

South Dakota 2015 Highway Safety Plan



SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

THE HIGHWAY SAFETY PLAN IS PROVIDED BY:

DEPARTMENT OF PUBLIC SAFETY
OFFICE OF HIGHWAY SAFETY
118 WEST CAPITOL STREET
PIERRE, SD 57501

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MISSION STATEMENT

The Office of Highway Safety is committed to developing and implementing traffic safety programs designed to reduce the number of traffic crashes, injuries, and fatalities occurring on South Dakota roadways. The Office of Highway Safety supports local and state agencies as well as non-profit organizations to diminish the economic and human loss that results from traffic crashes.

BACKGROUND

The South Dakota Department of Public Safety provides oversight to the Governor's Office of Highway Safety (OHS). Initially established in 1967, the Governor's Office of Highway Safety as required by SDCL 32-13-1 administers the highway safety programs within this state and authorizes, directs, and coordinates existing and future activities of agencies of this state and its political subdivisions. This office does all things necessary for the administration of the program under the Federal Highway Safety Act of 1966 (Public Law 89-564), as amended and in effect on July 1, 1984.

<http://legis.state.sd.us/statutes/DisplayStatute.aspx?Type=Statute&Statute=32-13-1>

In support of the state statute, this office provides technical and financial assistance to state and local government agencies and community organizations to implement programs aimed at reducing the human and economic loss that results from traffic crashes.

The Office of Highway Safety strives to carry out its mission through a variety of means. Primary in this effort is public information and education as well as enforcement. OHS staff is committed to developing partnerships with agencies statewide. The list of partners includes state, local, and county law enforcement agencies, the Department of Transportation, the Department of Human Services, the Department of Social Services, the Attorney General, the Unified Judicial System, the South Dakota Chiefs of Police Association, the South Dakota Sheriff's Association, the Government Research Bureau at the University of South Dakota, businesses, educators, volunteers, and a host of other organizations. This network of diverse backgrounds is vital to the success of highway safety in South Dakota.

Each of these partners plays a role in the highway safety planning process. The Government Research Bureau at the University of South Dakota is responsible for both problem identification and program evaluation. Community partners, private entities, and state, local and tribal governments assist in project development by responding to grant solicitation notices with proposed projects for inclusion in the HSP.

Highway safety programming is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other state agencies and local governments. Program resources are directed to the following State of South Dakota highway safety priority areas: occupant protection, impaired driving, speeding (police traffic services), motorcycle safety, young driver education, and pedestrian-bicyclist safety.

EXECUTIVE SUMMARY

On behalf of the Governor of South Dakota and the Secretary of the Department of Public Safety, the South Dakota Office of Highway Safety is pleased to submit the 2015 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2015 HSP integrates discussion of data trending, priority areas, performance measures and objectives, and specific projects to be undertaken by the Office of Highway Safety through the end of FY2015. Ultimately, the overarching goal of the highway safety plan is to explicitly outline the programmatic mechanisms that will be either maintained or newly implemented for the purpose of decreasing the human and economic consequences that result from motor vehicle crashes in the State of South Dakota.

All of the data presented and analyzed in this report are from the South Dakota Accident Records System. This data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports electronically, (approximately 67% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year.

STATEWIDE SYNOPSIS

Given that its 844,877 residents¹ are distributed over 77,121 square miles of terrain, South Dakota remains in 2014 as it has for most of its formal existence as one the nation's most sparsely populated states. Although the state's seemingly endless acres of prairie and farmland are coveted for their rustic charm and rolling vistas, the markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 96.2% of the 82,559 total roadway miles that criss-cross the state, and in 2013, rural travel accounted for 70.5% of all vehicle miles traveled². The difficulties associated with designing and administering effective highway safety programs across a rural geography amplify the need for well-focused, systematic planning efforts.

Further, it follows that the physical dispersion of South Dakota's drivers brings about a marked need for motor vehicle transportation. Not surprisingly then, South Dakota's driving population is a strikingly active one. A statewide survey conducted in July 2012 by the Government Research Bureau suggests that 80% of licensed South Dakota drivers operate a motor vehicle on a daily basis, while an additional 12% take to the roads at least once per week.³ This high level of driving frequency further spurs the pressing need for effective traffic crash deterrence.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2013. Of the 16, 620 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2013 (slightly higher than the previous year), positive directionalities were observed across a wide range of outcomes measures.

¹ US Census Bureau estimate for 2013

² <http://www.sddot.com/transportation/highways/traffic/docs/VMTAllvehicles.pdf>

³ This survey, which was conducted by telephone by Clark Research, sampled 750 of the state's licensed drivers ages 16 and over and state ID card holders under the age of sixteen. This survey will be referred to hereafter as the 2012 Highway Safety Behaviors Survey. The survey was not replicated in 2013, however due to the consistency across measures for the 3 years it was taken, we have no reason to think that the numbers would be significantly different in 2013.

- The total number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above was 7.7% lower in 2013 than in 2012 and the number of serious injuries decreased 22% as well. The percentage of total crashes that were BAC related also decreased slightly from 2.9% to 2.8%.
- The number of individuals killed as a result of at least one speeding driver decreased 23.3% from 2012. Of the 23 fatalities, 91.3% occurred on rural roadways.
- The number of motorcyclist fatalities (18) and unhelmeted motorcyclist fatalities (11) decreased substantially from 2012 to 2013, 28.0% and 52.2% respectively. This improvement is despite an increase in the number of registered motorcycles by 3.2%.
- The number of pedestrian fatalities in South Dakota remains quite small though it did increase from 2 in 2012 to 4 in 2014.
- Only 16 drivers under the age of 21 were involved in fatal traffic crashes in 2013; this figure represents a 20.0% decrease from 2012. The total number of fatalities resulting from these crashes also decreased 37.5% from 24 in 2012 to 15 in 2013.

These positive outcomes are in spite of the fact that vehicle miles traveled in South Dakota continued to increase in 2013. Statewide VMT estimates for South Dakota increased by approximately 37 million miles from 2012 to 2013, a change of roughly .4%. This increase alone ushers in an opportunity for a rise in traffic crashes in South Dakota, along with their consequent economic and human damages.

The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2013, rural VMT accounted for 70.5% of all vehicle miles traveled in South Dakota. Data suggests that the crash conditions faced by motorists in rural traffic crashes are decidedly more perilous than their urban analogs. Rural fatality rates in South Dakota have historically been much higher than their urban counterparts. Additionally, injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. In 2013, 19.14 injuries were recorded for each fatality in rural areas. By contrast, 170.1 injuries per fatality were recorded in urban areas.

It should be noted, however, that there were a couple of areas in which South Dakota did not see improvements in 2013, though in some cases the increases are so small they do not represent a significant change:

- A total of 135 traffic crash fatalities were recorded in South Dakota in 2013, up just slightly from 133 in 2012.
- The total injuries from traffic crashes in 2012 (5,597) saw a 2.7% increase from 2012 (5, 431). The number of serious injuries also increased by 2.7% from 810 in 2012 to 832 in 2013.
- The overall fatality rate per VMT also increased just slightly from 1.47 in 2012 to 1.48 in 2013.
- The number of fatalities incurred by unrestrained passenger vehicle occupants increased 8.6%, from 58 in 2012 to 63 in 2013; in addition, the number of all unrestrained passenger vehicle occupants involved in traffic crashes increased 10.1% from 2012 to 2013.

- The annual seat belt survey administered through OHS reported in 2013 that overall seat belt usage increased this year. The 2013 estimate of 68.7% represents an increase of 2.3 percentage points from the 2012 rate of 66.5%.

While many of these developments in annual number appear discouraging, the five-year averages for each of these core outcome measures is much more promising, particularly when compared to long term goals. These five-year averages provide a more accurate reflection of overall trends in performance measures as they smooth out the fluctuations that inherently occur from year to year. As will be seen, seven of the thirteen separate performance goals articulated in the 2014 HSP have been met to date.⁴ Furthermore, while we were in some cases not able to meet our more ambitious goals for the 2009-2013 time period, we are well on track to meeting our longer term goals in every outcome area.

These accomplishments point to the overall effectiveness of the Office of Highway Safety in South Dakota. Through the design, delivery, coordination, and monitoring of effective prevention strategies and countermeasures, and by working in cooperation with an alliance of statewide partners, the Office of Highway Safety seeks to vigorously pursue its mission to minimize economic and human loss resulting from traffic crashes.

The Office of Highway Safety's performance expectations are informed by extensive analytical groundwork, and are rooted in the notion that planning efforts are best guided by the methodical consideration of all available quantitative and qualitative resources. Given that meticulous projection analyses suggest that new advances remain within reach in coming years, we enthusiastically seize the present opportunity to facilitate the enhancement of highway safety in the State of South Dakota.

HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1200, the 2015 Highway Safety Plan includes seven primary elements: (a) highway safety planning process, (b & d) the performance plan and performance report, (c) highway safety strategies and projects, (e) program cost summary and list of projects, (f) certification and assurances, and (g) a description of our Teen Traffic Safety Program. The South Dakota plan blends discussion of the performance plan and performance report for the purpose of presenting a more integrative, comprehensible proposal. The highway safety strategies and projects, part (c), are then presented before the program cost summary and detailed list of projects.

