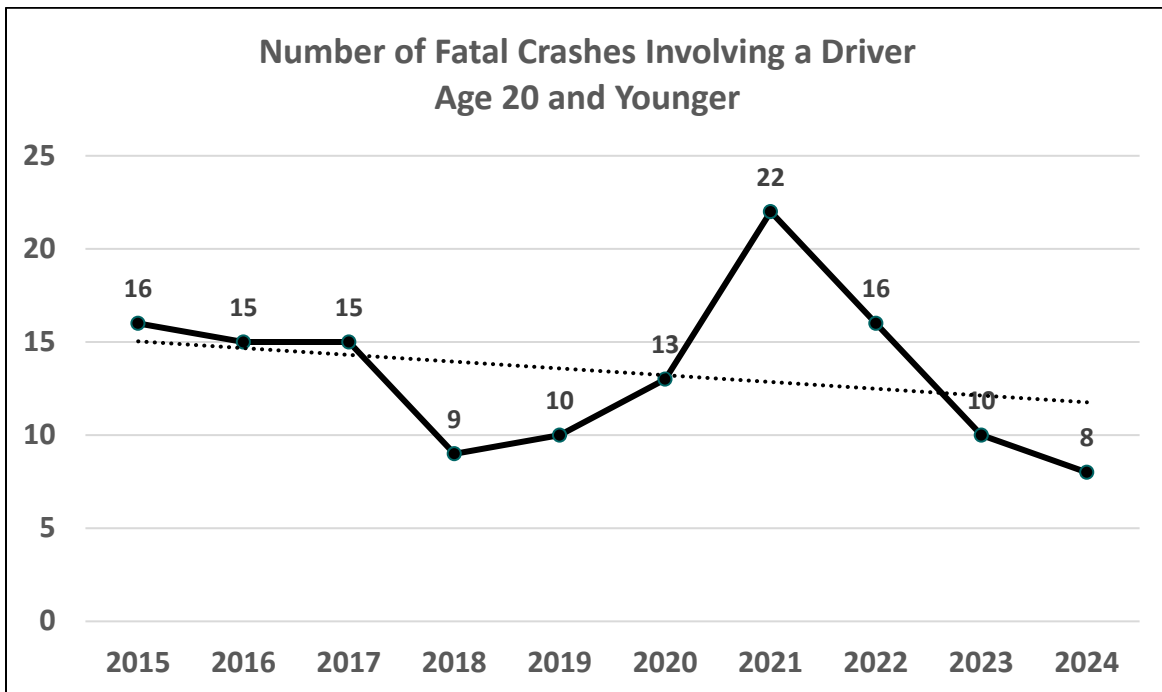
North Dakota's target for the number of un-helmeted motorcyclist fatalities was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 10.1 by December 31, 2025. North Dakota's current five-year un-helmeted motorcyclist fatality average (2020-2024) is 11.8. This performance measure was nearly achieved. This performance measure will not be met, and North Dakota is experiencing a trend increase with the number of un-helmeted motorcyclist fatalities.



**Performance Measure: C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS)**

| Performance Target                                                         | Target Period | Target Year(s) | Target Value FFY 2024 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS) | 5-year        | 2021-2025      | 13.7                  | 2020-2024 FARS Data<br>13.8            | In Progress                       |

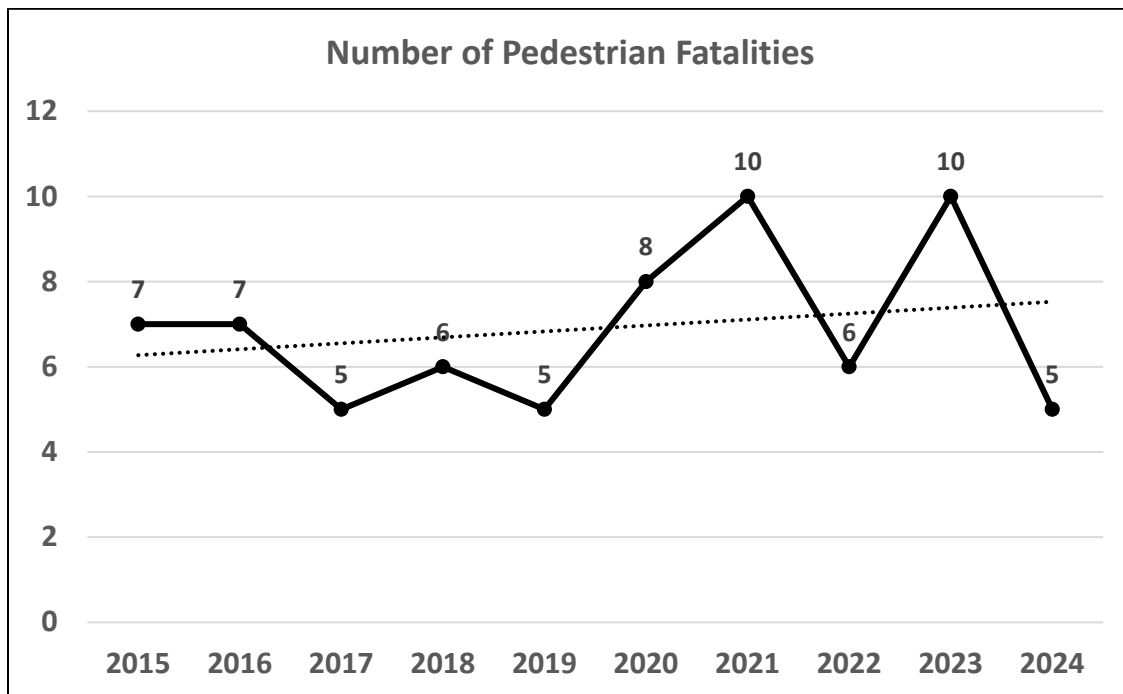
North Dakota's target for the number of young drivers involved in fatal crashes was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 13.7 by December 31, 2025. North Dakota's current five-year average (2020-2024) is 13.8. While the performance measure isn't met based on 2020-2024 data, North Dakota is experiencing a trend decrease in young driver fatalities and is anticipating another record low fatality number in 2025. It is anticipated that we will meet this performance measure with the inclusion of 2025 data.



**Performance Measure: C-10) Number of pedestrian fatalities (FARS)**

| Performance Target                           | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-10) Number of pedestrian fatalities (FARS) | 5-year        | 2021-2025      | 6.9                   | 2020-2024 FARS Data 7.8                | No                                |

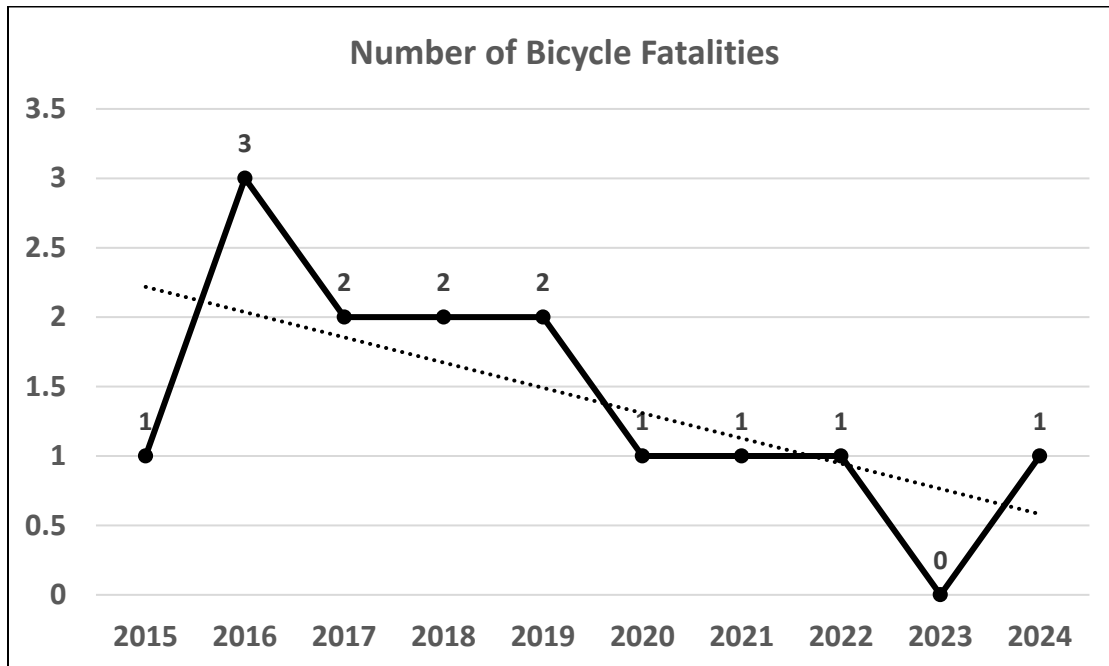
North Dakota's target for the number of pedestrian fatalities was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 6.9 by December 31, 2025. North Dakota's current five-year pedestrian fatality average (2020-2024) is 7.8. This performance measure was not met and pedestrian fatalities in North Dakota continue to fluctuate between 5-10 pedestrian fatalities per year.



**Performance Measure: C-11) Number of bicyclist fatalities (FARS)**

| Performance Target                          | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|---------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| C-11) Number of bicyclist fatalities (FARS) | 5-year        | 2021-2025      | 1.4                   | 2020-2024 FARS Data 0.8                | Yes                               |

North Dakota's target for the number of bicyclist fatalities was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 1.4 by December 31, 2025. North Dakota's current five-year bicyclist fatality average (2020-2024) is 0.8. North Dakota is on track to meet this performance measure.

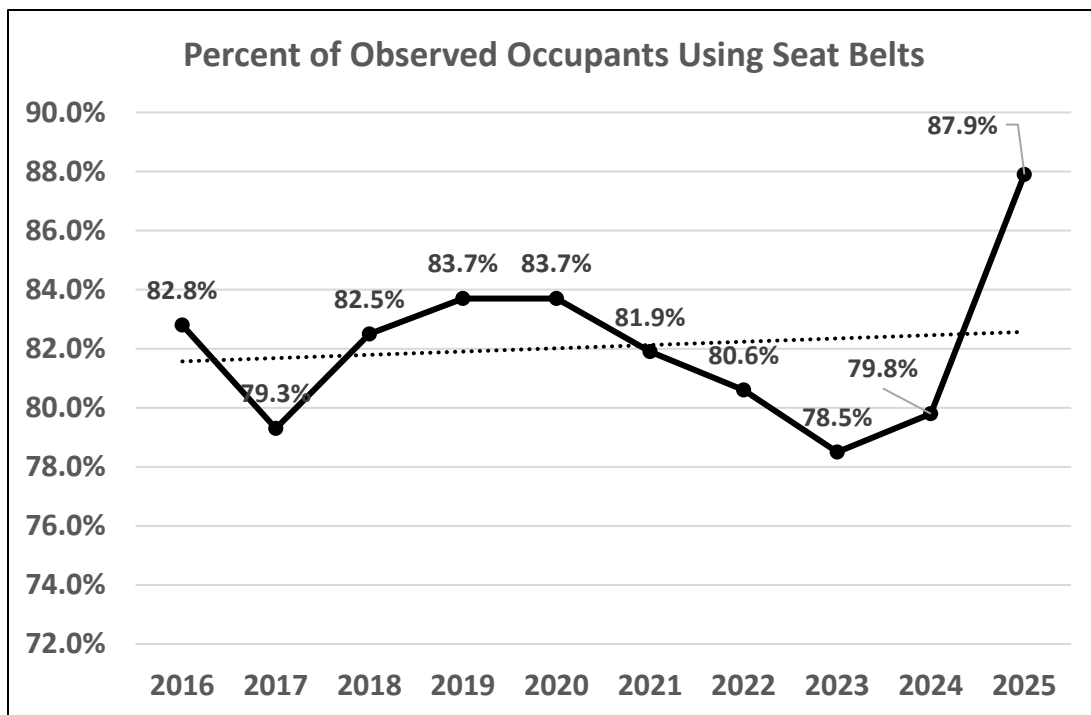




**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)**

| Performance Target                                                                         | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|--------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey) | Annual        | 2025           | 83.0                  | 2025 State Data 87.9                   | Yes                               |

North Dakota's target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was based on five-year averages with the goal of achieving 83.0 percent by December 31, 2025. North Dakota's FFY 2025 survey result was 87.9 percent. This substantial increase in observed seat belt use rate due to the passage of North Dakota's Primary Seat Belt Law on August 1, 2023.



**Performance Measure: A-4) Percentage of Traffic Citations Electronically Submitted (Citation Data – ND Supreme Court)**

| Performance Target                                                                               | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|--------------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| A-4) Percentage of Traffic Citations Electronically Submitted (Citation Data – ND Supreme Court) | Annual        | 2025           | 97.1%                 | 2025 State Data<br>99.0%               | Yes                               |

North Dakota’s target was to increase the number of citations electronically submitted to the courts, with the goal of increasing the number of electronic citations to 97.1% by December 31, 2025. North Dakota’s electronic citation submissions during the reporting period (January 1, 2025 – December 31, 2025) were 99.0% indicating that the state met this target.

**Performance Measure: A-5) Number of Car Seat Check-ups Offered (CPS Program Data, NDDHHS)**

| Performance Target                                                   | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| A-5) Number of Car Seat Check-ups Offered (CPS Program Data, NDDHHS) | Annual        | 2025           | 100                   | 2025 State Data<br>79                  | No                                |

North Dakota’s target was to increase the number of car seat check-ups offered to 100 by December 31, 2025. North Dakota did not meet this target.

**Performance Measure: A-6) Distracted Driving Citations (NDDOT Citation Data)**

| <b>Performance Target</b>                               | <b>Target Period</b> | <b>Target Year(s)</b> | <b>Target Value FFY 2025</b> | <b>Data Source/ FFY 2025 Progress Results</b> | <b>On Track to Meet FFY 2025 Target?</b> |
|---------------------------------------------------------|----------------------|-----------------------|------------------------------|-----------------------------------------------|------------------------------------------|
| A-6) Distracted Driving Citations (NDDOT Citation Data) | Annual               | 2025                  | 975                          | 2025 State Data 1,611                         | Yes                                      |

North Dakota's target was to increase the number of distracted driving citations issued statewide to 975 by December 31, 2025. North Dakota met this target with 1,611 distracted driving citations issued in 2025.