HIGHWAY SAFETY PLANNING PROCESS

The 2015 plan begins with a broad data presentation organized around the core outcome and core behavior measures required as mandatory reporting items by NHTSA. Interlaced into this section are the performance goals established by the Office of Highway Safety through collaboration with external partners. In developing and implementing the strategies and plans of the Highway Safety Plan and the Strategic Highway Safety Plan, the Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT. This coordination has included numerous planning meetings with a diverse array of participants held in early 2014 in four locations across South Dakota. These meetings utilized the NHTSA evidence-based concept and Countermeasures That Work, Sixth Edition, 2011). (A full list of participants is included on the following page.) Each application submitted for consideration to the FFY2015 Highway Safety Plan is based on roadway, crash, and other data to support the quantifiable and measureable highway safety performances measures required in MAP21. All of the data presented and analyzed in this report are from the South Dakota Accident Records System. This data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports electronically, (approximately 67% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year. Lee Axdahl, the Director of Highway Safety also serves on the steering committee for the development of the Strategic Highway Safety Plan, which helps to ensure that the efforts are coordinated. For each of the core outcome measures addressed in the plan, supporting data is provided to justify the established goals. Goals are made in relation to long-term projections as well as the most recent year's data points.

PLANNING PARTICIPANTS FOR THE FFY2015 HIGHWAY SAFETY PLAN

Name	Agency	Name	Agency
Chief Ryan Knutson	<i>Alcester PD</i>	Justin Jungwirth	<i>Mobridge PD</i>
Paul Williams	<i>Bennett County</i>	Brooks Johnson	<i>Mobridge PD</i>
Preston Crissey	<i>BonHomme County</i>	Owen Olson	<i>OST DPS</i>
Jason Dabbs	<i>Box Elder PD</i>	Kraig Wood	<i>Penn County</i>
Chris Misselt	<i>Box Elder PD</i>	Todd Hyronimus	<i>Pennington County State's Attorney Office</i>
Jon Pike	<i>Brookings County</i>	Brian Hines	<i>Pierre PD</i>
David Erickson	<i>Brookings County</i>	Curtis Hamburger	<i>Potter County</i>
Tom Schmidt	<i>Brown County</i>	Kevin Jensen	<i>Prairie View Prevention</i>
Gary Brunner	<i>Butte County</i>	Scott Sitts	<i>Rapid City PD</i>
Charles Davidson	<i>Campbell County</i>	Jason Coenen	<i>Sanborn County</i>
David A Jacobs	<i>Canton PD</i>	Chief Elijah Schewe	<i>Scotland PD</i>
Mary Lee Johns	<i>Cheyenne River Sioux Tribe</i>	Kim Edson	<i>SD Dept of Corrections</i>
Michael Gvarning	<i>Clark County</i>	Gib Sudbeck	<i>SD Dept of Social Services</i>
Jeff Anders	<i>Clay County</i>	Katie Tostenson	<i>SD Dept of Social Services</i>
Keith E Gall	<i>Corson County</i>	Brad Janecke	<i>SD EMS</i>
Rick Wheeler	<i>Custer County</i>	Marilyn Rutz	<i>SD EMS</i>
Derrick Reifenrath	<i>Custer County</i>	Corolla Lauck	<i>SD EMS for children</i>
Slade Heeb	<i>Custer County</i>	Dave Boer	<i>SD EMS for children</i>
Tim Reitzel	<i>Davison County</i>	Jennifer Stalley	<i>SD Teen Court Assn</i>
Les Mayer	<i>Dewey County</i>	Mary Jo Farrington	<i>SDSMT</i>
Bud Gusso	<i>Douglas High School</i>	Wade Oarlog	<i>SDSU PD</i>
Chief Norman Schuler	<i>Eagle Butte PD</i>	Cora Olson	<i>SDSU PD</i>
Arlen D Frankfurth	<i>Faith PD</i>	Mariah Weber	<i>SDSU Safe Ride</i>
Brent W Koens	<i>Faulk County</i>	Chief Don Knecht	<i>Selby PD</i>
Kurt Hall	<i>Faulk County</i>	Dave Renli	<i>Sioux Empire Safety Village</i>
Chief James Morey	<i>Flandreau PD</i>	Bobbi Lower	<i>Sioux Empire Safety Village</i>
Nancy Scharenbroich	<i>From the H.E.A.R.T.</i>	Keith Gries	<i>Sioux Falls PD</i>
Chief Stacy Mayou	<i>Groton PD</i>	Randy Brink	<i>Sioux Falls PD</i>
Heidi Trautner	<i>Hamlin County</i>	Jude Warner	<i>Spearfish PD</i>
Tayt Alexander	<i>Hamlin County</i>	Darin Pedneau	<i>Spearfish PD</i>
Sheriff Doug DeBoer	<i>Hand County</i>	Boyd a Dean	<i>Spearfish PD</i>
Patrick McCrawley	<i>Hand County</i>	Steve Hofmann	<i>Spearfish PD</i>
Ron Holten	<i>Harrisburg Drivers Ed</i>	Chief Dean DeJong	<i>Springfield PD</i>
Gary D Will	<i>Huron PD</i>	Dustin Baxter	<i>Stanley County</i>
Chief John L Slama	<i>Irene PD</i>	Geody VanDewater	<i>Sturgis PD</i>
Sheriff Ray Clements Jr	<i>Jackson County</i>	Bill Stahl	<i>Sully County</i>
Chief Bill McKelvey	<i>Jefferson PD</i>	Don Allen	<i>Summerset PD</i>
Michael Krueger	<i>Jerauld County</i>	Steven Luke	<i>Turner County</i>
Monte Farnsworth	<i>Law Enforcement Training</i>	Jon Feller	<i>Union County</i>
Neil Schlepp	<i>Lawrence County</i>	Lauren Schuur	<i>USD Student Counseling Center</i>
Sheriff Dennis Johnson	<i>Lincoln County</i>	Jacy Nelsen	<i>Vermillion PD</i>
Todd Sandal	<i>Marshall County</i>	Eric Majeres	<i>Volunteers of America</i>
Luke Nordquist	<i>Marshall County</i>	Diane Thaler	<i>Volunteers of America</i>
Kevin Curtis	<i>Martin PD</i>	Josh Boll	<i>Walworth County</i>
Todd Gullickson	<i>Mellette County</i>	Ryan Remmers	<i>Watertown PD</i>
Shannon Speck	<i>Miller PD</i>	Paul Schueth	<i>Winner PD</i>
Captain James Hoekman	<i>Minnehaha County</i>	Rachel Funes	<i>Winner PD</i>
Kristin Trana	<i>Minnehaha County</i>	Michael Burgeson	<i>Yankton PD</i>
Dan Kopfmann	<i>Mitchell PD</i>		
Scott Walton	<i>Mitchell PD</i>		

CORE OUTCOME AND BEHAVIOR MEASURES FOR 2013

Performance Measures in Brief

CORE OUTCOME MEASURES FOR 2013

- C1 – Number of traffic fatalities: **135**
- C2 – Number of serious injuries in traffic crashes: **832**
- C3 – Fatalities per vehicle mile traveled: **1.48**
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **63**
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **32**
- C6 – Number of speeding-related fatalities: **23**
- C7 – Number of motorcyclist fatalities: **17**
- C8 – Number of unhelmeted motorcyclist fatalities: **11**
- C9 – Number of drivers age 20 or younger involved in fatal crashes: **10**
- C10 – Number of pedestrian fatalities: **4**
- C11 – Number of bicyclist fatalities: **0**

BEHAVIOR MEASURES FOR 2013

- B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: 68.7%

ACTIVITY MEASURES FOR 2013

- A1 – Impaired Driving Citations: 8,683
- A2 – Occupant Protection Citations: 6,108
- A3 – Speed Citations: 31,422

2015 HIGHWAY SAFETY PERFORMANCE GOALS

- C1 – Decrease the traffic fatalities five-year average by at least .2 percent from the 2009-2013 average of 130 to a five-year average for 2010-2014 of 129.8. This equates to 130 fatalities or less for the calendar year 2013, a 3.7% reduction from the 2013 value of 135.
- C2 – Decrease the serious traffic injuries five-year average by at least 1.1 percent from the 2009-2013 average of 818 to a five-year average for 2010-2014 of 809.
- C3 – (a) Decrease the five-year average fatalities/VMT from the 2009-2013 average rate of 1.45 to 1.43 by December 31, 2014. .
(b) Decrease the five-year average rural fatalities/VMT from the 2009-2013 average rate of 1.76 to 1.74 by December 31, 2014.
c) Return the five-year average urban fatalities/VMT from the 2009-2013 average rate to .68 through December 31, 2014.
- C4 – Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 5 percent from the 2009-2013 average of 66.4 to a five-year average for 2010-2014 of 63.
- C5 – Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2009-2013 annual average of 36.4 to a five-year annual average for 2010-2014 of 36.0.
- C6 – Decrease the speeding related fatalities five-year average by at least 5.5 percent from the 2009-2013 annual average of 32.4 to a five-year annual average for 2010-2014 of 30.6.
- C7 – Decrease the motorcyclist fatalities five-year average by at least 1 percent from the 2009-2013 five-year annual average of 20 to a five-year annual average for 2010-2014 of 19.8.
- C8 – Decrease the unhelmeted motorcyclist fatalities five-year average to 14.85 fatalities or less for 2010-2014.
- C9 – Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.4 percent from the 2009-2013 annual average of 18.4 to a five-year annual average for 2010-2014 of 17.4.
- C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2010-2014, despite expected increases in population.
- C11 – Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2010-2014, despite expected increase in population.

2015 CORE BEHAVIOR GOALS

- B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage points from the 2013 calendar year base year average usage rate of 68.7 percent to 70.0 percent by December 31, 2014

Core Outcome and Behavior Measures in Detail

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

2014 Performance Goal⁵

Goal Statement: Decrease the traffic fatalities five-year average by at least .6 percent from the 2008-2012 average of 127.2 to a five-year average for 2009-2013 of 126.6.

Current Value: 130

Current Status: Not met

2015 Performance Goal

- Decrease the traffic fatalities five-year average by at least .2 percent from the 2009-2013 average of 130 to a five-year average for 2010-2014 of 129.8. This equates to 130 fatalities or less for the calendar year 2013, a 3.7% reduction from the 2013 value of 135.

Key Observations

- Similar to previous years, the vast majority (97.0%) of traffic crash fatalities in South Dakota in 2013 were motorists, as opposed to pedestrians.

Recent Data

Of the 16,620 motor vehicle traffic crashes reported in South Dakota in 2013, 121 (0.73% of total crashes) resulted in at least one fatality. In total, 135 traffic crash fatalities were recorded in South Dakota in 2013, up approximately 2% from 2012. The five-year average for fatalities is up slightly from 2012 as well, 130 up from 127.2. Of these fatalities, 82 (60.7%) were sustained by residents of South Dakota. The observed fatality counts for 2013 do not continue a generally downward trend in traffic crash fatalities observed in South Dakota over the previous five-year periods. However, the increase is very slight. In 2013, 74.1% of traffic crash fatalities were drivers of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2009 to 2013. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

⁵ In 2013 we adjusted all of our goals to be based on five year averages. This change was made to more accurately reflect current conditions by averaging how extreme high and low points which occasionally occur in the data. We've continued that format in this year's report.

Table 1. Annual Traffic Crash Fatalities: 2009-2013

	Fatalities	% Change
2009	131	+8.3%
2010	140	+6.9%
2011	111	-20.7%
2012	133	+19.8%
2013	135	+2.0%

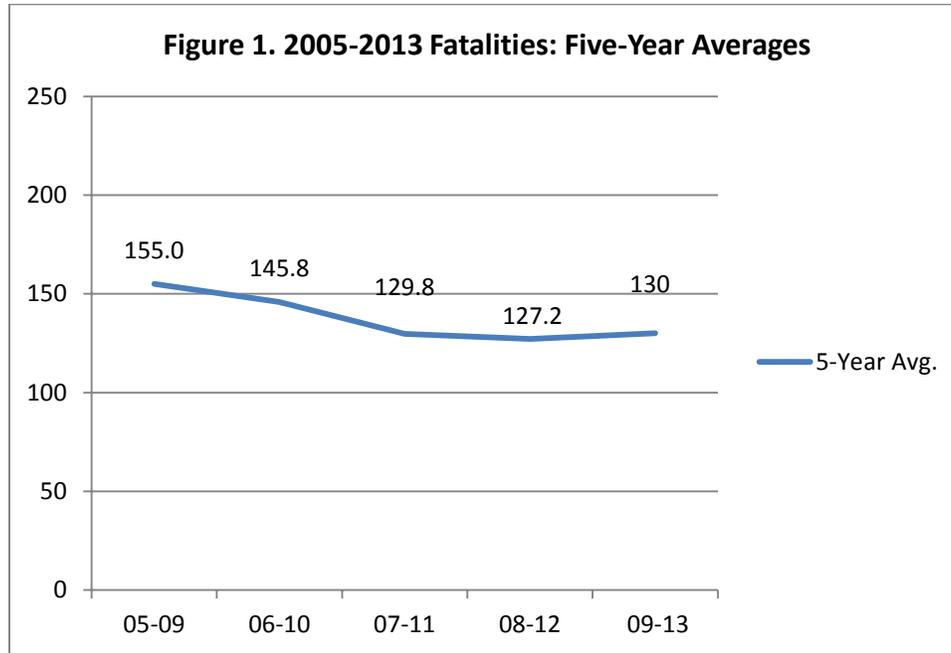


Figure 2 presents traffic crash fatalities by unit type for 2013. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians. With regard to the 135 traffic crash fatalities recorded in 2013, 131(97.0%) were motor vehicle occupants. Of these, 41 (30.3%) were either totally or partially ejected from their vehicles, and 49 (36.3%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 68.7% (90) were male. Front seat occupants composed 76% (73) of passenger vehicle occupant fatalities. Occupants aged 21-30 years accounted for 22.2% (30) of all occupant fatalities, the highest of any age group.⁶ 43% (58) of fatalities occurred on roads where the speed limit was 65 or greater. Finally, 85.9% (116) of 2013 traffic crash fatalities occurred on rural roadways while the remaining 14.1% (19) occurred on urban roadways. Reporting on core measure C-3 will go further in elaborating on the overwhelmingly rural nature of South Dakota’s road system, and describing the implications of this condition on traffic crash outcomes.

⁶ Among 10 year age span groups.

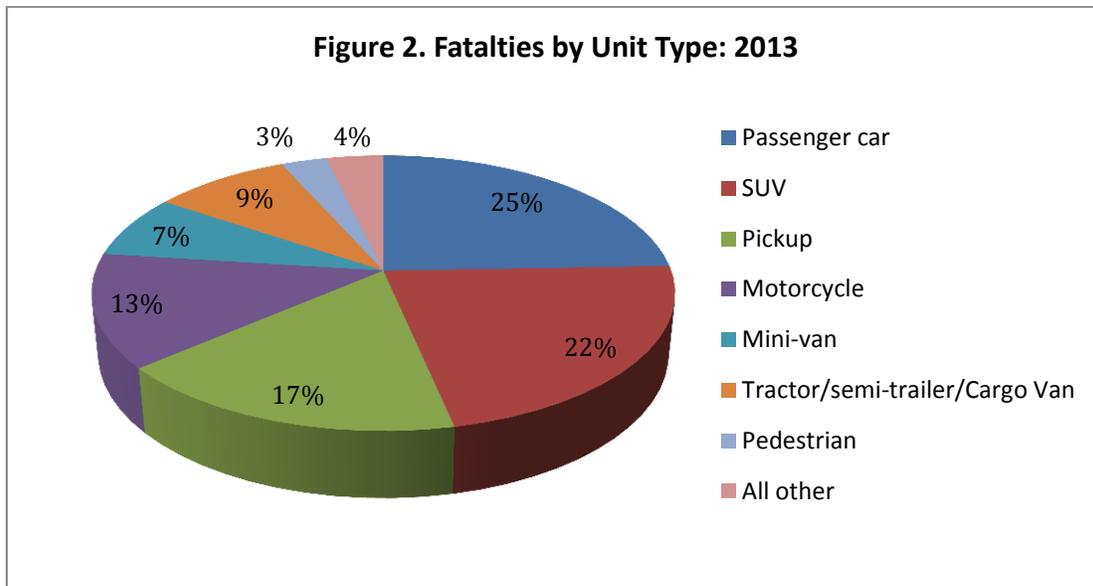


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state has witnessed a 34.1% cumulative improvement in fatality outcomes over the since 2006.

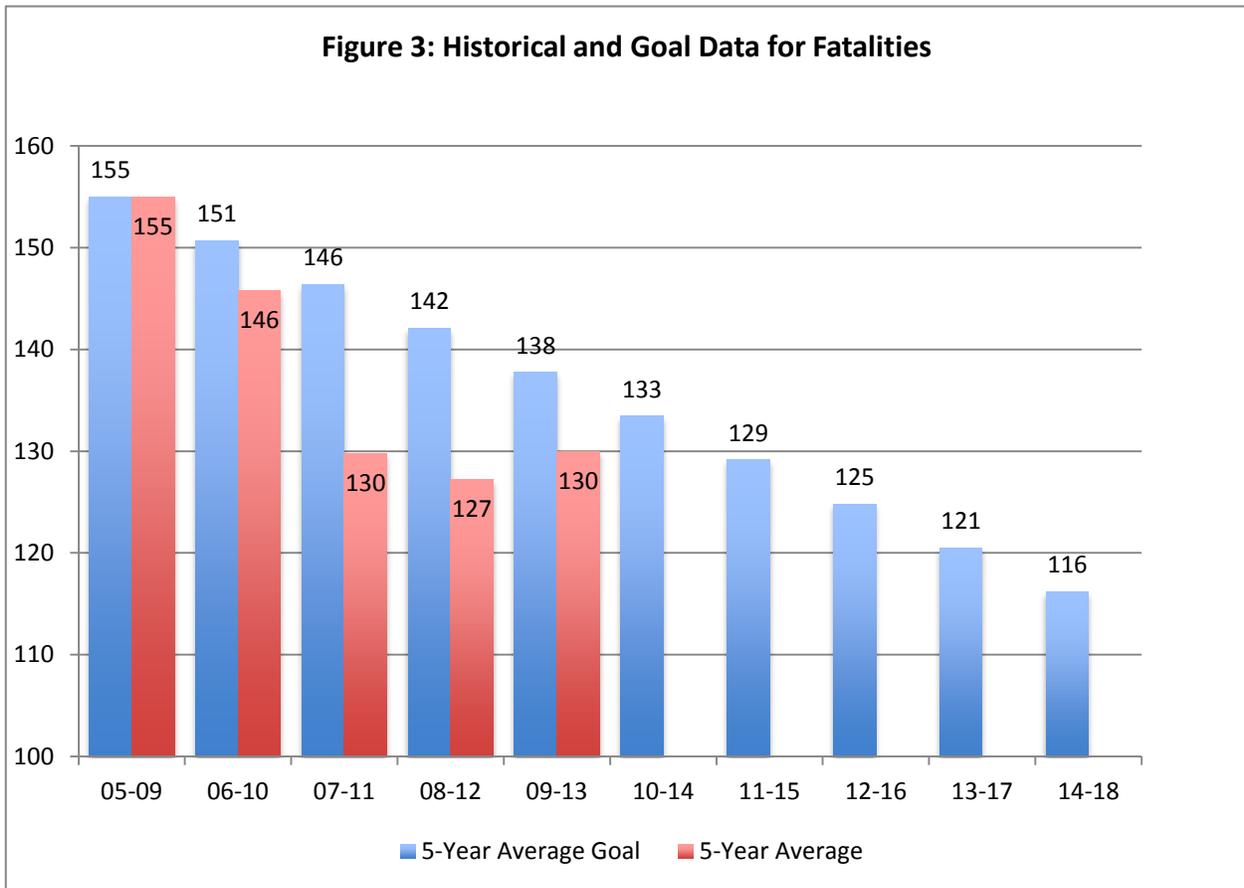
Table 2. Total Fatalities per 100,000 In-State Population: 2006-2013⁷