**Performance Measure: A-7) Drug-Impaired Driving – Number of DUI blood and urine samples tested for drug metabolites (State Toxicology Data)**

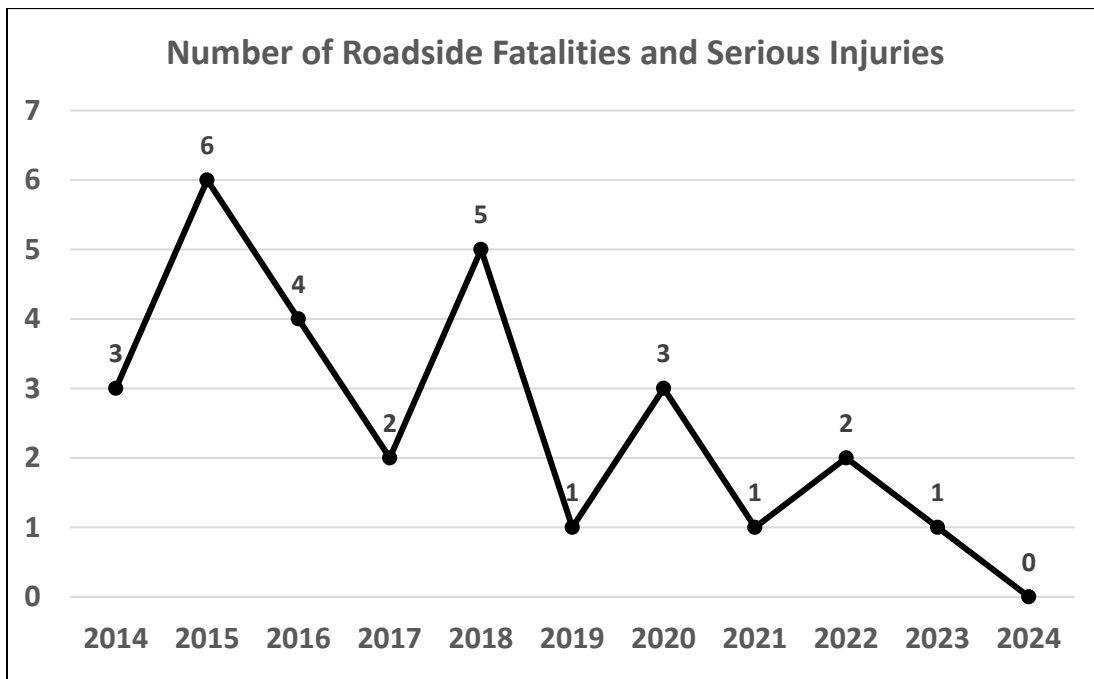
| <b>Performance Target</b>                                                                                              | <b>Target Period</b> | <b>Target Year(s)</b> | <b>Target Value FFY 2025</b> | <b>Data Source/ FFY 2025 Progress Results</b> | <b>On Track to Meet FFY 2025 Target?</b> |
|------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------|------------------------------|-----------------------------------------------|------------------------------------------|
| A-7) Drug-Impaired Driving – Number of DUI blood and urine samples tested for drug metabolites (State Toxicology Data) | Annual               | 2025                  | 335                          | 2025 State Data 442                           | Yes                                      |

North Dakota's target for DUI samples tested for drug metabolites was based on the FFY 2025 total number of DUI samples tested for drug metabolites, which included urine and blood samples tested. North Dakota met the target with 442 total drug samples tested in FFY 2025.

**Performance Measure: A-8) Roadside Deaths – Number of roadside fatalities and serious injuries (State crash data files) – NEW**

| Performance Target                                                                                 | Target Period | Target Year(s) | Target Value FFY 2025 | Data Source/ FFY 2025 Progress Results | On Track to Meet FFY 2025 Target? |
|----------------------------------------------------------------------------------------------------|---------------|----------------|-----------------------|----------------------------------------|-----------------------------------|
| A-8) Roadside Deaths – Number of roadside fatalities and serious injuries (State crash data files) | 5-year        | 2021-2025      | 2.4                   | 2020-2024 State Data<br>1.4            | Yes                               |

To account for low crash counts, both fatalities and serious injuries were used. North Dakota's target for the number of roadside fatalities and serious injuries in the THSP was based on five-year averages, with the goal of achieving a five-year (2021-2025) average of 2.4 by December 31, 2025. North Dakota is on track to meet this target with the current five-year average (2020-2024) of 1.64. North Dakota is experiencing a decrease in roadside fatalities and serious injuries.



## **(b) AGA Activities to Meet Performance Targets**

The following is description of the activities conducted under North Dakota's FFY 2024 AGA and how they contributed to meeting the State's highway safety performance targets.

### **PLANNING AND ADMINISTRATION**

**Contributions to THSP Performance Measures:** This program area supported all performance measures. The project provided funds toward financial management, program planning, implementation and evaluation.

#### **Planning and Administration – PA2501-01**

This project supported general highway safety program activity including general public information and education (PI&E) materials, training and travel for staff members, memberships and other professional fees such as membership to the GHSA, preparation and printing of reports and other materials, and other general activities.

### **COMMUNITY TRAFFIC SAFETY PROGRAMS**

**Contributions to THSP Performance Measures:** This program area supported performance measures (C1) Number of traffic fatalities, (C2) Number of serious injuries in traffic crashes, (C3) Fatalities/VMT, (C4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions, and (C6) Number of speeding-related fatalities. Projects provided funds for research-based education and outreach.

#### **Program Management – CP2509-01**

Management of community traffic safety programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

#### **Vision Zero Community Outreach Program – CP2509-03**

The North Dakota Association of Counties (NDACo) continued to advance statewide traffic safety efforts through the Vision Zero Outreach Program throughout FFY 2025. In partnership with the NDDOT Highway Safety Division, the program focused on reducing fatalities and serious injuries by engaging county leadership, employees, businesses, schools, and community partners.

A major accomplishment this year was the expansion of regional coverage through the addition of a sixth Vision Zero Outreach Coordinator serving the West Region. Coordinators are hosted by six counties throughout the state — Grand Forks, Cass, Ward, Burleigh, Stutsman, and Stark — and these positions remained essential to delivering consistent, local-level safety education.

Throughout the year, the Vision Zero Coordinators conducted extensive outreach across North Dakota, attending commission meetings, participating in civic group presentations, and engaging the public at community events, fairs, festivals, and athletic venues. They continued to use hands-on tools such as Fatal Vision Goggles, simulators, and seat belt convickers to educate residents about impaired driving, occupant protection, speed, and distracted driving. Vision Zero maintained a strong presence at major events such as the North Dakota State Fair, where tens of thousands of attendees visited the booth or viewed the parade float, as well as county fairs, ND Country Fest, and the McQuade Softball Tournament. These events allowed the program to reach broad and diverse audiences across rural and urban counties.

Youth-focused outreach continued to grow through the Vision Zero Schools program, which had 13 actively participating schools during the year. New schools, including Larimore High School, Northern Cass High School, and West Fargo Sheyenne, expanded the reach of student-led traffic safety initiatives. Coordinators supported school-based projects such as Buckle Up Phone Down (BUPD) events and youth-driven safety campaigns that empowered students to take leadership roles in promoting responsible driving behaviors. A major statewide achievement this year was the expansion of the Impact Teen Drivers (ITD) program. NDACo hosted a Master Train-the-Trainer workshop that equipped Coordinators to deliver the ITD curriculum across grade levels, ranging from elementary to high school. Using this training, the coordinators reached approximately 1,930 students and collected 1,012 post-program surveys, which showed strong increases in teen understanding of distracted driving risks and their willingness to speak up in unsafe driving situations. Teen feedback was overwhelmingly positive, with 92% of participants rating the program “good” or “great.” Two Vision Zero School students also presented at the national Lifesavers Conference alongside North Dakota presenters, showcasing the strength of the program’s youth engagement efforts.

Community engagement remained equally strong through statewide campaigns. Click-It for Coffee events were held at eight locations statewide, offering seatbelt safety messaging during the national Click It or Ticket campaign and reaching hundreds of motorists. DUI Enforcement All-Star events in Minot, Bismarck, and Dickinson honored officers for removing impaired drivers from the road and provided a platform to educate thousands of attendees about impaired-driving risks. Buckle Up Phone Down continued to gain momentum across schools, businesses, and community events, and partnerships with organizations such as local sports teams, racetracks, coffee shops, and festivals supported sustained outreach. Several Coordinators maintained certification as Child Passenger Safety Technicians, ensuring the continued delivery of statewide child occupant protection support through car seat checks and safety trainings.

Each Coordinator achieved notable regional successes. In the Southwest, outreach included a seat belt safety program at Standing Rock that reached more than 120 K–5 students, a successful Click-It for Coffee event at Serendipity Coffee that engaged over 100 drivers, and

halftime outreach at United Tribes Technical College basketball games that reached more than 300 attendees. The Northwest region strengthened partnerships through school-based programming, a major presence in the North Dakota State Fair Parade, and coordination of the Minot Hot Tots DUI Enforcement All-Star event. In the Northeast region, youth outreach expanded significantly through the addition of Larimore High School as a Vision Zero School and through Teen Maze events that educated hundreds of students. The Southeast region elevated the program nationally by presenting at the Lifesavers Conference and expanded school participation through the addition of Northern Cass and Sheyenne High School. In the East Central region, the Oakes Vision Zero rivalry event brought together students from Oakes and LaMoure, Jamestown Kids Safety Day offered hands-on safety education to families, and workplace outreach strengthened commuting safety at the Green Bison Soybean Plant. The newly added West Region achieved remarkable success at the T4 Summit in Bowman, where the coordinators led eight sessions across ten schools in five counties—Billings, Stark, Bowman, Golden Valley, and Hettinger—ultimately leading to requests for Vision Zero presentations at future T4 Summits statewide.

Program leadership supported Coordinators through bi-weekly mentoring meetings, monthly one-on-one check-ins, and ongoing reporting to the NDDOT Highway Safety Division. Coordinators also participated in professional development opportunities, including statewide and national conferences, that strengthened their community engagement and presentation skills. Crash data continued to guide strategic outreach, ensuring resources were targeted toward high-risk behaviors and geographic areas.

The FFY 2025 program year demonstrated substantial progress toward Vision Zero's goal of reducing traffic fatalities and serious injuries in North Dakota. Through expanded staffing, strengthened partnerships, increased school participation, and meaningful community engagement, the Vision Zero Outreach Program delivered life-saving messages to thousands of North Dakotans. Every presentation, event, and conversation contributed to a stronger statewide safety culture rooted in personal responsibility and community commitment. NDA Co and its Coordinators remain dedicated to advancing these efforts and moving North Dakota closer to achieving zero fatalities on state roadways.

#### **Vision Zero Community Outreach Program – Supplies and Support – State Funded Program**

State funds were provided for the Vision Zero Coordinators to purchase materials that support outreach strategies but are unallowable under federal programs. This included incentive items for distribution at outreach events and other resources.

#### **Media and Outreach – Commercial Motor Vehicle – CP2509-04-01**

A media campaign was distributed to provide information to the traveling public about driving among commercial vehicles. The campaign educated and encouraged all drivers to take personal responsibility and drive safely around large vehicles. The campaign ran in January 2025 because motor vehicle crashes involving heavy vehicles are more common in winter months. The campaign consisted of digital and social media ads, as well as earned media.



#### **Media and Outreach – Native American Populations – CP2509-04-02**

Native Americans in North Dakota are over-represented in fatal crashes. This campaign featured culture-specific language and creative reinforcing the importance of buckling up and using the correct child safety seats. Campaign messages were distributed to North Dakota reservations via digital and social media which included an existing video for Facebook and Instagram. Standing Rock reservation transit bus featured a buckle up ad.





### **Media and Outreach – Other Areas of Emphasis – CP2509-04-03**

Media and outreach activity under this project addressed the Other Areas of Emphasis within the Vision Zero Plan not addressed through other campaign activities. This included older drivers, vulnerable users (primarily pedestrians and bicyclists), all-terrain vehicle (ATV) and off-highway vehicle (OHV) users and rural/local system roads.

A new video for Older Driver Awareness Week ran on Facebook in December to inform older drivers and their friends, loved ones and caregivers about the changes in aging driver's driving habits and to make a plan. An ATV safety campaign ran on Facebook, YouTube, digital media and earned media in August. A press release was also distributed in July to encourage the public to be aware of pedestrians and cyclists.

### **Media and Outreach – Lane Departure – CP2509-04**

Lane departure is the number one reason for severe crashes in North Dakota. Lane departures occur when a vehicle leaves the traveled way such as crossing an edge or center line. Lane departure campaigns ran in January and September and used existing creative called "Eyes" which provided information about lane departure crashes, causal factors and prevention. The lane departure media campaign consisted of earned, paid, Facebook and digital media. Ads were geographically targeted to include adults age 18 and over in North Dakota and were aired during times where lane departure crashes were prevalent.

### **Media and Outreach – Highway Safety Corridors – CP2509-05**

The NDDOT developed and implemented Vision Zero Highway Safety Corridors (HSCs) on select roadway segments with a higher number of severe crashes. Two new HSCs were implemented at the end of 2025 bringing the number of HSCs to six. Motorists traveling within the HSCs saw enhanced safety features including signage, pavement markings and increased law enforcement presence. A media campaign used existing radio, Facebook and YouTube to create public awareness about the HSCs. The media campaign was distributed in the geographic locations of the HSCs.

### **Media and Outreach – Positive Community Norms – CP2509-04-06**

There were no expenses for this project in FFY 2025. See Activity Report, Projects Not Implemented, for more information.

### **Coaches Who Care – CP2509-04-07**

There were no expenses for this project in FFY 2025. See Activity Report, Projects Not Implemented, for more information.

### **SmartSigns – CP2509-05**

Funds were provided to Cass County Government to administer a SmartSign driver behavior pilot program from October 1, 2023 – September 30, 2026. SmartSign is an intelligent driver feedback sign that can identify speeding, distracted driving, and unbelted drivers through infrared technology and can be configured to give real-time messages via a signboard to the driver about unsafe driving behavior. The SmartSign was strategically placed at eight locations in Cass County and will aim to bring elevated awareness about driving behavior in real time.

A dashboard was developed that allows users to monitor the traffic by location or behavior type (seat belt, distracted, and speeding). The dashboard is being upgraded and will be able to provide more information to Cass County and the Cass County Sheriff's Department to assist both agencies to identify driver behavior over the course of a month, weeks, days or hours of a day.

The infrared technology is unique in its ability to monitor driving behavior in real-time without collecting any personally identifiable information about drivers. This data is valuable to county and state governments for addressing speeding, distracted driving, and seat belt use. By providing actionable insights, it can directly impact crash and injury rates. At monitored sites, the SmartSign has demonstrated significant success, reducing distracted driving by 39% at a location in front of a middle and high school.

### **Program Development and Evaluation for Community Traffic Safety Programs – CP2509-06-01**

Project evaluation and assessment is essential for enhancing programs and informing effective policy development. NDSU UGPTI completed the following evaluation projects.