	Population Estimate	Total Fatalities	Per 100,000 Population	Annual % Change
2006	787,380	191	24.26	-
2007	795,689	146	18.35	-24.4%
2008	804,194	121	15.05	-18.0%
2009	812,383	131	16.13	+7.2%
2010	814,180	140	17.20	+6.6%
2011	824,082	111	13.5	-21.5%
2012	833,354	133	15.96	+18.2%
2013	844,877	135	15.98	+0.1%

⁷ That each of the major “per unit denominators” commonly used in traffic crash reporting (such as population counts, registered vehicle counts, and registered driver counts) are unavoidably mis-specified is a well-worn topic. It is commonly acknowledged that no single per unit measure is both broadly and consistently inclusive of and only of those indexing units most relevant to the primary “numerator” measure. Indeed, population figures may be construed as a biased control factor due to the tendency for in-state fatality counts to include out-of-state motorists. However, in-state population is favored here due to its straightforward parsimony and its inter-state definitional reliability.

State Goal Calculations

South Dakota's goals for fatalities are based on five-year averages. The goal for each performance year is informed by historical data in order to meet goals related to longer term trends. As is displayed in Figure 3, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for fatalities by 25% (from 155 to 116). In order to be consistent with this goal, the five-year fatalities average for 2010-2014 would need to be below 133. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average to 129.8 for the 2010-2014 time period. This equates to 130 fatalities or less for the calendar year 2013, a 3.7% reduction from the 2013 value of 135.



2014 Performance Goal

Goal Statement: Decrease the serious traffic injuries five-year average by at least 3 percent from the 2008-2012 average of 858 to a five-year average for 2009-2013 of 833⁸.

Current Value: 818

Current Status: Met

2015 Performance Goal

- Decrease the serious traffic injuries five-year average by at least 1.1 percent from the 2009-2013 average of 818 to a five-year average for 2010-2014 of 809.

Key Observations

- 5,462 non-fatal traffic crash injuries were sustained in 2013, 832 of which were serious or incapacitating.
- The number of serious injuries recorded in 2013 represents a small (2.7%) increase from the analogous 2012 total.

Recent Data

A grand total of 5,597⁹ injuries were sustained as a result of traffic crashes in 2013, 135 (2.4%) of which were ultimately fatal. Of non-fatal injuries, 832 (14.8%) were serious or incapacitating. The number of serious injuries recorded in 2013 (832) represents a 2.7% increase from the analogous 2012 figure (810); the increase total in injuries was 3.6%.

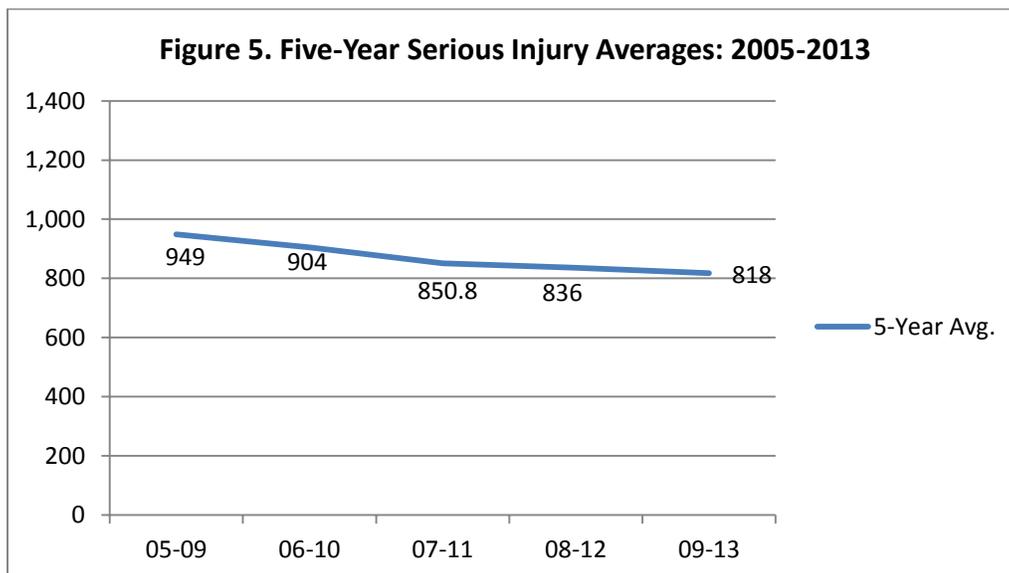
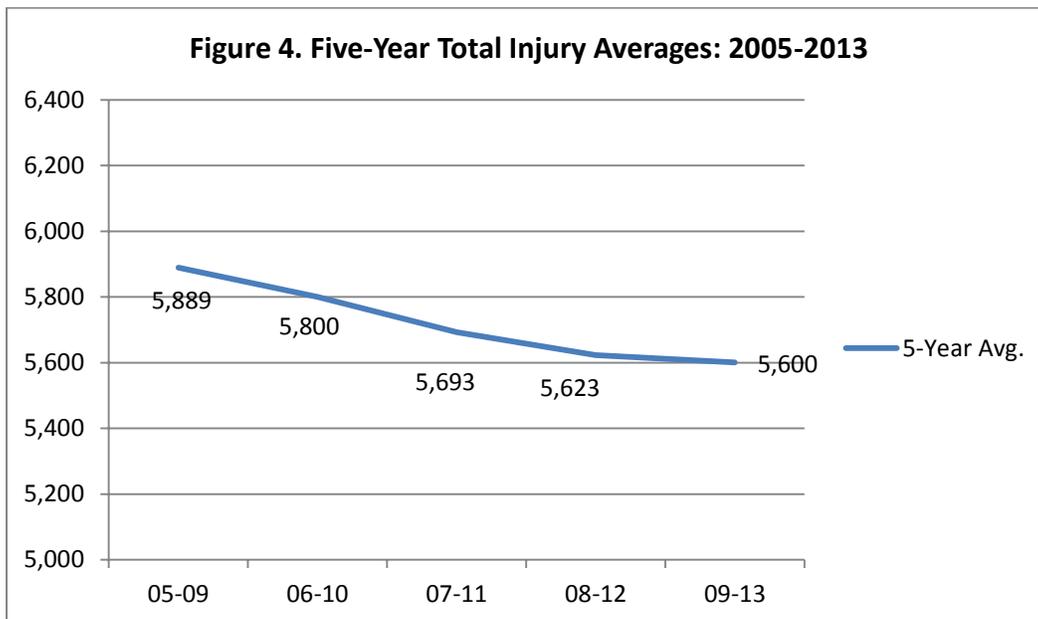
Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2009–2013. Figures 4 and 5 present five-year average trend lines for total non-fatal injuries (Figure 4) and serious injuries (Figure 5). As can be seen in the graphs, the five-year average for total and serious injuries have both continually decreased since the 2005-2009 time period. It is our goal to continue this trend of improvement.

⁸ The 858 cited as the five year average for 2008-2012 in last year's report was erroneous. The actual five year average for this time periods was 836. The decrease to 818 still represents a 2.2% decrease from the previous time period.

⁹ This figure includes 2633 "possible" injuries included in the South Dakota Crash Data.