- Completed the annual knowledge, attitudes, behaviors and beliefs (KABB) traffic safety survey which is consistent with NHTSA/GHSA-established performance measures.
- Compiled and reconciled crash record data for accuracy, completeness and assessment. Completed ongoing database building and maintenance efforts with the driver license history and other related data sources.
- Analyzed crash and driver data sets requested to meet specific analysis needs of the Highway Safety Division and other Vision Zero partners.
- Worked on data enrichment to support evidence-based decisions in traffic safety program and policy decisions.
- Produced periodic planning and program report documents. The metrics and context provided data discovery, data collection, statistical computations, and written summaries to add to numeric and visual summaries.
- Ran data queries from the Highway Safety Division upon request.

## **Program Development and Evaluation- Safe System Analysis, Driver Education and Occupant Protection Support – CP2509-06-02**

NDSU UGPTI completed the following evaluation projects.

- Completed the annual observational seat belt use survey for 2025. Data showed an 8.1 percentage point increase in seat belt use from prior year.
- Completed the child passenger safety observational seat belt survey for 2025.
- Updated preliminary SAS code crash records, including 2024 as preliminary, to conduct pre-and post-primary seat belt policy use analysis. Crash record data metrics were updated to encompass seat belt use rates within both rural and urban settings, males aged 18-34 years, and across various regions. Analyzed data on seat belt use for overall seat belt use across the state, as well as specific breakdowns for rural and urban areas. The overall seat belt use data provided a broad picture of how well seat belt laws and safety campaigns are being followed by the general population.
- Compiled summary materials for the Aging Driver Priority Area Emphasis Team.
- Revised survey questions for Vision Zero Schools students.
- Completed analysis of speed data and presented findings at the Vision Zero Partner Conference.

### **Vision Zero Partner Conference and Events Coordination – State Funded Program**

The Highway Safety Division contracted with a professional event planner to assist with training, conferences, and other traffic safety program events. The event planner coordinated and completed event logistics and acted as a fiscal agent to reimburse the on-site and participant expenses associated with each. Events completed under this project included:

#### ***The Vision Zero Partner Conference***

The Vision Zero Partner Conference was held in May 2025. The Conference brings Vision Zero partners together to provide information and best practices in traffic safety. The event planner:

- Coordinated hybrid conference operations, managed venue needs, oversaw audiovisual setup, arranged pipe and drape as needed, and managed hotel room blocks with direct billing for eligible attendees.
- Drafted speaker agreements, assisted with travel arrangements, and supported communication with presenters.
- Built the conference website and registration platform, tracked and sent weekly registration lists, and printed registration lists for event days.
- Designed the Save the Date, conference agenda, digital conference book, awards booklet, videos, name badges, table tents, sponsor and door prize signage, and QR-coded elements.
- Ordered lanyards, badge holders, promotional items, and conference swag using sponsorship funds.
- Designed electronic conference evaluations and submitted CEU applications when fees were required.

- Provided visual branding, managed slideshow and screen graphics, and supported earned and social media efforts.

### **Safe Kids Grand Forks – Child Passenger, Bicycle and Pedestrian Safety Education and Outreach – State Funded Program**

The Highway Safety Division contracted with Safe Kids Grand Forks, a program of Altru Health Systems, to conduct child passenger, bicycle and pedestrian safety education and outreach in a nine-county service region in northeast North Dakota. The Safe Kids coalition has over 225 agencies/partners and a network of over 75 certified Child Passenger Safety (CPS) technicians along with CPS instructors and proxies for the nine-county northeast region of the state.

Safe Kids Grand Forks provided community CPS services to parents, caregivers and medical personnel through education and outreach locations and events including Safe Kids Day and Bringing Home Baby class. Safe Kids also provided CPS education and outreach through Head Start programs, schools, Altru Clinic, Grand Forks Social Services, UND School of Nursing, UND School of Medicine, Grand Forks Public Health Department, and others. Education and outreach were conducted through newsletters, radio interviews, news articles, social media, stakeholder activities, etc. Safe Kids Grand Forks promoted bicycle and pedestrian safety in the service region through school events including Safety on Wheels, Back to School on-site events, crossing guard safety and safety patrol training.

### **Vision Zero Schools – State Funded Program**

The Highway Safety Division and the Vision Zero Coordinators worked with 13 active Vision Zero Schools. Vision Zero Schools believe that the only acceptable number of traffic deaths is zero. Student leaders participate in a traffic safety campaign and promote safe driving at local events to influence change in driving behavior of the students and community.

### **Vision Zero Communities – State Funded Program**

Vision Zero Communities was implemented for local community leaders to create a culture of personal responsibility where motor vehicle fatalities and injuries are recognized as preventable. The designated communities commit to create an action plan to lay out a roadmap for the strategies, roles and responsibilities that will move their community from vision to action to achieve the goal of zero motor vehicle fatalities and serious injuries. There was no activity under this program in FFY 2025.

## **DISTRACTED DRIVING**

**Contributions to THSP Performance Measures:** This program area supported activity measure (A6) Number of Distracted Driving Citations. Projects provided funds for enforcement and research-based education and outreach.

### **Program Management – DD2511-01**

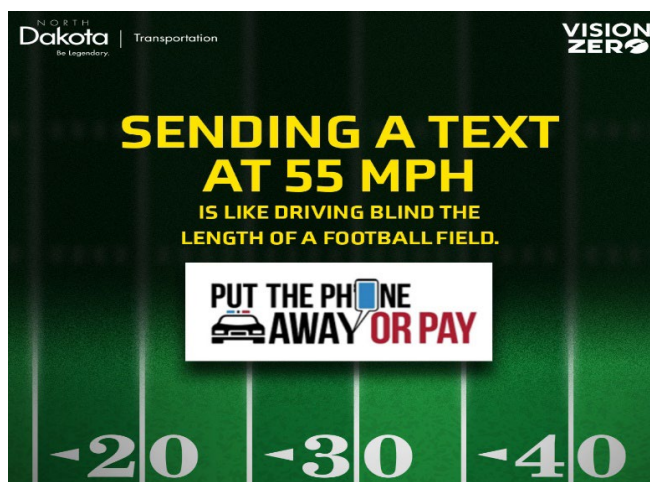
Management of distracted driving programs ensured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **High Visibility Enforcement – DD2511-02**

The Highway Safety Division provided grants to 17 law enforcement agencies in North Dakota to conduct overtime enforcement of the state’s ban on texting while driving with a focus in areas more prominently impacted by severe distracted driving crashes. The Highway Safety Division planned two distracted driving enforcement campaigns for April and September 2025. There were 1,500 hours of distracted driving overtime conducted. For the April and September campaigns, 17 agencies participated. There were 785 distracted driving citations written during overtime events and 1,522 traffic citations were issued overall.

### **Media and Outreach – Distracted Driving – DD2511-03**

Media and outreach campaigns were distributed to educate North Dakotans of the risks and consequences of distracted driving. Two distracted driving media campaigns were planned to occur in April and September 2025. The media campaign occurred in conjunction with the enforcement campaigns and distributed messages through radio, paid social media (Facebook, YouTube and Snapchat), posters, webpage/social media cover photos and earned media. The creative consisted of an existing “Football” campaign which delivers the message that “sending one text while driving 55 mph is like driving blindfolded the entire length of a football field,” and how quickly distracted driving can turn deadly. The audience is encouraged to put their phone down and keep their eyes on the road.



## **IMPAIRED DRIVING**

**Contributions to THSP Performance Measures:** This program area supported performance measures (C5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 BAC and above, and (A7) Drug-Impaired Driving – Number of DUI blood and urine samples tested for drug metabolites. Projects provided funds for law enforcement training, enforcement, research-based education and outreach strategies, and program evaluation.

### **Program Management – ID2510-01**

Management of impaired driving programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **High Visibility Enforcement – ID2510-02 (Impaired Driving) and ID2510-12 (Underage Drinking)**

The Highway Safety Division continued to coordinate the deployment of regional DUI enforcement, bringing state, county, and city law enforcement agencies together to conduct sustained impaired driving High Visibility Enforcement (HVE) including saturation patrols and checkpoints. Agencies conducted three HVE campaigns targeted to high-risk times with greater risk of impaired driving such as holidays, community celebrations, etc.

Grants were provided to the North Dakota Highway Patrol, 18 police departments and 17 sheriff's offices. Agencies conducted three Drive Sober or Get Pulled Over campaigns in FFY 2025 including participation in the national Drive Sober or Get Pulled Over campaign in August/September 2025. More than 5,300 hours of overtime were performed, and a total of 3,011 citations issued included 401 DUIs and 337 other alcohol- and drug-related violations. Some agencies noted participation was limited during the campaigns due to staffing shortages and training of new officers.

Funding was provided to seven police departments and five sheriff's departments to conduct underage drinking prevention activities within their communities. These activities included server training, compliance checks and educational presentations that focused on underage drinking prevention.

During FFY 2025, the North Dakota Highway Patrol, in collaboration with local law enforcement agencies statewide, conducted six sobriety checkpoints. While seven checkpoints were initially planned, one was cancelled due to a last-minute visit from the Vice President of the United States in the area and manpower was needed for security. Approximately 500 vehicles passed through the checkpoints, with 23 drivers screened, resulting in zero arrests for DUI. Following the checkpoints, saturation patrols were carried out, leading to an additional four DUI arrests. These efforts highlight the state's commitment to enhancing roadway safety through proactive enforcement measures.



### Media and Outreach – Impaired Driving – ID2510-03-01

Media and outreach campaigns were developed and distributed to educate North Dakota residents of the risks and consequences of impaired driving. Five media campaigns were planned, including three campaigns for state and national DUI HVE periods and two non-enforcement campaigns. The two non-enforcement campaigns focused on underage enforcement. Media included radio, TV, social (Snapchat, Facebook and YouTube), digital media, and earned media. There was an additional earned media effort in April focused on “420” drugged driving.

There were two existing creatives alternated throughout FFY 2025 for enforcement campaigns. The “1300” creative’s message is that an alcohol-related crash occurs in North Dakota every 13 hours, changing lives and destroying families. The second enforcement campaign is “100%” with the message that impaired driving crashes caused by alcohol and drugs (even prescription) are 100% preventable. The underage impaired driving prevention ad “What If” targeted ages 13-21. This creative featured young drivers challenging peers to make the decision to choose to be sober.



### **In-Car Video Cameras – ID2510-05**

Law enforcement agencies that participated in the regional overtime enforcement program were eligible to apply for funds to purchase in-car video surveillance systems based on demonstrated need. Video cameras have been proven to reduce court time associated with DUI adjudication and aid in officer safety. Video cameras continue to be an integral tool for the impaired driving investigation. Three local law enforcement agencies were awarded funds for the purchase of video cameras, but one agency did not purchase the equipment due to changing vendors and that they wouldn't receive the equipment during the grant year.

### **Toxicology Testing Equipment and Training – ID2510-06-01**

Funds were provided to the North Dakota Attorney General's Office State Toxicology Lab (Lab) to purchase equipment for testing samples of alcohol and drugs. Funding was also provided for analyst training. The Lab purchased alcohol testing equipment including 18 Intoxilyzer 9000s, and the lab received training to assist with the replacement of the Intoxilyzers including: International Association for Chemical Testing (IACT) Annual meeting and the 39<sup>th</sup> Annual Intoxilyzer Users Group meeting.

The purchase of equipment for law enforcement use, both roadside and post-arrest, is crucial for removing impaired drivers from the road. This equipment also provides critical data and evidence necessary for the effective prosecution and adjudication of cases. Alcohol measurement devices are also a proven countermeasure to help reduce impaired driving.

### **Traffic Safety Resource Prosecutor Program – ID2510-07**

During FFY 2025, the Traffic Safety Resource Prosecutor (TSRP) continued to provide critical support to the impaired driving efforts by delivering high quality training and technical assistance. The TSRP trained 72 prosecutors and 674 law enforcement officers, and provided a total of 96 hours of specialized instruction on impaired driving enforcement, case preparation, courtroom testimony, traffic legislative changes, DUI case law updates, and effective witnessing. This level of training significantly strengthened the knowledge and skills of professionals responsible for investigating and prosecuting traffic-related offenses, demonstrating the substantial value and impact of the TSRP position on improving roadway safety and supporting the justice system.

The TSRP continued to administer the TSRP webpage for prosecutors and law enforcement to provide information on impaired driving enforcement, courtroom testifying, Standardized Field Sobriety Test (SFST) training manuals, Supreme Court opinions, memos regarding interpretations of case law, and other information. The TSRP continued to develop a quarterly newsletter that outlined current case law, enforcement topics, upcoming training and collaborated with the DRE/SFST State Coordinator to identify relevant topics for law enforcement and prosecutors. The newsletter was distributed to law enforcement, State's Attorneys, and city prosecutors.

The TSRP chaired the Vision Zero Priority Emphasis Area (PEA) Team for Impaired Driving Prevention known as the Impaired Driving Task Force (IDTF). The TSRP is leading the transformation of the IDTF into four sub-committees: (1) Criminal Justice, (2)



Prevention/Communications, (3) Alcohol and Other Drug Misuse, and (4) Program Evaluation and Data Collection. The TSRP is a member of the Oral Fluid Technical Advisory Committee, and a pilot program to strengthen data collection processes to track a DUI offense from arrest through adjudication.

The TSRP is instrumental in the planning and facilitation of the North Dakota State's Attorneys' Association/Impaired Driving Joint Conference held each June. The conference brings together prosecutors and DREs to learn about each role in DUI arrest and prosecution.

The TSRP is an invaluable resource that offers training and guidance to prosecutors and law enforcement, enhancing their ability to handle impaired driving cases effectively. Prioritizing these cases not only strengthens enforcement and prosecution but also serves as a deterrent to the general public, promoting safer driving behavior.

#### **Program Development and Evaluation – ID2510-08-01**

The Highway Safety Division provided funds to the NDSU UGPTI for program evaluation to strengthen programs for improved outcomes. NDSU UGPTI completed the following evaluation projects related to impaired driving.

- Analyzed alcohol/drug-related crash, driver and other data sets to meet Highway Safety Division requests.
- Continued longitudinal evaluation of North Dakota's 24/7 Sobriety Program – a driver-based intervention for DUI offenders. Program evaluation continues to demonstrate positive participant outcomes with reduced recidivism. The analysis includes SCRAM data.
- Continued to work with the Oral Fluid Technical Advisory Committee to create a map that shows the agency locations of a DRE. The Criminal Justice Information System has placed a link of the map on their site for easy access by all law enforcement.
- Analyzed contributing factors to DUI recidivism to identify the contributing factors after a first DUI. Identifying the contributing factors is valuable information to determine appropriate judicial and administrative sanctions for DUI offenders. The Subject Matter Expert (SME) group continued to generate ideas for devising sample case records with the collection of secondary information to better identify the elements of a DUI case from arrest through treatment.

Project evaluation and assessment are essential for enhancing programs and informing effective policy development.

#### **State Judicial Outreach Liaison – ID2510-08-02**

Funding was provided to continue a State Judicial Outreach Liaison (SJOL) position. The SJOL provides a foundation for outreach efforts to educate and inform local judges on impaired driving and highway safety issues. Duties include serving as an educator, writer, community outreach advocate, consultant and liaison, regarding impaired driving in North Dakota.

The SJOL continued to add value to meetings, stakeholder groups, and insight to the judicial perspective. The SJOL served on the DUI Data Linkages Pilot Project, Oral Fluid Pilot Project, Traffic Records Coordinating Committee, DRE/SFST Advisory Board, JOL American Bar Association (ABA) Tribal Safety Working Group, JOL ABA Cannabis Working Group, and the IDTF and SME groups.

The SJOL has:

- Acted as a resource for the judicial branch to answer questions feedback.
- Continued facilitating communication with the Department of Corrections and Rehabilitation and NDSU UGPTI to conduct an evaluation of the STEP program and study pre-trial release services.
- Continued collaboration with the Cannabis and Tribal Courts Working Group, creating opportunities to network and share best practices with other SJOLs and Regional JOLs to create a quarterly newsletter that is distributed to judges, ABA JOLs, and tribal officials.
- Continued to work with ND Health and Human Services to open lines of communication and reduce barriers and silos to create documents that explain in simple language the services and providers available to make attaining treatment easier to navigate.

In FFY 2025, the SJOL delivered a total of 174 hours of training, reaching 12 prosecutors, 16 law enforcement officers, and 67 judicial partners. The SJOL has offered valuable insights into impaired driving programs that were previously unavailable. The judicial perspective makes clear how the judicial process operates and its priorities. This understanding helps shape the training and information provided to prosecutors and law enforcement, developing a deeper comprehension of the system for all involved.

### **DUI Enforcement Training – ID2510-09-01**

The Highway Safety Division contracted with a professional event planner to assist with training, conferences, and other impaired driving program events. The event planner coordinated and completed event logistics and acted as a fiscal agent to reimburse the on-site and participant expenses associated with each. Events completed under this project included reimbursement of travel expenses for law enforcement to attain the following training:

- DRE/SFST Instructor Inservice
- Impaired Driving Conference
- Dr. Karl Citek training
- Impaired Driving Leadership Summit

Training is essential for effective enforcement and prosecution of impaired driving cases. Without properly trained officers to identify impaired drivers, including those under the influence of drugs, motor vehicle crashes would likely rise. The ability to arrest impaired drivers

is a skill that can diminish over time without continuous training, particularly for law enforcement officers in rural areas who may not frequently encounter such cases.

#### **Drug Recognition Expert Call-Out Overtime and Travel – ID2510-09-02**

Funds were set aside to allow for reimbursement of overtime expenses to law enforcement agencies if their off-duty DRE was needed to assist another law enforcement agency. This encouraged DREs to promote their services to surrounding agencies to increase drugged driving awareness. The funding was promoted to the DREs and their agencies and several agencies took advantage of it.

The DRE provides additional critical information that can be used by prosecutors to support the impaired driving charges. This is crucial for the prosecution and adjudication of these cases. The funding for DRE call-out overtime provides funding for agencies for expenses to be reimbursed.

#### **DRE Software – ID2510-09-03**

The DRE Data Entry and Management System (DRE DEMS) is a comprehensive data collection and reporting tool that improves the efficiency, management, and monitoring and reporting of the state's Drug Recognition Expert program. The feedback from the DREs is very positive and the DRE/SFST State Coordinator has seen an increase in DRE evaluations being conducted since the launch of the software and tablets.

The DRE DEMS has streamlined the 12-Step DRE evaluation process, reducing redundant data entry by officers, and saving both time and resources. This system has eased the overall burden of the process, resulting in an increased number of evaluations conducted and providing more evidence for prosecutors.

#### **DRE/SFST Coordinator and Training Support – ID2510-09-04**

The statewide DRE/SFST Coordinator is responsible for ensuring the DRE and SFST programs have access to training and tools needed to keep officer skills current. The Coordinator worked with DRE Instructors to schedule SFST and DRE training statewide and with the DRE/SFST Advisory Board on various issues. The Coordinator also served on the Impaired Driving Priority Emphasis Area Team and sub-committees to address impaired driving issues. The Coordinator assisted the Highway Safety Division with other law enforcement training as needed. In addition to training the Coordinator performed the following:

- Reviewed drug influence evaluations that are entered into the DRE Data System. During FFY 2025, 186 drug evaluations were conducted, with nine of those being training evaluations.
- Planned and facilitated a DRE/SFST Instructor In-service.
- Assisted to plan and facilitate the annual Impaired Driving Conference and Dr. Karl Citek training.
- Participated in two Impaired Driving Task Force meetings, five IDTF Criminal Justice subcommittee meetings, four DRE/SFST Advisory Board meetings, and five DUI Subject

Matter Expert Consultation meetings.

- Facilitated a DRE Instructor Development Course for five new DRE Instructors.

The DRE/SFST State Coordinator also ensured that all training was conducted according to the standards set forth by International Association of Chiefs of Police (IACP) and NHTSA.

### **Parents LEAD – ID2510-10**

The Highway Safety Division continued as a partner agency in support of the Parents Lead (PLEAD) program – an evidence-based underage drinking prevention program administered by the North Dakota Department of Health and Human Services Behavioral Health Division.

PLEAD provides education and awareness to parents about the importance of their involvement and intervention to ultimately change the drinking culture in North Dakota to deter underage drinking and overconsumption. PLEAD materials include a website ([www.parentslead.org](http://www.parentslead.org)) with content for parents, professionals and communities. TV, radio and print materials are produced and distributed to expand participation in the program. There is also a Parents Lead Facebook page. All ads developed with funding from the Highway Safety Division included the Vision Zero logo.

Parents are arguably the most powerful influence in their child's life. By offering high-quality, educational materials to help parents address issues like substance use, we can foster cultural change and reduce substance abuse in future generations.

### **Oral Fluid Testing Pilot – ID2510-11**

Funds were provided to the North Dakota Attorney General's Office State Toxicology Lab (Lab) to purchase oral fluid roadside screening devices and miscellaneous supplies for the oral fluid devices, and servicing of devices. The Lab is one of the lead agencies involved in developing a feasibility study for roadside drug screening.

The oral fluid screening devices are being distributed to ARIDE trained law enforcement officers now that the pilot program is complete. Training was developed and distributed to select officers around the state. Additional testing cartridges were purchased for the participating agencies. The Lab oversees the maintenance of the devices and ensures the devices are properly serviced by the supplier. No additional oral fluid screening devices were purchased in FFY 2025.

The oral fluid pilot project revealed that about 51% of the drivers that volunteered to an oral fluid screen test had cannabis in their bodies, and over 80% of the volunteer drivers tested had multiple impairing substances in their bodies, including alcohol. These test results indicate that law enforcement officers can benefit from having an additional tool to screen for impairing substances roadside to be able to better identify and remove the drug-impaired driver from the road.

During the 69th North Dakota Legislative Assembly, House Bill 1370 was introduced to support the use of oral fluid screening devices. The State Toxicology Lab provided testimony based on evaluation results of the SoToxa device from the Roadside Oral Fluid Drug Screening Pilot Project. However, the bill did not pass.

Despite this, implementation efforts continued. As of FFY 2025, 33 of the 42 SoToxa devices are actively deployed in the field, and 134 officers have completed ARIDE training specific to the SoToxa device.

### **Going Out? Campaign – ID2510-13-02**

Funds were used to provide placement of a media campaign supporting the NDHP's roving DUI patrols to inform the public that the NDHP will be out in force to remove impaired drivers from the road. Impaired driving has been a consistent problem on North Dakota roadways and is a factor in nearly 40% of North Dakota's crashes and fatalities.

The media consultant used existing creative materials for sixty-two billboard placements across the state in rural and urban markets, with the message "A sober ride is better than a flashy one."

### **ND Sober Ride Campaign – State Funded Program**

Funds were used for the ND Sober Ride media campaign to promote sober driving by incentivizing the use of ride sharing. Campaign materials included creative for paid, earned, social and digital media and promoted the receipt of ride credits toward the use of a ride share during the campaign period. The ride credits were sponsored by AAA - the Auto Club Group. About 750 rides were redeemed in FFY 2025.



## **MOTORCYCLE SAFETY**

**Contributions to THSP Performance Measures:** This program area supported performance measure (C7) Number of motorcyclist fatalities and (C8) Number of un-helmeted motorcyclist fatalities. Projects provided funds for rider training and research-based education and outreach.

### **Program Management – MC2506-01**

Management of motorcycle safety programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **Media and Outreach – Driver Awareness/Share the Road – MC2506-02**

Funds were provided to the North Dakota Chapter of American Bikers Aiming Toward Education (ABATE) to implement the Share the Road campaign, a statewide media initiative encouraging all roadway users to watch for and safely share the road with motorcyclists. The campaign promoted motorcycle safety throughout the peak riding season using billboards and television, social, and digital media advertising.

ABATE aired motorcycle safety messaging 1,692 times in July 2025, 2,311 times in August, and 6,215 times in September, for a total of 10,218 spots valued at \$71,526 during the three-month period. For the full 2025 campaign year, the Don't Drink and Ride safety message aired 17,962 times with a total media value of \$125,734. These efforts ensured consistent, high-frequency motorcycle safety messaging statewide throughout the riding season.

ABATE worked with Midco, a regional telecommunications company, to secure public service announcements (PSAs) and advertising placements during the summer to promote motorcycle safety and anti-drinking and driving messages. In addition, ABATE used a local TV network statewide for commercial spots during evening news broadcasts and electronic ads and ran Facebook advertising to further expand reach and reinforce key safety messages. ABATE also partnered with Bismarck and Fargo radio stations to air PSAs supporting motorcycle awareness.

### **Media and Outreach – Motorcyclist Awareness – State Funded Program**

The 2024-2025 motorcycle safety campaign focused on educating both riders and motorists to share the road safely. Messaging reinforced the importance of visibility, responsible riding, and motorist awareness during the peak riding season. The campaign included one statewide non-enforcement flight that targeted adults 18-64. The campaign combined radio, social, and digital advertising to maximize reach statewide.

New creative was developed for the campaign, bringing a refreshed emotional approach to motorcycle safety. The message of the creative is that people ride for different reasons, and all are worth protecting by wearing All The Gear, All The Time (ATGATT), following all laws and taking a rider course.





### **North Dakota Motorcycle Safety Program – State Funded Program**

ABATE administers the North Dakota Motorcycle Safety Program (NDMSP) on behalf of the NDDOT Highway Safety Division to provide access to statewide rider training to motorcyclists. The NDMSP assists riders to improve skills and attitudes to reduce riding risk. During the 2025 season, the NDMSP taught 142 rider courses and trained 1,245 motorcyclists. ABATE continued its partnership with the National Guard to provide motorcycle safety education to the military personnel per U. S. Department of Defense requirements. Twenty-nine students attended the Basic Rider Course and one attended the Experienced Rider Course.

Education and training are an integral part of the motorcycling community which includes new and experienced riders and the rider coaches.

## **OCCUPANT PROTECTION**

**Contributions to THSP Performance Measures:** This program area supported activity measure (A5) Number of Car Seat Check-ups Offered, (B1) Observed seat belt use for passenger vehicles, front seat outboard occupants, and (C4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions. Projects provided funds for child passenger safety program administration, enforcement, research-based education and outreach, and program evaluation.

### **Program Management – OP2505-01**

Management of occupant protection programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation, and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **Child Passenger Safety – Program Administration – OP2505-02**

The Highway Safety Division provided funds to the North Dakota Department of Health and Human Services (ND DHHS) for the continued administration of the statewide CPS program to provide community services to parents and caregivers to increase the correct use of car safety seats, booster seats and seat belts by infants, toddlers, children and tweens (children ages eight through 12).

Motor vehicle crashes are the leading cause of injury and death to North Dakota children. One of the most effective preventable actions to decrease injury and death is to utilize a correct child restraint. Car seats decrease the risk of fatal injury by 71% among infants and 54% among toddlers. Booster seats reduce the risk of nonfatal injuries by 45% among the four to eight-year-old children. Providing car seat check-ups statewide educates parents and caregivers on the proper way to install a child restraint.

The CPS Program:

- Provided technical assistance and resources to the public related to child restraint devices and North Dakota's CPS law.
- Maintained partnerships with local law enforcement agencies; local public health agencies; childcare providers; Women, Infant and Children (WIC) programs; Head Start programs; Safe Kids North Dakota; hospital staff; social workers; and schools for program outreach through workshops, presentations, exhibits, newsletters, etc.
- Assisted with 79 car seat checks, inspecting 659 car seats. During these car seat checkups, program staff worked with approximately 80 certified CPS technicians.
- Conducted four national CPS Technician Certification courses certifying 44 participants. Courses were held in Bismarck, Williston, West Fargo, Minot and Grand Forks.
- Held three CPS trainings (4 hours) at the Law Enforcement Training Centers with 27 participants.



- Conducted a two-hour CPS recertification training course in Grand Forks with 11 CPS technicians in attendance.
- Conducted CPS training for Nexus Path in Fargo for 65 staff members.
- Conducted Baby's First Ride training at local hospitals in Dickinson, Bismarck and Devils Lake for expectant parents.
- Provided two CPS bus training courses in Grand Forks and Bismarck. Offered CPS webinar for healthcare professionals with 66 healthcare providers in attendance.

#### **Observational Seat Belt Survey – OP2505-03**

The NDSU UGPTI conducted the annual statewide seat belt observation survey on behalf of the NDDOT Safety Division to determine North Dakota's seat belt use rate as a measure to evaluate the success of occupant protection programs. The survey was conducted in June 2025. North Dakota's seat belt use by front and outboard passengers had a significant increase of 8.1 percentage points from 79.8% in 2024 to 87.9% in 2025. This is due to the implementation of North Dakota's Primary Seat Belt Law on August 1, 2023.

#### **Observational Child Passenger Safety Survey – OP2505-04**

NDSU UGPTI conducted an observational CPS survey on behalf of the Highway Safety Division to determine CPS use rates. The data analysis and report were completed in Spring 2025.

#### **Occupant Protection Program Assessment – OP2505-05**

The Highway Safety Division hosted a virtual NHTSA assessment of North Dakota's occupant protection program. The assessment was conducted in January 2025 and resulted in several key recommendations to advance the program beyond its current capacity.

#### **Child Passenger Safety – Car Seat Distribution – OP2505-07**

The ND DHHS's CPS Program continued to distribute car seats to parents and caregivers. The program purchased and provided car seats and supplies to local agencies to distribute to low-income families in their communities. There were 487 car seats distributed to 30 distribution programs including three of the four tribal communities. Car seats were distributed to low-income families.