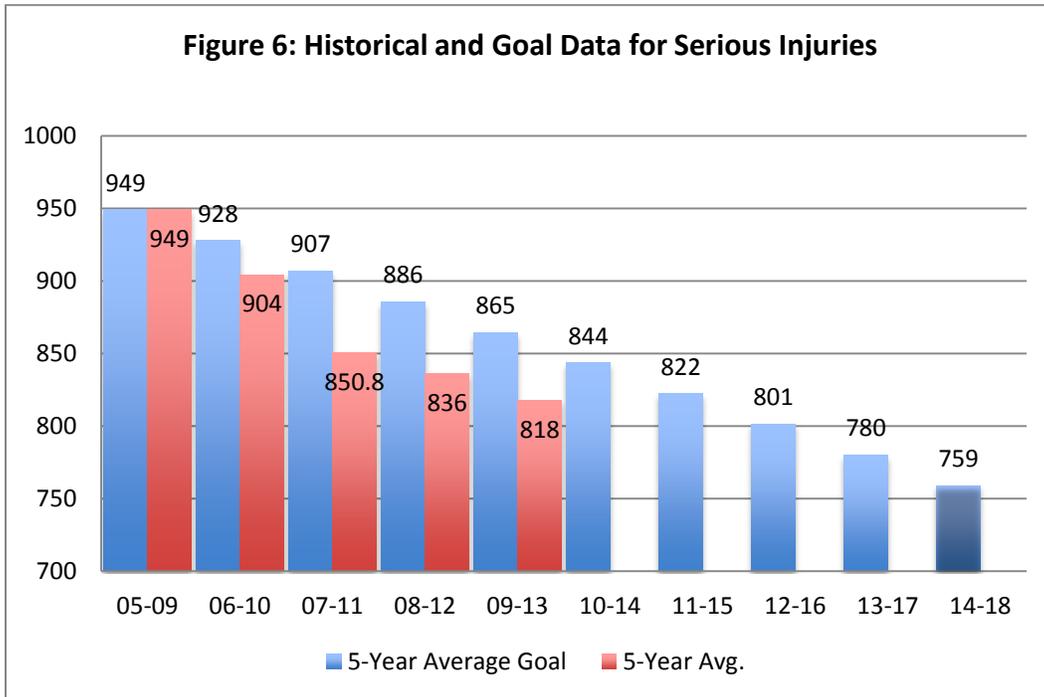
Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2009-2013

	Total Injuries	% Change	Serious Injuries	% Change
2009	5,702	-0.1%	842	-9.0%
2010	5,791	+1.6%	844	+0.2%
2011	5,480	-5.4%	760	+3.2%
2012	5,431	-0.9%	810	+6.6%
2013	5,597	3.1%	832	2.7%



State Goal Calculations

As exhibited in Figure 6, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for serious injuries by 20% (from 949 to 759). In order to be consistent with this goal, the five-year fatalities average for 2010-2014 needs to be at or below 844. However, in order to continue a general reduction in fatalities the goal is to decrease the five-year average by 1.1% from 818 to 809 for the 2009-2013 time period; this equates to an annual value of 799 serious injuries or less for 2014.



2014 Performance Goals

Goal Statement (a): Decrease the five-year average fatalities/VMT from the 2008-2012 average rate of 1.44 to 1.42 by December 31, 2013.

Current Value: 1.45

Current Status: Not met

Goal Statement (b): Decrease the five-year average rural fatalities/VMT from the 2008-2012 average rate of 1.75 to 1.71 by December 31, 2013

Current Value: 1.76

Current Status: Not met

Goal Statement (c): Maintain the five-year average urban fatalities/VMT from the 2008-2012 average rate of .68 through December 31, 2013.

Current Value: .69

Current Status: Not met

2015 Performance Goals

- (a) Decrease the five-year average fatalities/VMT from the 2009-2013 average rate of 1.45 to 1.43 by December 31, 2014.
- (b) Decrease the five-year average rural fatalities/VMT from the 2009-2013 average rate of 1.76 to 1.74 by December 31, 2014.
- (c) Return the five-year average urban fatalities/VMT from the 2009-2013 average rate to .68 through December 31, 2014.

Key Observations

- Because such a large proportion of South Dakota's roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways.
- The 2013 statewide fatality rate of 1.48 represents a less than .1% increase from that of 2012 (1.47). However, the most recent five-year average fatality rate has decreased 21.2% from the 2005-2009 average.
- Considered separately, the state's rural fatality rate of 1.81 represents a .6% increase from 2012, while the urban rate of 0.71 is a 9% increase.
- Injury-to-fatality ratios suggest that rural crashes remain more likely than urban crashes to produce fatalities, all else being equal.

Recent Data

South Dakota’s highway system is dominated by vastness. The state’s geographic expansiveness and sparse population combine to result in a marked reliance on travel by rural roadways. In 2013, South Dakota’s state and local governments maintained 82,560 miles of roadways, 96.2% of which (79,393) were designated by the state Department of Transportation as rural. In addition, 70.5% of all vehicle miles traveled in South Dakota occurred on rural highways and streets. Table 4 exhibits basic figures for miles of roadways and vehicle miles traveled (VMT) in South Dakota for 2013. Overall, the 9.11 million total VMT figure for 2013 represents an increase of .4% from the 9.08 million VMT figure for 2012.

Table 4. South Dakota Roadways and VMT: 2013

	Values	% of Total
Rural Miles	79,393	96.17%
Urban Miles	3167	3.83%
Total Miles	82560	100%
Rural VMT	6,422,485,172	70.46%
Urban VMT	2,692,087,580	29.54%
Total VMT	9,114,572,752	100%

Because such a large proportion of South Dakota’s roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways. Table 5 provides fatality and injury rate figures for 2009–2013, segmented by location type.¹⁰ The slight increase from 2012 is not large enough to represent a statistically significant increase. The increase in total fatality rate can be contributed slight increases in both the urban and rural fatality rates. When looking at injury rates, the rural rate increased slightly while the urban rate has decreased.

Table 5. Fatality and Injury Rates by Location: 2009-2013¹¹

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2009	1.50	1.82	0.72	65.25	38.37	131.46
2010	1.58	1.95	0.64	65.35	39.70	129.55
2011	1.23	1.41	0.79	59.52	34.88	122.71
2012	1.47	1.80	0.65	59.82	37.40	119.38
2013	1.48	1.81	0.71	59.93	34.57	120.06
% Change ('12 to '13)	0.68%	0.56%	9.23%	0.2%	-3.54%	1.09%

¹⁰ “Fatality rate” is defined here as the number of fatalities per 100 million vehicle miles traveled. Likewise, “injury rate” expresses the number of injuries (all severity levels, not including fatalities) per 100 million vehicle miles traveled.

¹¹ (Rural + Urban fatalities/injuries may not add to total, because some accident reports include no rural/urban designation.)

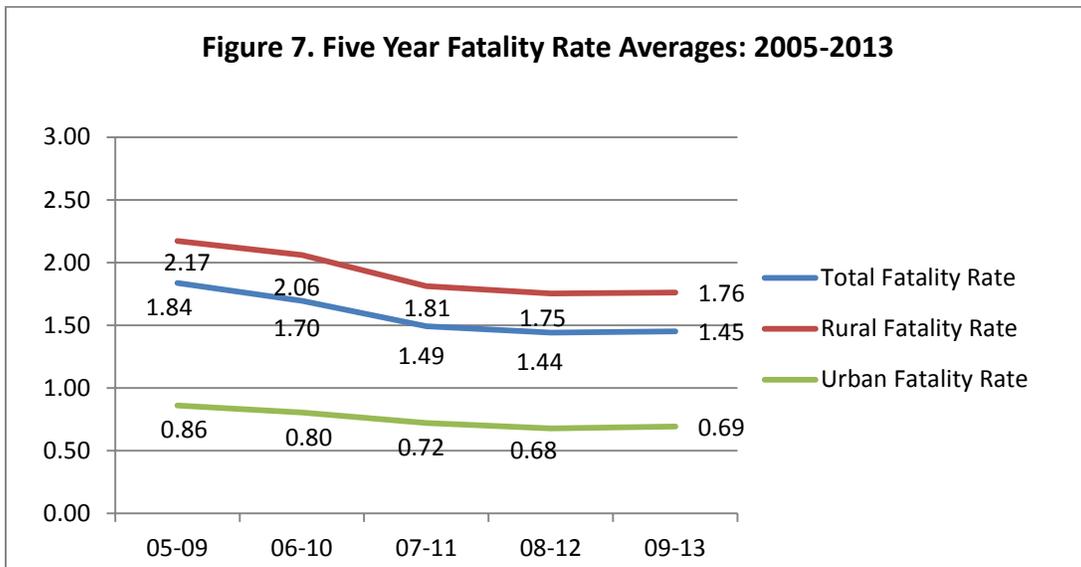


Figure 7 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last five time periods. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites. The relationship between rural and urban fatalities can also be observed through injury-to-fatality ratios. In 2013, 19.14 injuries were recorded for each fatality in rural areas. By contrast, 170.1 injuries per fatality were recorded in urban areas.¹² Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produce unique geographic contexts, face unique challenges to effective traffic crash management.

State Goal Calculations

The goals for fatalities per VMT are calculated directly from the state goals for fatalities, expected projections in state Vehicle Miles Traveled, and average proportion of fatalities in Urban versus Rural area. Since 2009, the total VMT has increased at an average rate of 1.01%. Using this rate, the estimated VMT for calendar year 2014 is 9,206,629,937. If the goal for the five-year average of fatalities of 129.8 or less is reached, the fatalities per VMT will be 1.41 or lower. On average 86% of fatalities occur in rural areas and the rural VMT is expected to increase by 1.01% as well. Taken together we can calculate a rural fatalities/VMT goal for the 2009-2013 time period of 1.74 or lower. The already low rate of urban fatalities per VMT combined with the lower average percentage of fatalities that occur in urban areas, the goal for the 2009-2013 five-year average is to return to the .68 fatalities per Urban VMT from the most 2008-2012 time period.