#### **Child Passenger Heatstroke Prevention – OP2505-08**

Altru Health System conducted statewide education and outreach related to unattended passengers in a vehicle. Safe Kids Grand Forks, Safe Kids Bismarck-Mandan, and Safe Kids Fargo-Moorhead provided community awareness through social media, radio interviews, press releases, flyers, and community events using a heatstroke display showing the temperature inside and outside of the vehicle. Safe Kids educated parents and caregivers of the dangers of heatstroke by raising awareness at different events in three different regions in the state.

### **High Visibility Enforcement – State Funded Project**

Grants were provided to select law enforcement agencies throughout North Dakota to conduct sustained HVE of North Dakota's occupant protection laws to reduce the number of unrestrained vehicle crash fatalities statewide. Participating agencies included the NDHP, 19 police departments and 15 sheriff's offices. Agencies that participated in these campaigns were directed to conduct HVE at high crash locations during high crash times in their jurisdiction. Agencies conducted two Click It or Ticket campaigns including participation in the national Click It or Ticket campaign in May 2025. More than 5,100 hours of overtime was performed, and a total of 7,673 citations were issued that included 5,308 seat belt and child restraint citations.



### **Media and Outreach – Occupant Protection – State Funded Project**

Failure to wear seat belts is a primary factor in motor vehicle fatalities in North Dakota. Occupant protection media and outreach campaigns were developed and distributed to increase seat belt use in North Dakota by providing information about the risks and consequences of not wearing a seat belt.

Two media campaigns ran in conjunction with the state HVE periods in November and May and a non-enforcement campaign ran in July. Collectively, media for these flights included statewide broadcast TV, cable TV, radio, earned media, digital media, social media (Facebook and YouTube), Out-of-Home video at gas pumps, website cover photos and posters. A fourth non-enforcement campaign ran to promote child safety seats through cable TV, radio, YouTube, digital and earned media.

The first enforcement flight featured “Be There” creative that used a heartfelt approach reminding people to buckle up so we can be there for those we love. The second enforcement and third non-enforcement flights featured new “Click It” creative which reinforces the national “Click It or Ticket” campaign. The “Click It” campaign message is when loved ones tell people to drive carefully, watch for deer and have a safe trip, what they are really saying is “Click It” because fastening your seat belt is the best way to protect yourself from injury or death in a motor vehicle crash

The CPS campaign that ran in conjunction with CPS Week in September used existing creative featuring the Bitzan family story. The Bitzans were in a rollover crash with five children. Luckily, they were all using appropriate child safety seats and survived the crash.

### **POLICE TRAFFIC SERVICES**

**Contributions to THSP Performance Measures:** This program area supported activity measure (C1) Number of traffic fatalities, (C4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions, (C5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above, and (C6) Number of speeding-related fatalities. Projects provided funds for enforcement and research-based education and outreach.

#### **Program Management – PT2502-01**

Management of distracted police traffic services assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

#### **Law Enforcement Web-Reporting System – PT2502-03**

The Highway Safety Division maintains the Law Enforcement Web-Reporting System (LEWR), a web-based system that facilitates grant activity reporting by participating law enforcement agencies for HVE programs and monitoring of reported activity by program managers. Funds are used to cover the monthly maintenance fee.

### **Law Enforcement Training – PT2502-04-01**

The Highway Safety Division contracted with an events coordinator to assist with the planning of training, conferences, and other traffic safety program events specific to law enforcement. The events coordinator arranged lodging and travel plans, purchased training materials and acted as a fiscal agent to reimburse the on-site and participant expenses associated with each training event attended by law enforcement. Events completed under this project included reimbursement of travel expenses for law enforcement to attain the following training:

- Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Law enforcement training
- Distracted driving enforcement training
- Vision Zero Partner Award Program
- Attendance at out-of-state conferences

Law enforcement received education and information training on their identified needs throughout the year regarding traffic safety laws and new case laws.

### **SPEED MANAGEMENT**

**Contributions to THSP Performance Measures:** This program area supported activity measure (C6) Speed-Related Fatalities. Projects provided funds for enforcement and research-based education and outreach.

#### **Program Management – SC2507-01**

Management of speed management programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation, and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

#### **Radar Equipment – SC2507-02**

Grants were provided to the NDHP to purchase radar equipment to facilitate speed enforcement and the use of speed as a trigger violation for impaired driving and occupant protection enforcement periods. Priority was given to agencies who demonstrated a need for the speed control equipment and who actively participated in the overtime enforcement programs.

#### **Media and Outreach – Speed – SC2507-03**

Speed is a contributing factor in approximately one-third of all motor vehicle fatalities in North Dakota. The purpose of this campaign was to encourage all people who drive on North Dakota roads to always obey the traffic laws, with an emphasis on speed limits, and to educate North Dakota residents of the risks and consequences of speeding.

The “Aggressive” creative was used again this fiscal year. The campaign was designed to educate and encourage all people who drive on North Dakota roads to always obey all traffic laws with an emphasis on speed limits and consequences. Media for the flight included

statewide earned, radio, digital and social (Facebook and YouTube) media ads. The ads were targeted towards males ages 18-49 during the July/August campaign.



#### **High Visibility Enforcement – SC2507-04**

Grants were provided to select law enforcement agencies to conduct speed enforcement overtime to reduce the number of speed-related vehicle crash fatalities statewide. Participating agencies included the NDHP, 20 police departments and 18 sheriff's offices. Agencies were directed to conduct HVE at high crash locations during high crash times in their jurisdiction. Agencies with a Vision Zero Highway Safety Corridor within their jurisdiction were asked to focus efforts within the corridor.

Agencies conducted speed enforcement from July 1 – August 4, 2025. The campaign date was adjusted to July to align with the national July HVE speed campaign and to increase visibility during months with high traffic fatalities. During the campaign, agencies logged over 2,600 hours of overtime and issued a total of 5,068 citations, including 4,573 for speeding. Two agencies were unable to participate due to staff shortages and change in leadership.



## **TRAFFIC RECORDS**

**Contributions to THSP Performance Measures:** This program area supported activity measure (A4) Percentage of Traffic Citations Electronically Submitted. Projects provided funds to provide and maintain the electronic crash reporting software for use by law enforcement agencies statewide and provide technical support to users, to maintain crash data databases and other activities that support crash data analysis.

### **Program Management – TR2504-01**

Management of traffic records programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation, and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **Crash Data System Replacement Project – TR2504-02**

This project provided for the system enhancements necessary to allow migration completely away from the Crash Reporting System (CRS) to a single electronic crash report system, Traffic and Criminal Software (TraCS). The project included funds to create an interface that will load the data warehouse used for crash data analysis directly from TraCS instead of the CRS.

### **Electronic Crash Reporting System Support – TR2504-03**

North Dakota continued to use TraCS for electronic crash reporting by law enforcement, through a Memorandum of Understanding (MOU) with the State of Iowa – the software licensor. An information technology vendor was contracted by the Highway Safety Division for the maintenance of TraCS, associated TraCS modules (location tool, electronic citations, Report and Notice form, etc.) and the TraCS database. The vendor provided support to law enforcement users throughout the state to install the software, provide training and to provide ongoing technical assistance and resources to facilitate efficient TraCS use.

### **Electronic Crash Reporting Software – TR2504-04**

Payment was issued to the State of Iowa for the annual TraCS licensing fee for 2025.

### **Data Analysis for System Improvements – License Fee – TR2504-04**

There were no expenses for this project in FFY 2025. See Activity Report, Projects Not Implemented, for more information.

### **Crash Data Analysis Tool (AASHTOWare Safety) – FHWA-Funded Program**

This project will create a public crash portal to allow external parties access to crash data and improve data transparency. The software will allow the NDDOT to streamline response to data requests by removing the burden of compiling data for simple requests as well as provide 24/7 access to crash data. It also provides engineering safety analytics tools and a safety dashboard with mapping capability that will help support tracking performance measure metrics and communicating progress. The software is multi-functional, improving both data access and the ability to use data to make better decisions on where/how to invest safety funds as well as supporting clear communication on outcomes toward reaching the Vision Zero goal.

## **Young Drivers**

**Contributions to THSP Performance Measures:** This program area supported activity measure (C9) Number of drivers aged 20 and younger Involved in fatal crashes. Projects provided funds for research-based education and outreach.

### **Program Management – TSP2508-01**

Management of young driver programs assured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation, and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **Alive at 25 Defensive Driving Program – TSP2508-03**

The North Dakota Safety Council (NDSC) received a grant to provide the Alive at 25 program to schools throughout North Dakota. The NDSC was able to provide the program to 1,113 teens through 23 schools and two Driving Skills for Success (DSFS) events. Alive at 25 teaches teens and young adults that: (1) people in their age group are more likely to be hurt or killed in a vehicle crash; (2) inexperience, distractions and peer pressure cause unique driving hazards; (3) speeding, alcohol and party drugs greatly increase their risk of injury or death; and (4) as a driver or passenger, they can reduce their risk by taking control. New instructors were trained to continue to offer the Alive at 25 courses.

### **Driver Education Curriculum and Support – DE2508-02-01**

The annual North Dakota Driver and Traffic Safety Education Association (NDDTSEA) Conference provides education and training for driver education instructors to assist in delivering quality driver education. The Highway Safety Division provided funds to an events coordinator to assist the NDDTSEA to conduct their annual conference. The events coordinator assisted with developing and formatting the agenda which included speaker bios and session descriptions and designing, printing, and assembling of name badges and reimbursement of approved travel requests.

### **Driver Education Virtual Learning – DE2508-03**

The Highway Safety Division provided funds to three schools that provide driver education for the purchase of a driver simulator for use within the driver education program. The schools that received a grant were Munich Public School, Northwood Public School and Sargeant Central Public School. The simulator is designed to enhance the classroom curriculum and teach teen drivers the critical skills essential to safe driving. The simulators allow teens to learn and practice critical driving skills in a safe and controlled environment prior to getting behind the wheel of a vehicle on public roadways.



**Driver Education Curriculum Development – State Funded Program**

This project provided funds to NDSU UGPTI to contract with a curriculum development expert to develop a driver education curriculum specific to North Dakota. The curriculum is consistent with the national Novice Teen Driver Education and Training Standards. The new curriculum entered pilot testing in August 2025.

**Driving Skills for Success (DSFS) – State Funded Program**

The annual Vision Zero Driving Skills for Success (DSFS) program occurred in West Fargo, ND in August 2025 and Grand Forks, ND in July 2025. The events consisted of a ride and drive session conducted via law enforcement where teens drove through the course under normal conditions and then again while being distracted by receiving and sending text messages and taking selfies. Other activities included a series of traffic safety information and interactive booths such as distracted driving simulators, an impaired driving pedal cart, a rollover simulator, a seat belt convincer, and more. DSFS participants also had the opportunity to participate in the North Dakota Safety Council's Alive at 25 program free of charge.

**Early Information Letter – State Funded Program**

This project consisted of mailing an Early Information Letter (EIL) to teens and/or parents upon receipt of their first moving violation. The EIL is an effective tool to reduce recidivism among first-time teen violators. A personal letter reminded teens of the importance of obeying the law, the consequences of engaging in unsafe habits early in their driving careers, and that they are responsible for their personal safety and that of others on the road.

## **EMERGENCY MEDICAL SERVICES**

**Contributions to THSP Performance Measures:** No performance measure identified. The projects provided funds for traffic incident management training and were state funded.

### **Program Management – EM2503-01**

Management of EMS programs ensured compliance with state and federal fiscal and administrative policies; advanced program development, implementation, evaluation, and continuous quality improvement; and assured partner engagement and coordination to leverage partner resources toward program goals.

### **Program Management – Traffic Incident Management Training – State Funded Program**

There were no expenses for this program in FFY 2025.

## **ROADSIDE DEATHS**

**Contributions to THSP Performance Measures:** This program area supported activity measure (A8) Number of roadside fatalities and serious injuries. Projects provided funds for media and outreach.

### **Media and Outreach – Move Over Campaign – RD2512-01**

Through a partnership with NDHP, new creative was developed featuring a Trooper who was almost hit by a semi-truck as he was performing a traffic stop, emphasizing the importance of the Move Over Law. The campaign ran during April 2025 on Facebook, YouTube, Snapchat, and digital media and was accompanied by earned media. The campaign generated 961,996 impressions and 1,587 clicks.

## **(2) Adjustments to Performance Strategy to Achieve Progress**

North Dakota is on target to meet eight of 12 identified core performance and behavior targets and four of five state performance targets for FFY 2025 as described below.

### ***Core Targets***

The following core targets are on track to be met.

- C-1) Number of Traffic Fatalities
- C-3) Fatalities/VMT
- C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions
- C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above
- C-6) Number of Speed-Related Fatalities
- C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes
- C-11) Number of Bicyclist Fatalities
- B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

The following core targets are not on track to be met.

- C-2) Number of Serious Injuries in Traffic Crashes
- C-7) Number of Motorcyclist Fatalities
- C-8) Number of Unhelmeted Motorcyclist Fatalities
- C-10) Number of Pedestrian Fatalities

### ***State Targets***

State targets are on track to be met based on current year reporting.

- A-4) Percentage of Traffic Citations Electronically Submitted
- A-6) Distracted Driving Citations
- A-7) Drug Impaired Driving – Number of DUI Blood Samples Tested for Drug Metabolites
- A-8) Roadside Deaths – Number of Roadside Fatalities and Serious Injuries

The following state target was not met.

- A-5) Number of Car Seat Check-Ups Offered

North Dakota has experienced significant success with identified performance measures including an 8.1 percentage point increase in observed seat belt use since the Primary Seat Belt law went into effect on August 1, 2023.

To achieve more progress toward identified targets and with consideration to the positive trends North Dakota is experiencing with most performance measures, the Highway Safety Division plans to maintain our planned strategy to implement the current North Dakota SHSP/Vision Zero Plan.

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

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

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

To advance transportation safety data systems, the Highway Safety Division and other NDDOT Divisions have worked together to implement the AASHTOWare Safety software. AASHTOWare Safety provides a public portal to allow external parties access to crash and roadway data and improves data transparency. The software will allow the NDDOT to streamline response to data requests as well as provide 24/7 access to data. It also provides engineering safety analytics tools and a safety dashboard with mapping capability that will help support tracking performance measures. The software is multi-functional, improving both data access and the ability to use data to make better decisions on where/how to invest safety funds as well as supporting clear communication on outcomes toward reaching the Vision Zero goal.

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

- The Occupant Protection PEA was successful in passing North Dakota's Primary Seat Belt Law that went into effect on August 1, 2023. This is a very significant success and has resulted in an 8.1 percentage point increase in observed seat belt use as demonstrated through the 2025 observational seat belt survey.
- PEA teams and stakeholder/partner involvement has been expanded.
- Several new PEAs were established to work toward strategy implementation consistent with the SHSP/Vision Zero Plan including Aging Driver, Commercial Vehicle, and Distracted Driving PEAs. And a Post-Crash Care PEA is also planned for implementation in FFY 2026.
- The Impaired Driving PEA is working toward data system improvements to track DUI offenses from arrest through adjudication to better inform DUI prevention programs; and continuing with an oral fluid testing pilot program to better identify the problem of drug-impaired driving in North Dakota through data collection. The Highway Safety Division added the services of a Judicial Outreach Liaison who is actively working to build judicial and court system capacity for DUI prevention and recidivism reduction.
- The Speed/Aggressive Driving and Distracted Driving PEAs are considering strategies that will more effectively deter speed/aggressive/distracted driving including law changes to increase fines for traffic violations. North Dakota fines are not substantial enough for a deterrent effect.
- The Young Driver PEA is focused on education and outreach strategies.

Negative fatality trends exist with the following vulnerable road user performance measures: C-7) Number of Motorcyclist Fatalities, C-8) Number of Unhelmeted Motorcyclist Fatalities, C-10) Number of Pedestrian Fatalities. The Highway Safety Division will adjust performance strategies to achieve progress by:

- Working with ABATE to develop a plan to build motorcycle safety program capacity through increased partnerships, training, education and outreach, policy change, and innovative solutions. Specific activities will include monitoring peer state helmet laws for awareness and expanding data-driven, evidence-based helmet safety awareness through public outreach opportunities (e.g., helmet fitting clinics, dealership partnerships, etc.).
- Participating as a stakeholder in plan development and strategy implementation with the:

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

(2) North Dakota Active Transportation Plan which includes pedestrian safety strategies.

The Highway Safety Division will engage partners in pedestrian safety strategy implementation to reduce pedestrian fatalities statewide.

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

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

# ACTIVITY REPORT

## (1) Projects Not Implemented

The following two projects were not implemented in FFY 2025.

**(a) Project Name:** Media and Outreach – Positive Community Norms

**Project Number:** CP2509-04-06

**Project Description:** A media vendor will develop and implement media campaigns for the projects identified below based on market research and including creative development, paid media placement (TV, radio, print, social and digital), earned media (news releases, radio and local news interviews, social media posts, etc.), and other activities. Campaign effectiveness will be measured by the reach of individuals in the target audience, the metrics (impressions, conversions, click-throughs, etc.), and a statewide evaluation of the target audience’s knowledge, attitude, behavior, and beliefs affected by the messages.

**Subrecipient or Contractor:** Media Vendor/Odney

**Eligible Use of Funds:** 402 Community Traffic Safety Programs

**Reason Project Not Implemented:** Positive Community Norms messages and activities are being developed and implemented by the Vision Zero Coordinators, but there were no media support costs charged to this project.

**(b) Project Name:** Vision Zero Coaches Who Care

**Project Number:** CP2509-04-07

**Project Description:**

**Subrecipient or Contractor:** Media Vendor/Odney

**Eligible Use of Funds:** 402 Community Traffic Safety Programs

**Reason Project Not Implemented:** This program wasn’t developed for implementation due to time constraints.

**(c) Project Name:** Data Analysis for System Improvements

**Project Number:** CP2509-07-01

**Project Description:** The Highway Safety Division will analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances. Projects will support data and system improvements. Costs are for the contractual services of NDSU UGPTI and include an approved indirect cost rate.

**Subrecipient or Contractor:** NDSU UGPTI

**Eligible Use of Funds:** 405c Data Sharing and Analysis

**Reason Project Not Implemented:** There were no projects identified for implementation in FFY 2025.



## (2) Public Participation and Engagement

North Dakota has identified (1) High-Risk Males, (2) Native Americans and Reservation Lands, (3) Rural Counties and Roads, and (4) Young Drivers, as underrepresented/overserved populations. North Dakota's goals for ongoing engagement include conducting additional data analysis to assure we've appropriately identified underserved/overrepresented populations and planning for Public Participation and Engagement (PP&E) opportunities that are accessible to the populations and can be used to inform transportation plans and programs.

The Highway Safety Division identified the following goals and actions to conduct additional meaningful PP&E over the three years of the THSP (FFY 2024-2026).

**Goal 1:** Conduct a comprehensive data analysis to identify the populations that are underserved/overrepresented in fatal and serious injury crashes and the populations to engage through the PP&E plan.

**Actions:**

- Continue to collaborate and leverage the resources and expertise of the North Dakota Health Equity Committee.
- Integrate key social equity metrics into crash data analysis through AASHTOWare Safety. AASHTOWare Safety has been purchased by the NDDOT and a team is in the process of implementing the tool for improved data transparency and accessibility to internal and external partners.
- Work with NDSU UGPTI to complete broader equity analysis.
- Identify underserved/overrepresented populations to engage through PP&E.

**Progress:** The Highway Safety Division completed the integration of social equity metrics into the AASHTOWare Safety project and continues to work internally and with NDSU UGPTI for broader equity analysis to refine the identification of underserved/overrepresented populations.

**Goal 2:** Identify a plan to increase additional opportunities to allow the identified underserved/overrepresented populations to contribute to highway safety decision-making processes on an ongoing basis and develop relationships with underserved/overrepresented populations and entities who serve them.

**Actions:**

- Review existing programs/projects/events through the lens of meaningful public involvement and design/apply appropriate feedback processes such as surveys, on-line polls, follow up email communications, town hall meetings, public comment periods, and other PP&E activity for implementation. Identify up to 5 events where PP&E will occur each year.

- Identify 2 or more events for Vision Zero Coordinators to conduct meaningful PP&E each year and include in their annual contractual scope of work.
- Assure identified PP&E programs/projects/events are accessible to identified underserved/overrepresented populations in terms of frequency, location, date, and time, etc.
- Identify data collection (group discussion, on-line polls, surveys, follow up emails, etc.) and documentation processes for each identified PP&E event.

**Progress:** The Highway Safety Division reviewed existing programs/projects/events for opportunities to develop meaningful PP&E and collect appropriate feedback to inform programming. We determined that there are many opportunities to conduct meaningful PP&E through the existing stakeholder and public participation structure of North Dakota’s Vision Zero initiative.

The Highway Safety Division also worked with Vision Zero Coordinators to include PP&E activity within their contractual scope of work for FFY 2025. This increased the number of PP&E events conducted and information collected to inform the FFY 2026 AGA.

#### **FFY 2025 PP&E to Inform the FFY 2025 AGA**

An example of PP&E conducted by the NDDOT Highway Safety Division in FFY 2025 includes engagement of young drivers, Native Americans and high-risk males to respond to safety concerns to inform the update to North Dakota’s Long-Term Transportation Plan which is the long-term plan for multi-modal transportation needs into the future (2025-2050).

The NDDOT Highway Safety Division worked directly with the transportation consulting firm for PP&E activity related to the young driver engagement with the plan.

**Event:** North Dakota Transportation Connection – Long-Term Transportation Plan (2025-2050)

**Underserved/Overrepresented Population:** Young Drivers

**Accessibility Measures:** In-person events were conducted in compliance with Title VI accessibility standards. The NDDOT considered all requests for reasonable accommodation to ensure accessibility at the events. Language interpretation and translation services were also available upon request. And, for those unable to attend in person, written comments were accepted.

**Engagement Strategy:** Pop-Up Events

Several pop-up events were conducted to collect young driver feedback on transportation safety topics. Pop-up events occurred at the following events, dates and locations.



*Vision Zero Driving Skills for Success – West Fargo  
Thursday, August 7, 1–4 p.m. | Veterans Memorial  
Arena*

The Driving Skills for Success program, formerly known as Driving Skills for Life, provides hands-on training for teens ages 14–18 with a permit or license. Participants practiced driving through a controlled course with law enforcement, navigated distraction challenges, and experienced virtual simulators and other interactive safety activities.

*North Dakota State University – Nacho Average  
Library, Fargo*

*Tuesday, August 26, 2025, 1–3 p.m. | NDSU Main  
Library*

A welcome-week pop-up at the NDSU Main Library where students enjoyed nachos, learned about campus resources, and connected with staff in a casual setting.

*University of North Dakota – Campus & Community Expo, Grand Forks*

*Wednesday, August 27, 2025, 10 a.m.–2 p.m. | Memorial Union South Lawn*

An outdoor expo on the Memorial Union lawn where UND departments, local businesses, and community organizations set up tables for students to learn about services, campus involvement, and part-time job openings.

*Minot State University – Student Center, Minot*

*Friday, October 24, 2025, 10 a.m.–2 p.m. | MSU Student Center*

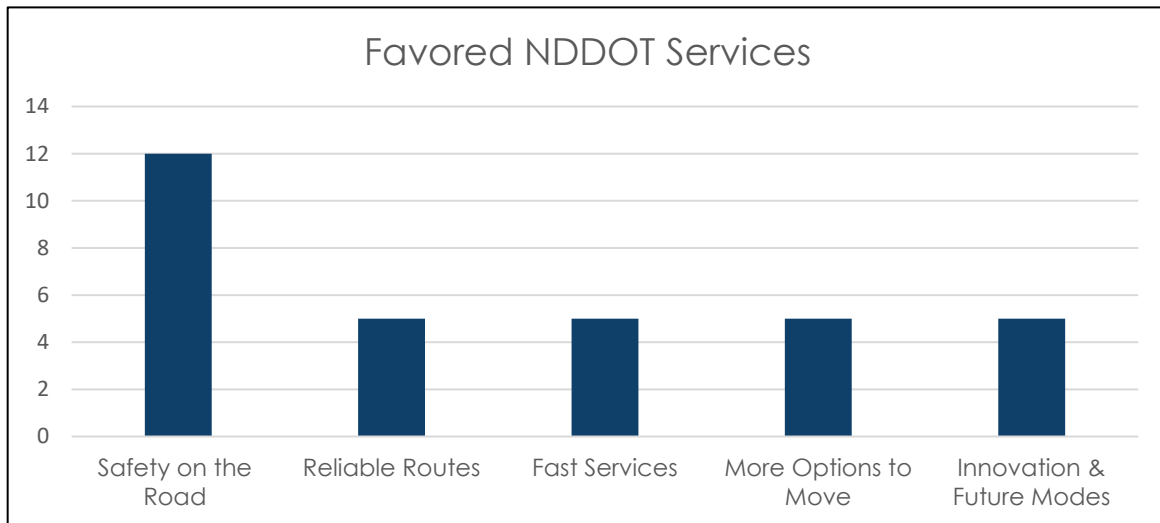
The project team set up a table inside the Student Center to chat with students traveling to and from lunch.

*North Dakota State College of Science – Hektner Student Center, Wahpeton*

*Wednesday, December 10, 2025, 11 a.m.–1 p.m. | Hektner Student Center*

The project team set up a table inside the Hektner Student Center to chat with students traveling to and from lunch.

Pop-up events engaged attendees with an interactive sticker activity ranking NDDOT services including road safety (e.g., crashes, fatalities, emergency response), reliable routes (roads are open and accessible when needed), fast services (licensing, registration, snow-clearing response), more transportation options (walking, biking, riding transit), innovation and future modes (self-driving cars, ride-share, e-bikes, etc.), and an “Other” category. Safety on the roadway was identified as the priority among young drivers.



Additional materials used for each event included a comment card option for collecting written feedback, a handout with a QR code for a young driver survey, and a project overview board.

#### **Engagement Strategy:** Digital Engagement

Engagement strategies also included a Young Driver and Student Survey to help better understand the transportation needs, priorities, and safety concerns of high school and college-aged residents. The survey was promoted and accessible from August 26 to November 21, 2025 and included questions related to driver education and licensing, safe and sober ride alternatives, seat belt use, distracted driving and participant demographics.

## Summary

Nearly 400 young drivers were engaged through these PP&E events. The map below demonstrates statewide participation of young drivers through survey responses and in-person events.



Themes from young driver feedback included:

- Broad support for Vision Zero and youth driving safety programs. One participant noted they had recently completed the distracted driving course and recommended continuing such initiatives.
- The need for stronger driver education and greater compliance with traffic laws.
- Support for safe ride/sober ride programs.

This feedback supports the existing Vision Zero Plan and strategies within the plan, with an emphasis on young driver strategies consistent with the FFY 2026 AGA. As PP&E engagement activity continues and analysis of feedback is completed, the NDDOT Highway Safety Division will use the information collected to continue to inform projects in the subsequent THSP and AGA.

### **(3) Evidence-Based Enforcement Program**

The following is a description of North Dakota's evidence-based enforcement program activities, including discussion of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities per 23 CFR 1300.35(b)(3).

#### ***Evidence-Based Enforcement***

Evidence-based enforcement is a strategic approach that combines problem identification, community collaboration, and post-data collection and analysis to create effective and informed solutions. By first identifying specific issues (Problem ID), engaging with local stakeholders to gather insights and build trust (Community Collaboration), and analyzing data collected after high visibility enforcement campaigns (Post Data Collection and Analysis), this method ensures that enforcement actions are not only targeted but also grounded in measurable outcomes. By using evidence-based insights, law enforcement agencies can deploy resources more effectively, concentrating efforts where they will have the greatest impact on reducing violations and crashes. North Dakota's evidence-based enforcement program is aimed at improving road safety by addressing the most common and dangerous driving behaviors. The program relies on high visibility enforcement campaigns that target key issues such as seat belt use, impaired driving, speeding, and distracted driving.

These high-visibility campaigns are conducted by law enforcement agencies across the state and are often timed around holidays, weekends, and other high-traffic periods when traffic crashes are more likely to occur. The campaigns typically involve increased law enforcement presence on the roads, media campaigns through the Highway Safety Division, and partnerships with stakeholders to spread awareness. This combined approach helps not only to deter risky behaviors but also to remind the public about the importance of safe driving practices. Overall, the evidence-based enforcement program seeks to make North Dakota's roads safer by encouraging drivers to comply with traffic laws and prioritize safety on the road.

#### ***Community Collaboration***

In FFY 2025, the Highway Safety Division recognized the growing need for enhanced ATV and OHV safety education across North Dakota, particularly in rural areas where recreational vehicle use is prevalent. During site visits with Burleigh County Sheriff's Office, community feedback consistently highlighted concerns about unsafe OHV practices. In response, Burleigh County SO began analyzing crash data to identify high-risk areas and partnered with ND Parks and Recreation to expand OHV safety classes. In response, Burleigh County has increased enforcement in areas where numerous complaints have been received about dirt bike and ATV issues, focusing on high-risk corridors and popular riding spots to deter unsafe practices. These efforts aim to reduce crashes and injuries by promoting responsible riding and compliance with state laws.