C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

2014 Performance Goal

Goal Statement: Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 2 percent from the 2008-2012 average of 66.2 to a five-year average for 2009-2013 of 65.

Current Value: 66.4

Current Status: Not met

2015 Performance Goal

- Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 5 percent from the 2009-2013 average of 66.4 to a five-year average for 2010-2014 of 63.

Key Observations

- A total of 63 unrestrained passenger vehicle occupants were killed in traffic crashes in 2013, a 8.6% increase from 2012.
- In 2013, 55.3% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 22.4% of restrained occupants suffered an injury or fatality.
- 67.2% of all unrestrained driver fatalities in 2013 were sustained by males.
- Of all passenger vehicle occupants involved in a traffic crash who were not ejected from the vehicle as a result of the crash, 84.2% wore a seatbelt and/or shoulder harness; of those who were completely ejected from the vehicle, 0.8 wore a seatbelt and/or shoulder harness¹³.

Recent Data

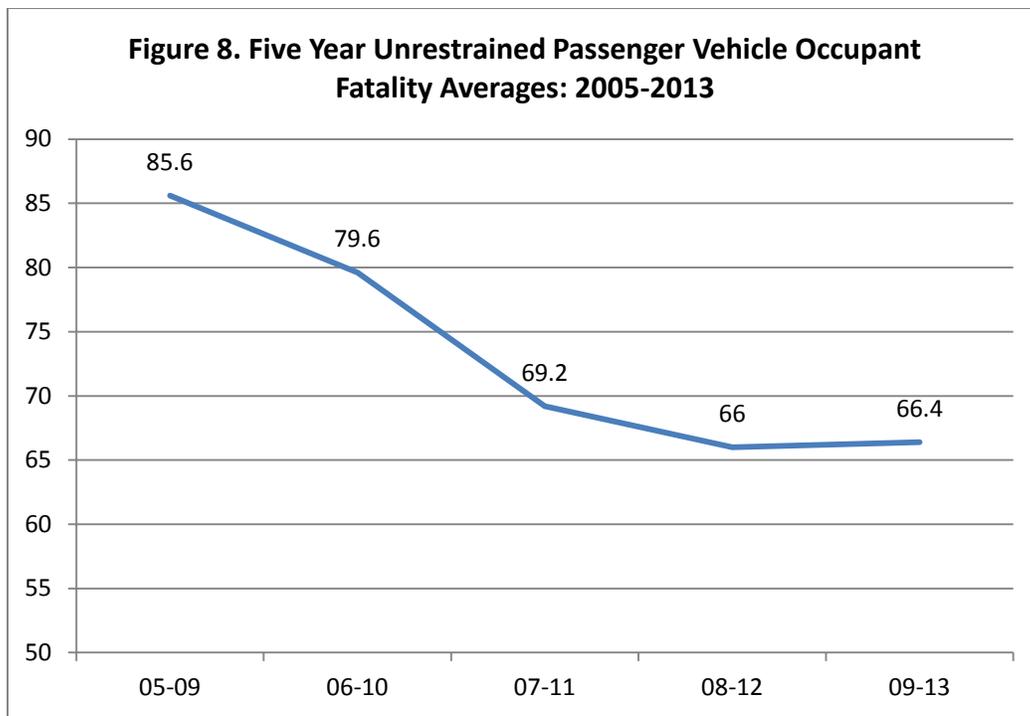
In 2013, 21,192 passenger vehicle occupants were involved in traffic crashes, 1,769 of which were unrestrained.¹⁴ Of these unrestrained occupants whose injury status was known, 63 (3.6%) were killed, 276(15.6%) sustained a serious injury, and 746(42.2%) received other injuries. Altogether then, 61.4% of these occupants suffered an injury, fatal or otherwise. By contrast, only 20.7% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2009–2013, 55.5% of unrestrained passengers involved in a traffic crash were injured, including 3.8% that were killed. In 2013, only 0.18% of restrained passenger vehicle occupants involved in a traffic crash were killed. Table 6 presents crash outcome figures for all unrestrained passenger vehicle occupants in South Dakota from 2009–2013. Figure 8 presents five-year averages from 2005 to 2013 of unrestrained passenger vehicle occupant fatalities.

¹³ Percentage is based on cases where restraint data is known; 1707 cases are excluded because restraint status is unknown.

¹⁴ Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2009-2013¹⁵

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2009	79	262	756	757	1854
2010	67	248	709	792	1816
2011	65	319	577	776	1737
2012	58	254	721	574	1607
2013	63	276	746	684	1769
2013 (%)	3.6%	15.6%	42.2%	38.7%	100.0%
All Years (%)	3.8%	15.6%	36.1%	40.6%	100.0%



South Dakota Codified Law 32-37-1 requires passenger vehicle operators to secure all occupants under the age of five in a child restraint system. Given the practical implications of this statute, discussion of passenger vehicle restraint usage is made more productive by considering two separate age groups: ages less than five and ages five and over. In 2013, no children under the age of five were killed as passenger vehicle occupants. Of the eleven children that suffered a serious injury, four were completely unrestrained and five were restrained in an appropriate child restraint; two were restrained with a lap belt and shoulder harness.

All of the 100 passenger vehicle occupants sustaining fatal injuries in 2013 were age 5 or older. Of those

¹⁵ Passenger vehicle includes Cargo Van (10,000 pounds or less), light truck, mini-van, passenger van with seats for 8 or less including driver, passenger car, single unit truck (10,000 pounds or less) van/bus with seats for 9-15 people including driver and SUVs. (<https://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)

100 that sustained fatal injuries, 63 (63%) were unrestrained¹⁶. Among these unrestrained fatalities, 21-30 was the modal age group (21 fatalities).¹⁷ Occupants in the 21-30 age group represented 33.3% of all unrestrained fatalities. Males accounted for 73.0% (46) of all unrestrained fatalities, as well as 61.9% (153) of all unrestrained serious injuries.

In 2013, 38.3% (38) of all passenger vehicle occupants sustaining a fatal injury were either partially or totally ejected from the vehicle; of those suffering all other injuries, only 2.6% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 69.1% (94) suffered a serious injury or fatality. Finally, among those who were partially ejected, only 35.2% had been restrained properly. Of those who were totally ejected, only one had been restrained properly. Table 7 presents 2013 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2013¹⁸

	Not Ejected	Totally Ejected	Partially Ejected	Total
None	7.2%	97.5%	81.3%	7.8%
Belt/harness	84.0%	0.0%	6.3%	83.5%
Other, Unreported, Unknown	8.5%	2.5%	12.5%	8.5%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.3%	0.0%	0.0%	0.3%
Grand Total	100.0%	100.0%	100.0%	100.0%

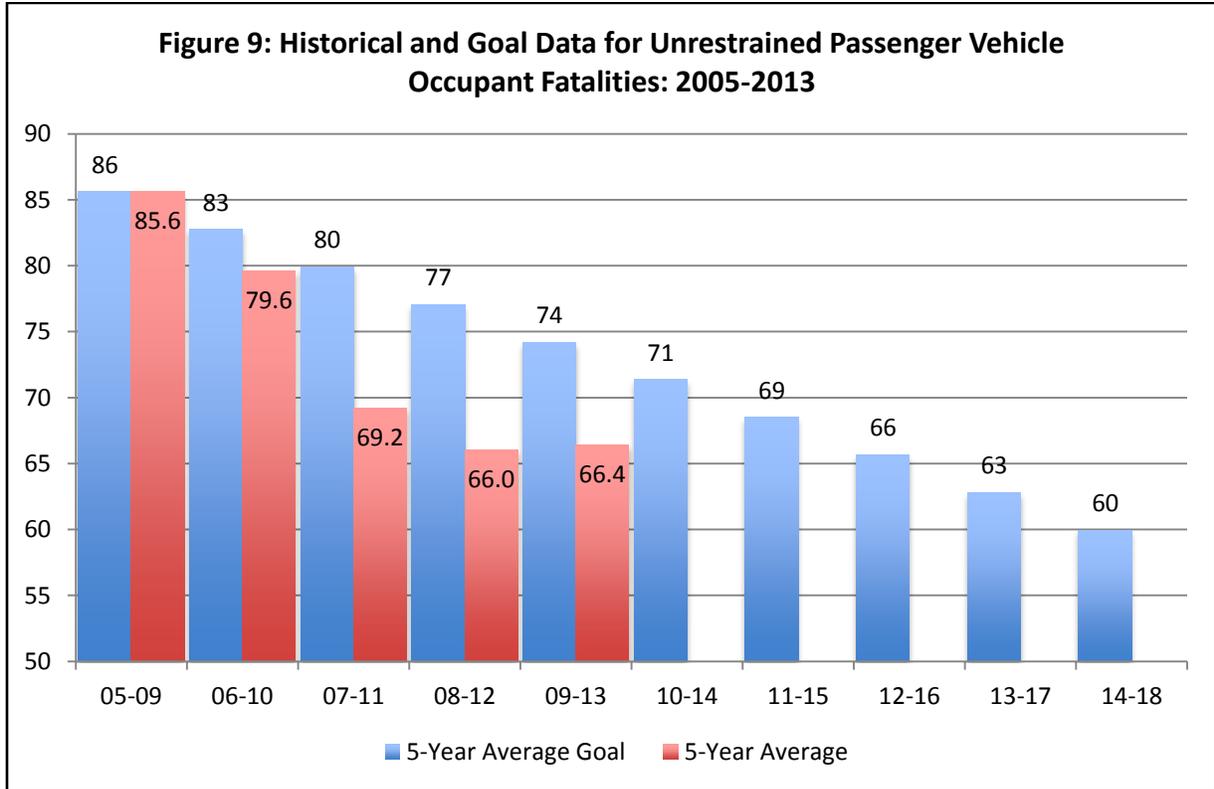
¹⁶ “Unrestrained” includes those who used no restraint, or youth restraint system used improperly.

¹⁷ Using census age ranges (20 and under, 21-30, 31-40, 41-50, 51-60, 61-70, 71 and above).

¹⁸ This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2012 was 1595.

State Goal Calculations

As displayed in Figure 9, between 2005 and 2014, South Dakota aims to reduce the five-year average for unrestrained passenger vehicle occupant fatalities by 30% (from 86 to 60). In order to be consistent with this goal, the five-year fatalities average for 2009-2013 needs to be at or below 74. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average by at least 5 percent from the 2009-2013 average of 66.4 to a five-year average for 2010-2014 of 63; this equates to an annual value of 62 unrestrained passenger vehicle occupant fatalities or less for 2014.



2014 Performance Goal

Goal Statement: Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2008-2012 annual average of 37 to a five-year annual average for 2009-2013 of 36.6.

Current Value: 36.4

Current Status: Met

2015 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2009-2013 annual average of 36.4 to a five-year annual average for 2010-2014 of 36.0.

Key Observations

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 17.9% lower in 2013 than in 2012; the total number of crashes involving intoxicated drivers decreased by 2.9% as well.
- In 2013, only 68.8% of fatalities in this traffic crash category were sustained by intoxicated drivers themselves, leaving 30.2% of fatalities to be incurred by non-intoxicated drivers or passengers.

Recent Data

In South Dakota, it is considered a criminal offense for any driver to operate a motor vehicle while maintaining a blood alcohol content (BAC) level of .08 or higher.¹⁹ Altogether, 16, 620 traffic crashes were reported in 2013, 473 of which involved at least one driver with a BAC reading of .08 or above. In other words, 2.8% of all accidents involved at least one driver with a BAC of .08 or higher. This is a slight decrease from the rate in 2012 (2.9%). Table 8 shows annual figures and percentage changes for crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or higher, compared to figures for total crashes.²⁰

¹⁹ Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as “intoxicated drivers.”

²⁰ In this table, “BAC Crashes” refer to those accidents wherein at least one driver was found to have a BAC level of .08 or higher.

Table 8. BAC Accidents and Total Accidents: 2009-2013

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2009	421	16,996	2.5%	+12.9%
2010	396	17,624	2.2%	-5.9%
2011	458	17,359	2.6%	+15.7%
2012	471 ²¹	16,259	2.9%	+2.8%
2013	473	16620	2.8%	+0.4%

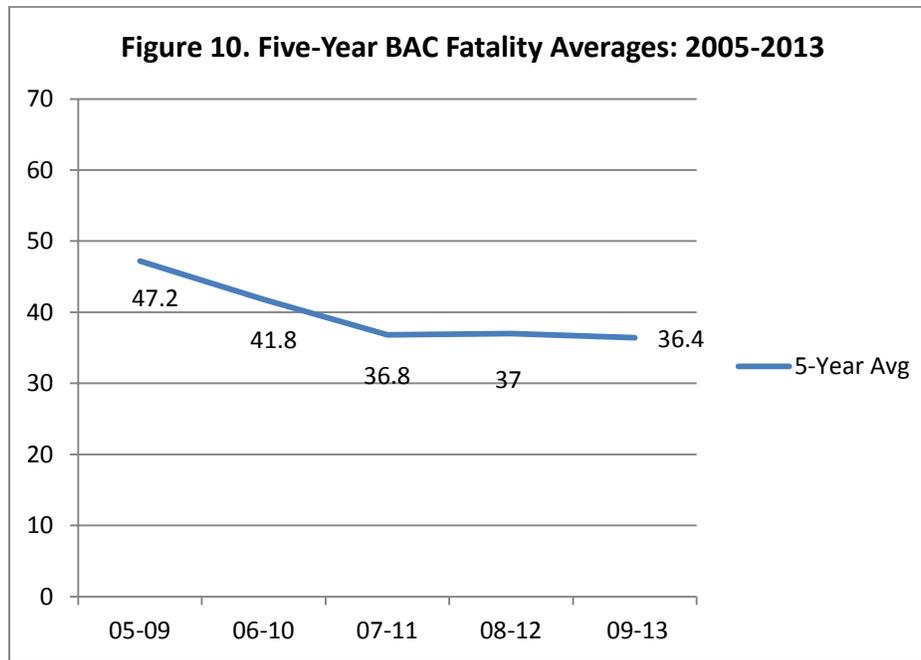
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2013, 368 fatalities and 731 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2013 alone, 36 fatalities and 81 serious injuries were reported in analogous traffic crashes. The fatality figure represents a decrease from 2012 of 7.7%.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2013

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2005	58	74	120	143	395
2006	55	83	192	181	511
2007	38	68	152	225	483
2008	35	75	187	328	625
2009	50	81	207	361	699
2010	31	80	199	367	697
2011	30	88	211	401	730
2012	39	104	268	382	797
2013	36	81	250	491	858
2013(%)	4.2%	9.4%	29.1%	57.2%	100.0%
All Years (%)	6.4%	12.7%	30.8%	49.7%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2005–2013. Fatalities resulting from these traffic crashes accounted for 26.7% of all fatalities recorded in 2013, compared to a 2012 figure of 23.7%.

²¹ This figure is corrected from the 2014 Highway Safety Plan.



A total of 476 vehicle operators with a BAC level of .08 were involved in traffic crashes in 2013. 48.6% (230) of these drivers were under the age of 30 and 67.4% (320) were under the age of 40. During 2013, 4 pedestrian and no pedalcyclist fatalities were reported in traffic crashes involving these drivers. By vehicle type, fatality counts were as follows (number of fatalities in parenthesis): farm machinery (1), light truck (4) passenger car (12), mini-van/passenger van with seats for 8 or less, including driver (2), motorcycle (3), sport utility vehicle (10)²². Of fatality victims, 22 (61.11%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher, 91% (20) of fatalities carried an in-state driver's license; 31.8% (7) were operating without or under a revoked or suspended license; 72.7% (16) were male; 86.4% (19) failed to use appropriate safety restraint devices or other protective equipment, and 13.6% (3) were 25 years old or younger.

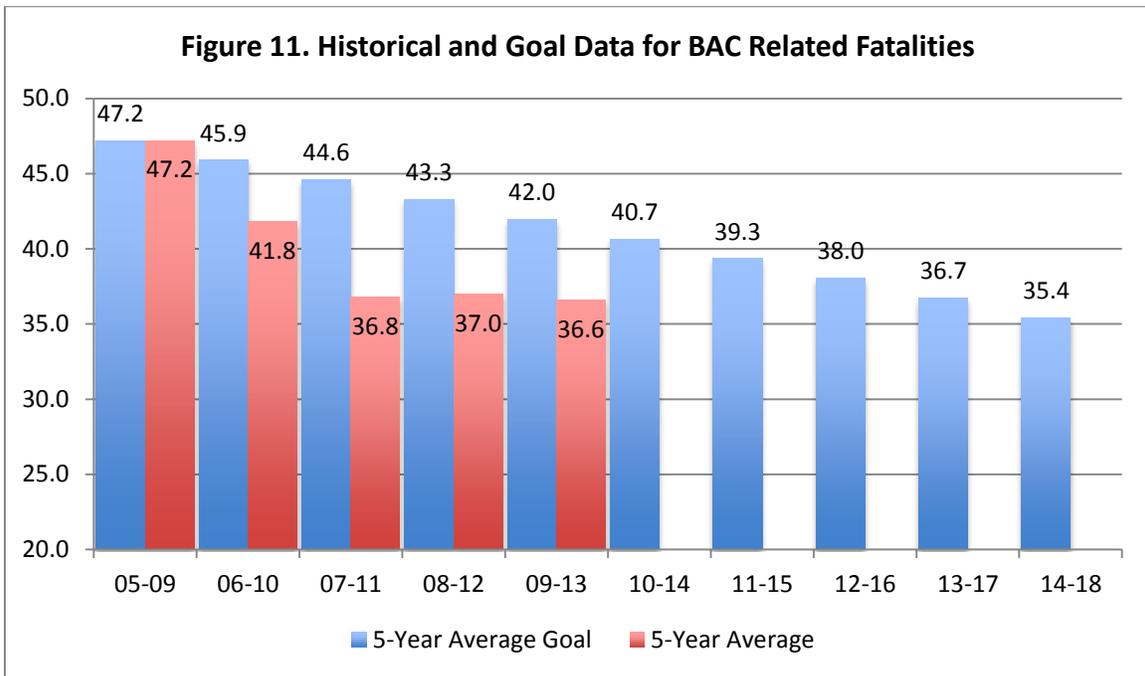
Findings from the 2012 Highway Safety Behaviors Survey lend shape to the views of South Dakotans with respect to intoxicated driving. 13.4% of surveyed drivers reported having driven a motor vehicle within two hours of consuming alcoholic beverages at least once over the last 60 days. Male respondents and those respondents between the ages of 31 and 40 were *least* likely to report no instances of intoxicated driving. 79.7% of participants viewed the chances of being arrested after drunken driving as being either very likely or somewhat likely, but again, this figure was slightly lower among males (77.1%). Among all respondents, a staggering 97.8% find it either strongly or somewhat important for police to enforce drunken driving laws. This final observation would appear to underscore clear public support for the continued development of improved drunken driving enforcement measures.