To amplify these local initiatives, the Highway Safety Division explored opportunities to strengthen public awareness through media and educational outreach. Discussions with agency leadership emphasized leveraging existing campaigns and social media platforms to share safety messages more broadly. Odney, the Highway Safety Division's media contractor, is currently managing an ATV safety campaign with a projected budget of \$35,000, and additional resources may be allocated to support expanded messaging statewide.

The Division is also considering collaborative strategies that align with its law enforcement-community engagement goals. Proposed activities include distributing educational materials through Burleigh County SO's channels, coordinating with ND Parks and Recreation for seasonal safety reminders, and integrating OHV safety into Vision Zero outreach events. These efforts reflect a holistic approach to traffic safety, building partnerships, increasing visibility, and fostering dialogue between enforcement agencies and the public.

Although formal training sessions were limited in FFY 2025 due to scheduling constraints, planning is underway to incorporate OHV safety into future community events and enforcement campaigns. The Highway Safety Division remains committed to supporting local agencies through funding, media resources, and technical assistance to ensure ATV/OHV safety becomes a sustained priority across North Dakota.

Law enforcement agencies frequently collaborate with Vision Zero Coordinators, whose mission is to reduce traffic fatalities and serious injuries to zero at the local/community level. This partnership allows officers to build meaningful relationships within their communities while consistently promoting traffic safety and awareness.

### ***Data Collection and Analysis***

To determine law enforcement overtime funding, agencies must provide data that demonstrates their performance and financial needs. This includes evidence of meeting established performance measures, showing that previous year's funding was fully and effectively utilized, and providing detailed citation and enforcement information related to the project for which they are applying. Data collection involves gathering information such as the number of citations issued for traffic violations, identifying locations with high rates of fatal and serious injury crashes, and assessing results from past projects aimed at improving public safety. Analyzing this data ensures that funding goes to agencies that truly need it and can make a measurable difference, focusing support where it is most effective.

In 2025, this process was strengthened by the Crash Data System Replacement Project, which supports electronic crash reporting statewide. These improvements enhance data accuracy and timeliness, enabling better decision-making and compliance with state and federal fiscal policies.

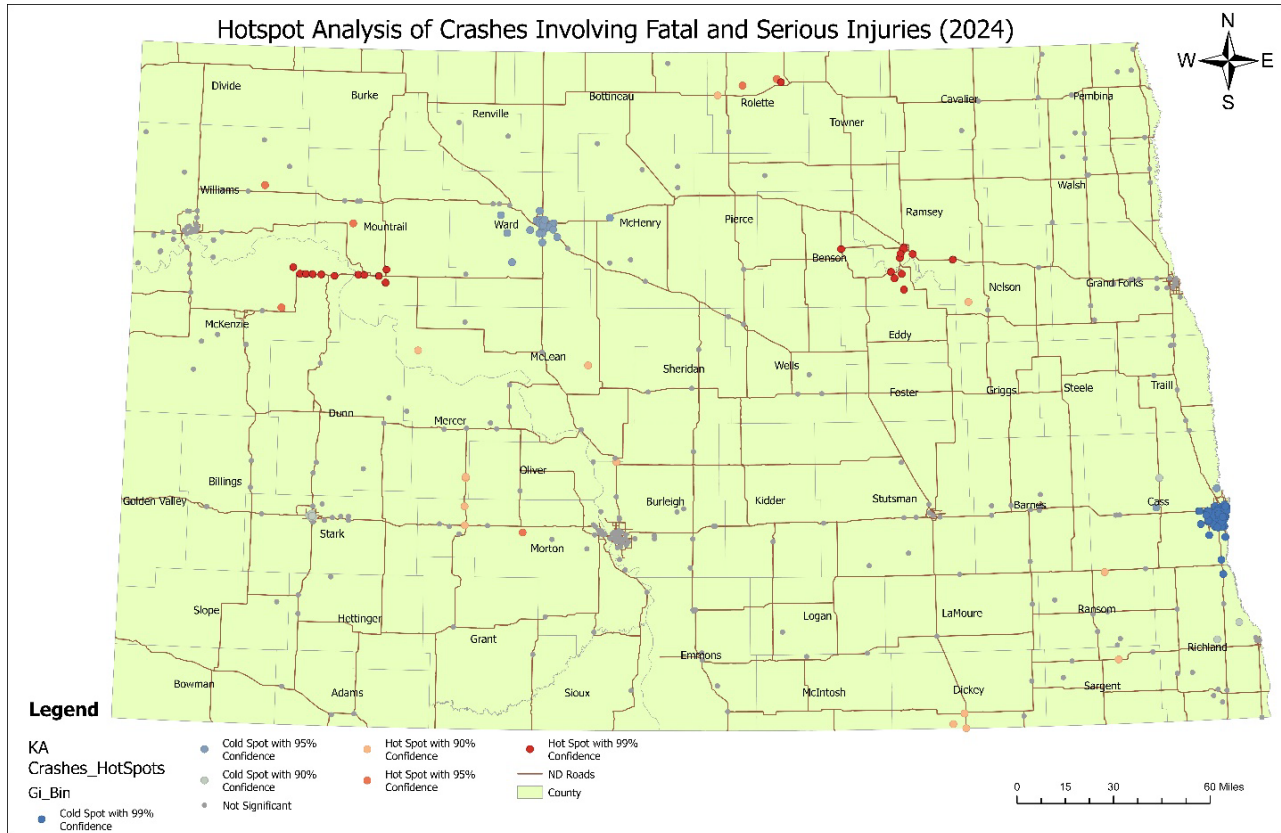


Agencies receiving funding are closely monitored throughout the year to ensure they meet performance expectations, particularly during enforcement campaigns focused on public safety. Annual site visits continue to play a key role, allowing the program manager to evaluate agency progress on performance measures, review crash maps for jurisdictional hotspots, and address challenges such as staffing shortages or leadership changes that impacted participation in some campaigns. These visits provide an opportunity for agencies to raise concerns and receive guidance or additional support to overcome barriers to meeting their goals. This collaborative process ensures accountability and fosters proactive solutions.

Additionally, the program manager conducts detailed reviews of log sheets submitted by officers working high-visibility enforcement overtime shifts. The review examines whether traffic stops occur in designated problem areas and if cited offenses align with behaviors contributing to crashes in those locations. By analyzing citation types, stop locations, and timing, this oversight ensures enforcement efforts directly address identified issues, maximizing their effectiveness in improving public safety and reducing crash-related incidents.

Final crash data for the reporting period of October 1, 2024, through September 30, 2025, is not yet available. As a result, this report includes information from the previous year. The maps show the geographic distribution of 2024 seat belt, impaired driving, speed, and distracted driving citations per million vehicle miles traveled. They also highlight areas with higher population density and locations of fatal and serious injury crashes.

## Fatal and Serious Injury Crashes



**ND Crashes (2024)**  
**Date: 12/29/2025**

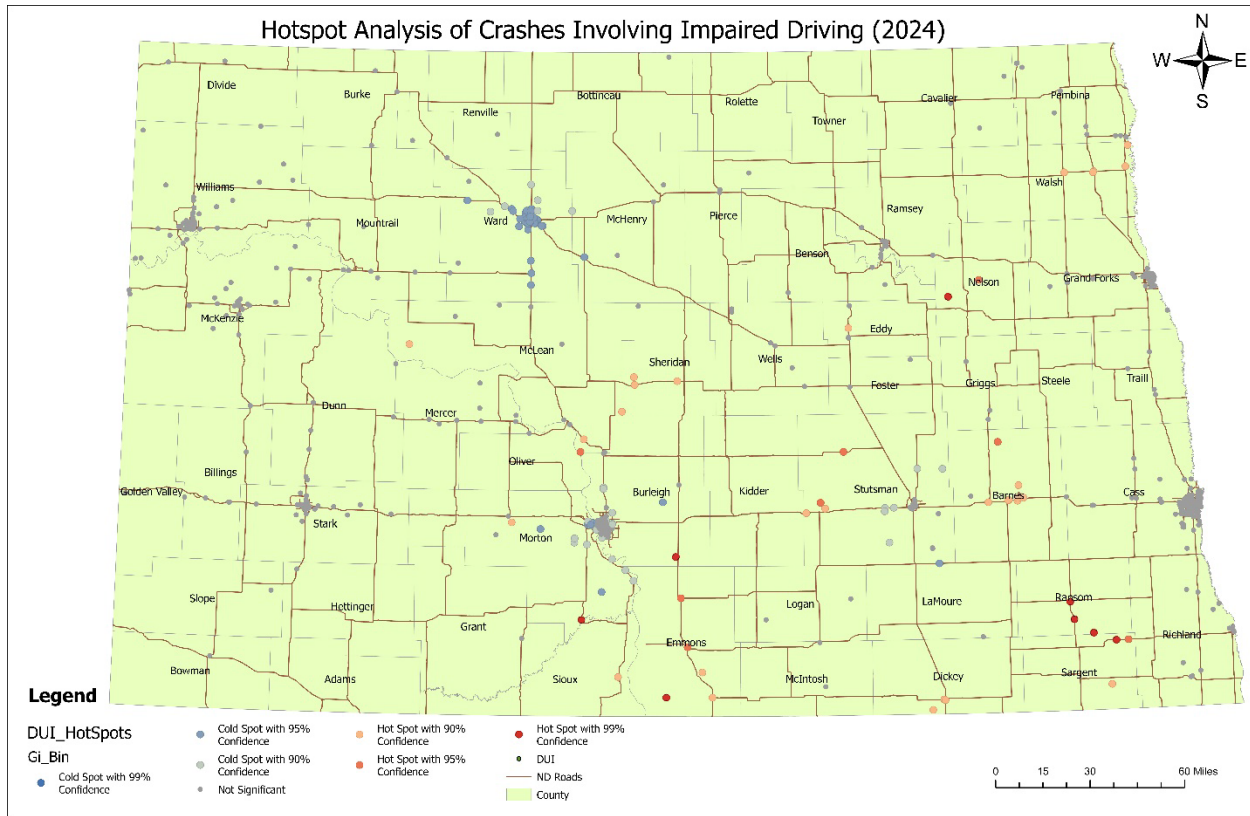
Prepared By: **NDSU** UPPER GREAT PLAINS  
TRANSPORTATION INSTITUTE

**Data Source:**  
**NDDOT Crash Data**

## Impaired Driving

The 2024 impaired driving hotspot analysis shows that DUI-related crashes are primarily concentrated in more populated counties and along major transportation corridors, where traffic volumes are highest. While much of the state displays non-significant clustering, the presence of isolated high-confidence hotspots in both urban and rural areas indicates that impaired driving remains a statewide concern rather than a localized issue.

Rural incidents, though more dispersed, continue to pose elevated risk due to roadway isolation and limited enforcement coverage. These patterns reinforce the importance of maintaining a balanced strategy that supports high-visibility enforcement in population centers while strengthening training and enforcement capacity in rural jurisdictions. Ongoing statewide training initiatives and coordination efforts are critical to addressing impaired driving and reducing fatal and serious injury crashes across North Dakota.



**ND Crashes (2024)**  
**Date: 12/29/2025**

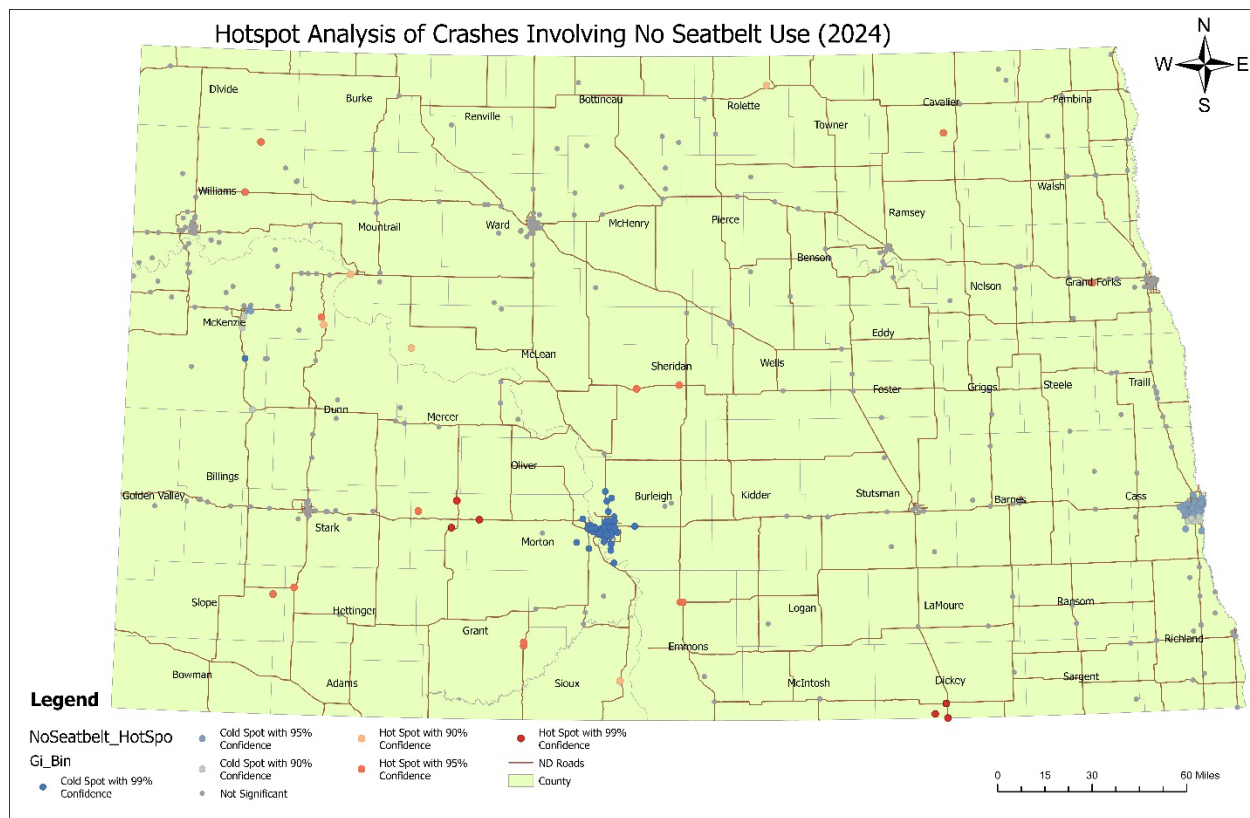
Prepared By: **NDSU** UPPER GREAT PLAINS  
 TRANSPORTATION INSTITUTE

**Data Source:**  
**NDDOT Crash Data**

## Seat Belt

The 2024 seatbelt hotspot analysis shows limited and geographically dispersed clustering of crashes involving unrestrained occupants, with much of the state exhibiting non-significant patterns. Isolated hotspots persist in select rural counties and along key corridors, suggesting that non-use of seat belts remains a concern in specific locations despite overall improvements in compliance.

Results from the 2025 annual seat belt survey indicate a substantial increase in observed seat belt use statewide, rising to 87.9 percent compared to 79.8 percent in 2024. While this improvement reflects the effectiveness of ongoing education and enforcement efforts, the presence of localized hotspots underscores the need for continued targeted outreach and enforcement in high-risk areas. The Highway Safety Division will continue to use survey and crash data to identify counties with lower seat belt usage and collaborate with local agencies to reinforce occupant protection strategies.



**ND Crashes (2024)**  
**Date: 12/29/2025**

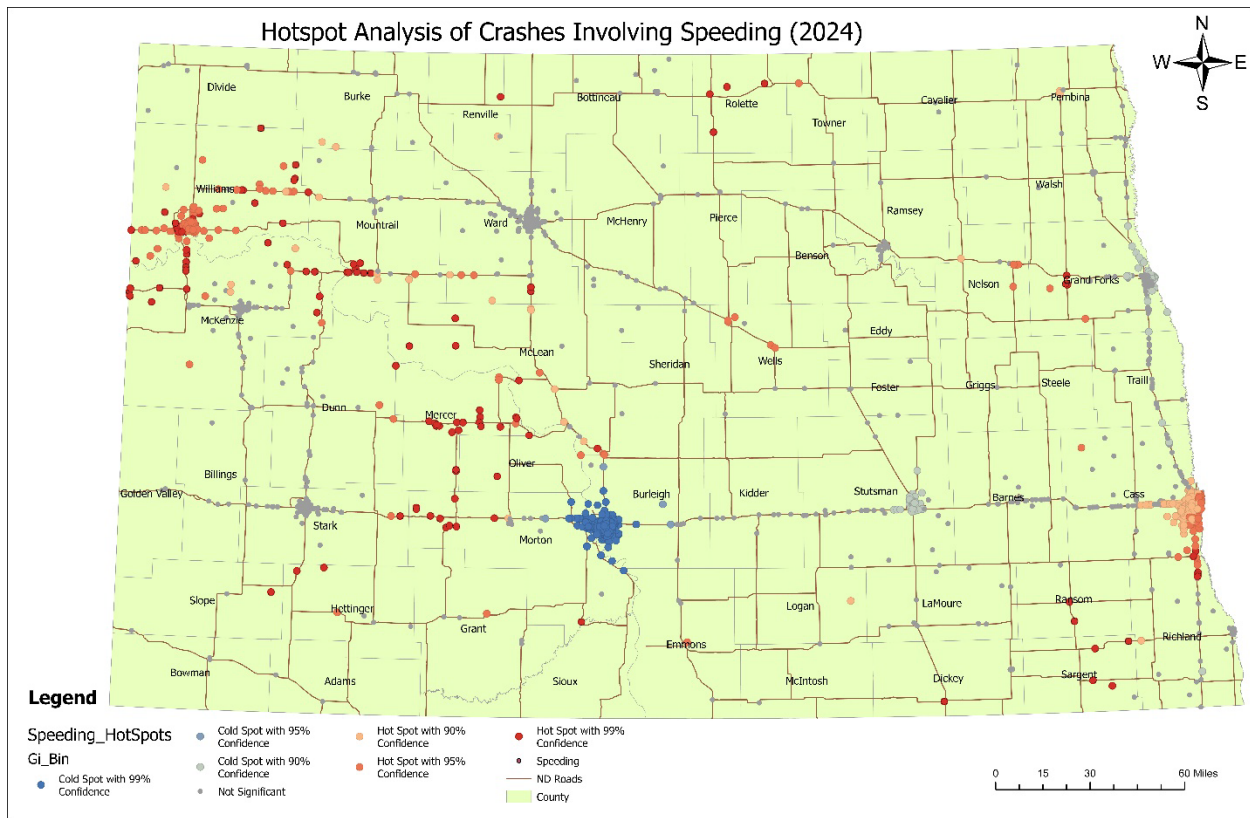
Prepared By: **NDSU** UPPER GREAT PLAINS  
 TRANSPORTATION INSTITUTE

**Data Source:**  
**ND DOT Crash Data**

## Speed

The 2024 speed hotspot analysis continues to show pronounced clustering of speed-related crashes in western North Dakota, particularly along major corridors and near regional hubs. These areas remain consistent with prior-year patterns and suggest ongoing challenges related to roadway speeds, long travel distances, and limited enforcement coverage. Notable concentrations are also present in the eastern urbanized areas, reflecting higher traffic volumes and commuter activity.

While several central counties display cold spots or non-significant clustering, the persistence of high-confidence hotspots in the west underscores the need for sustained and expanded speed enforcement efforts. The Highway Safety Division will continue to prioritize engagement with underrepresented counties and coordinate with the North Dakota Highway Patrol to enhance patrol visibility in these corridors. The alignment of the 2025 Speed HVE campaign with peak summer crash months and NHTSA's *Speeding Catches Up with You* initiative is expected to help mitigate these high-risk trends and address the geographic disparities observed in the data.



**ND Crashes (2024)**  
**Date: 12/29/2025**

Prepared By: **NDSU** UPPER GREAT PLAINS  
 TRANSPORTATION INSTITUTE

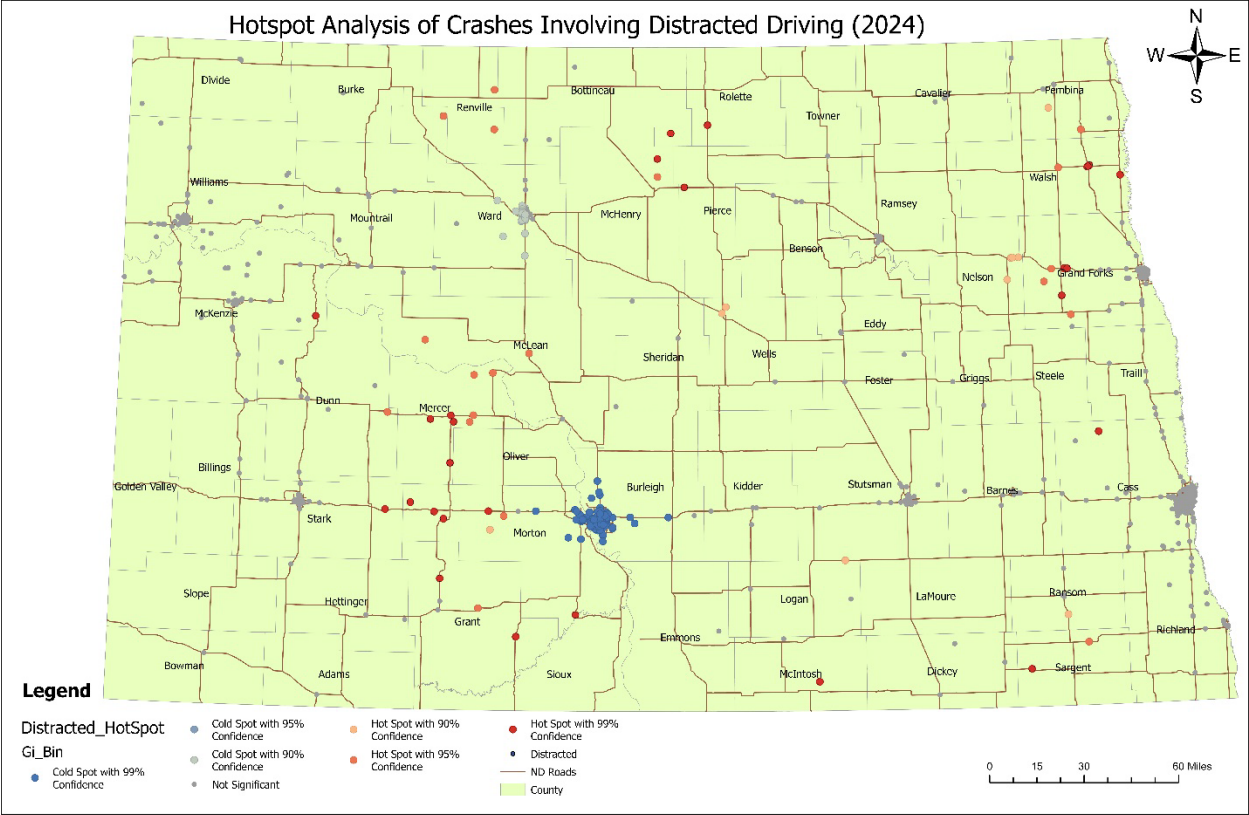
**Data Source:**  
**NDDOT Crash Data**

## *Distracted Driving*

The 2024 hotspot analysis shows that distracted driving crashes in North Dakota are concentrated primarily in urban areas and along major transportation corridors, with the most significant clustering observed in the Bismarck–Mandan region. These patterns reflect higher traffic volumes and increased exposure in urbanized settings, while much of the state exhibits non-significant or cold spot trends.

Distracted driving continues to be underreported due to drivers' reluctance to acknowledge distraction. To address this issue, the Highway Safety Division will continue partnering with law enforcement to focus enforcement efforts in identified hotspot areas. Educational and outreach initiatives, supported by media campaigns and Vision Zero Coordinators, will further promote awareness and safer driving behaviors statewide.





**ND Crashes (2024)**  
**Date: 12/29/2025**

Prepared By: **NDSU** UPPER GREAT PLAINS  
TRANSPORTATION INSTITUTE

**Data Source:**  
**NDDOT Crash Data**

## (4) Mobilization Participation

The following is information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information) per 23 CFR 1300.35(b)(4).

### ***Enforcement Activity, Citation Information, Paid and Earned Media Information***

This information is included in the project update section of the annual report. See projects:

#### **Occupant Protection**

High Visibility Enforcement – State Funded

Media and Outreach – Occupant Protection – OP2505-06

#### **Impaired Driving**

High Visibility Enforcement – ID2510-02

Media and Outreach – Impaired Driving – ID2510-03-01

#### **Distracted Driving**

High Visibility Enforcement – DD2511-02

Media and Outreach – Distracted Driving – DD2511-03

#### **Speed**

High Visibility Enforcement – SC2507-04

Media and Outreach – Speed – SC2507-03

### ***Participating and Reporting Agencies***

#### **Occupant Protection**

|                                         |                                              |
|-----------------------------------------|----------------------------------------------|
| Barnes County Sheriff's Department      | New Town Police Department                   |
| Benson County Sheriff's Department      | North Dakota Highway Patrol                  |
| Bismarck Police Department              | Pembina County Sheriff's Department          |
| Burleigh County Sheriff's Department    | Sargent County Sheriff's Department          |
| Burlington Police Department            | Stutsman County Sheriff's Department         |
| Cass County Sheriff's Department        | Surrey Police Department                     |
| Devils Lake Police Department           | Tioga Police Department                      |
| Dickinson Police Department             | Traill County Sheriff's Department           |
| Dunn County Sheriff's Office            | University of North Dakota Police Department |
| Fargo Police Department                 | Valley City Police Department                |
| Grand Forks County Sheriff's Department | Wahpeton Police Department                   |
| Grand Forks Police Department           | Walsh County Sheriff's Department            |



|                                      |                                      |
|--------------------------------------|--------------------------------------|
| Jamestown Police Department          | Ward County Sheriff's Department     |
| Killdeer Police Department           | Watford City Police Department       |
| Lincoln Police Department            | West Fargo Police Department         |
| McKenzie County Sheriff's Department | Williams County Sheriff's Department |
| Minot Police Department              | Williston Police Department          |
| Morton County Sheriff's Department   |                                      |

### **Impaired Driving**

|                                         |                                              |
|-----------------------------------------|----------------------------------------------|
| Burke County Sheriff's Department       | Minot Police Department                      |
| Burlington Police Department            | Morton County Sheriff's Department           |
| Barnes County Sheriff's Department      | North Dakota Highway Patrol                  |
| Benson County Sheriff's Department      | Ramsey County Sheriff's Department           |
| Bismarck Police Department              | Stanley Police Department                    |
| Burleigh County Sheriff's Department    | Stark County Sheriff's Department            |
| Burlington Police Department            | Stutsman County Sheriff's Department         |
| Cass County Sheriff's Department        | Tioga Police Department                      |
| Devils Lake Police Department           | Traill County Sheriff's Department           |
| Dickinson Police Department             | University of North Dakota Police Department |
| Dunn County Sheriff's Department        | Valley City Police Department                |
| Fargo Police Department                 | Wahpeton Police Department                   |
| Grand Forks County Sheriff's Department | Walsh County Sheriff's Department            |
| Grand Forks Police Department           | Ward County Sheriff's Department             |
| Jamestown Police Department             | Watford City Police Department               |
| Killdeer Police Department              | West Fargo Police Department                 |
| Lincoln Police Department               | Williams County Sheriff's Department         |
| McKenzie County Sheriff's Department    | Williston Police Department                  |

### **Distracted Driving**

|                                         |                                              |
|-----------------------------------------|----------------------------------------------|
| Bismarck Police Department              | Minot Police Department                      |
| Burleigh County Sheriff's Department    | North Dakota Highway Patrol                  |
| Cass County Sheriff's Department        | Stark County Sheriff's Department            |
| Fargo Police Department                 | Surrey Police Department                     |
| Grand Forks County Sheriff's Department | University of North Dakota Police Department |
| Grand Forks Police Department           | Valley City Police Department                |
| Killdeer Police Department              | Ward County Sheriff's Department             |
| Lincoln Police Department               | Watford City Police Department               |
| McKenzie County Sheriff's Department    | West Fargo Police Department                 |

### Speed

|                                         |                                              |
|-----------------------------------------|----------------------------------------------|
| Burke County Sheriff's Department       | North Dakota Highway Patrol                  |
| Barnes County Sheriff's Department      | Pembina County Sheriff's Department          |
| Benson County Sheriff's Department      | Ramsey County Sheriff's Department           |
| Bismarck Police Department              | Renville County Sheriff's Department         |
| Burleigh County Sheriff's Department    | Stanley Police Department                    |
| Burlington Police Department            | Stark County Sheriff's Department            |
| Cass County Sheriff's Department        | Stutsman County Sheriff's Department         |
| Devils Lake Police Department           | Surrey Police Department                     |
| Dickinson Police Department             | Tioga Police Department                      |
| Dunn County Sheriff's Office            | Traill County Sheriff's Department           |
| Fargo Police Department                 | University of North Dakota Police Department |
| Grand Forks County Sheriff's Department | Valley City Police Department                |
| Grand Forks Police Department           | Wahpeton Police Department                   |
| Grant County Sheriff's Department       | Walsh County Sheriff's Department            |
| Jamestown Police Department             | Ward County Sheriff's Department             |
| Lincoln Police Department               | Watford City Police Department               |
| McKenzie County Sheriff's Department    | West Fargo Police Department                 |
| Minot Police Department                 | Williams County Sheriff's Department         |
| Morton County Sheriff's Department      | Williston Police Department                  |