State Goal Calculations

As illustrated in Figure 11, between 2005 and 2014, South Dakota aims to reduce the five-year average for alcohol impaired driving fatalities by 25% (from 47.2 to 35.4). In order to be consistent with this goal, the five-year alcohol impaired driving fatalities average for 2009-2013 needs to be at or below 42.0. However,

²² Four of the BAC related fatalities listed (not applicable) for the injury status description

in order to continue a general reduction in alcohol impaired driving fatalities, the goal is to decrease the five-year average by 1% from 37 to 36.6 for the 2009-2013 time period, this equates to an annual value of 33 alcohol impaired driving fatalities or less for 2013.



C6: NUMBER OF SPEEDING RELATED FATALITIES

2014 Performance Goal

Goal Statement: Decrease the speeding related fatalities five-year average by at least 3.5 percent from the 2008-2012 annual average of 34.8 to a five-year annual average for 2009-2013 of 33.6.

Current Value: 32.4

Current Status: Met

2015 Performance Goal

- Decrease the speeding related fatalities five-year average by at least 5.5 percent from the 2009-2013 annual average of 32.4 to a five-year annual average for 2010-2014 of 30.6.

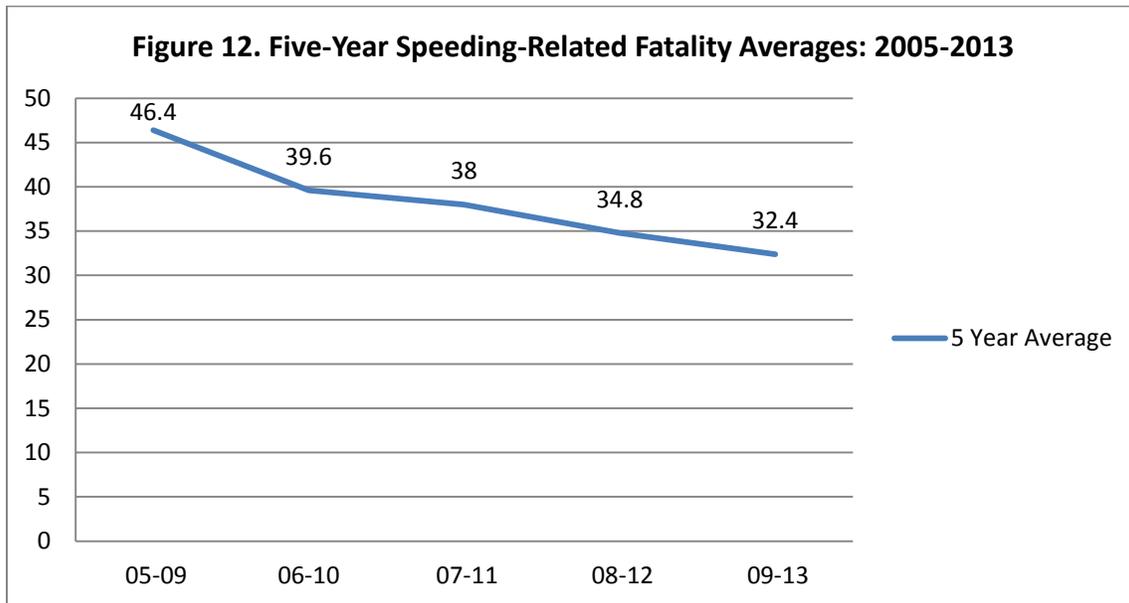
Key Observations

- A total of 23 individuals were killed in 2013 as a result of traffic crashes involving at least one speeding driver. This figure has decreased 23.3% since 2012.
- 100% of speeding-related fatalities in 2013 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.
- 91.3% of speeding-related fatalities in 2013 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

Recent Data

Lead-footed motor vehicle drivers pose an ongoing challenge to highway safety planners. 17% percent of South Dakota's traffic crash fatalities in 2013 were sustained in roadway incidents involving at least one speeding driver (down from 23% in 2012). Existing data appears to suggest that South Dakotans send mixed signals with respect to the attitudes and behaviors that underlie this manner of driving. On the one hand, the 2012 Highway Safety Behaviors Survey shows that South Dakotans generally support the idea of reigning in speeding drivers. 87.5% of respondents believe that speeding increases the risk of an accident, and 95.7% agree that the enforcement of speeding laws is important. Consequently, 76.5% rate the chances of being ticketed as a consequence of driving over the speed limit as either somewhat likely or very likely. At the same time, 56.7% of respondents report having driven more than five miles per hour over the speed limit at least once in the last year. Only 43.5% claim to never drive faster than 70 mph in 65 mph zones, and 26.7% report never driving faster than 35 mph in 30 mph zones. In total, survey findings imply that while South Dakotans hope that speeding on the state's roadways can be reduced, this view may not inform their own driving practices.

In 2013, 2,295 traffic crashes occurred that involved at least one speeding driver (amounting to 13.8% of all reported traffic crashes; in these speeding related traffic crashes a total of 2,338 people were involved. Of these individuals, 23(.9%) sustained fatal injuries, 114 (4.9%) suffered serious but non-fatal injuries, and 446 (19.3%) received non-serious injuries. Figure 12 smoothes the most recent years of data by displaying five-year averages for speeding-related fatalities during the 2006–2013 period.



100% of speeding-related fatalities in 2013 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes. Among those sustaining fatalities, the vehicle type occupancy was recorded as follows: 5 (21.7%) passenger car, 4 (17.4%) light truck, 2 (8.7%) motorcycle, 10 (43.4%) sport utility vehicle, and 2 (8.7%) minivans.

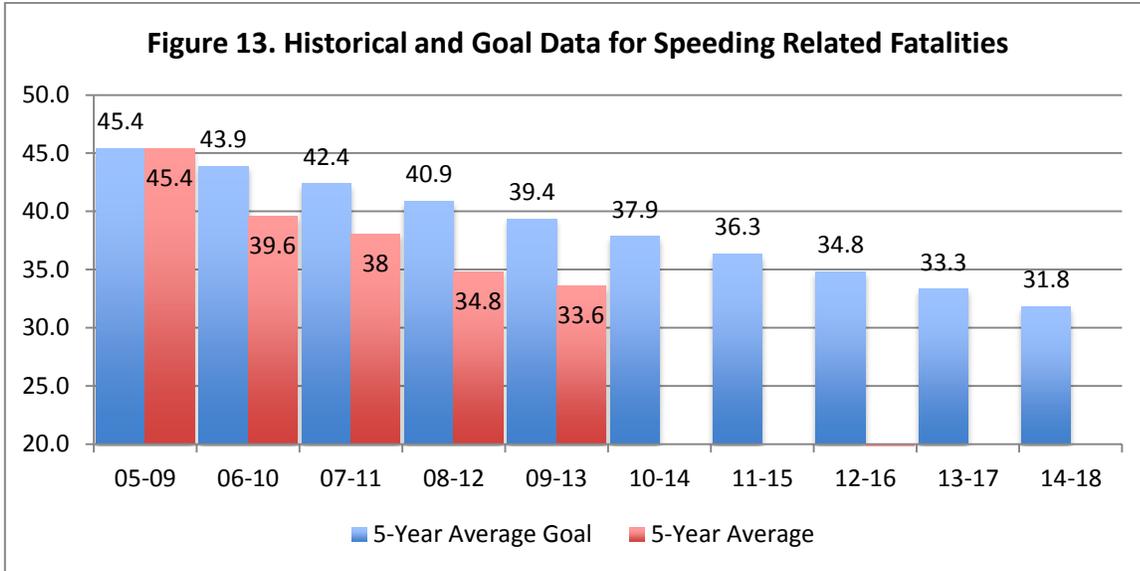
The difference in injury rates between road surface types would again seem to imply a broader difference in crash outcomes between rural and urban roadways. In 2013, 91.3% of speeding-related fatalities were recorded on rural roadways with only two fatalities occurring in urban areas. Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration. However, it can also be seen that speeding-related fatalities per VMT declined across all categories in 2013.

Table 10. Speeding-Related Fatalities per VMT: 2009-2013

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2009	0.45	0.50	0.32
2010	0.37	0.41	0.28
2011	0.41	0.47	0.23
2012	0.33	0.43	0.08
2013	0.25	0.33	0.07

State Goal Calculations

As can be seen in Figure 13, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for speeding-related fatalities by 30% (from 45.4 to 31.8). In order to be consistent with this goal, the five-year speeding related fatalities average for 2010-2014 needs to be at or below 37.9. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by 7.4% from 32.4 to 30.0 for the 2010-2014 time period, this equates to an annual value of 27 speeding related fatalities or less for 2014.



C7: NUMBER OF MOTORCYCLIST FATALITIES

2014 Performance Goal

Goal Statement: Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

Current Value: 20

Current Status: Met

2015 Performance Goal

- Decrease the motorcyclist fatalities five-year average by at least 1 percent from the 2009-2013 five-year annual average of 20 to a five-year annual average for 2010-2014 of 19.8.

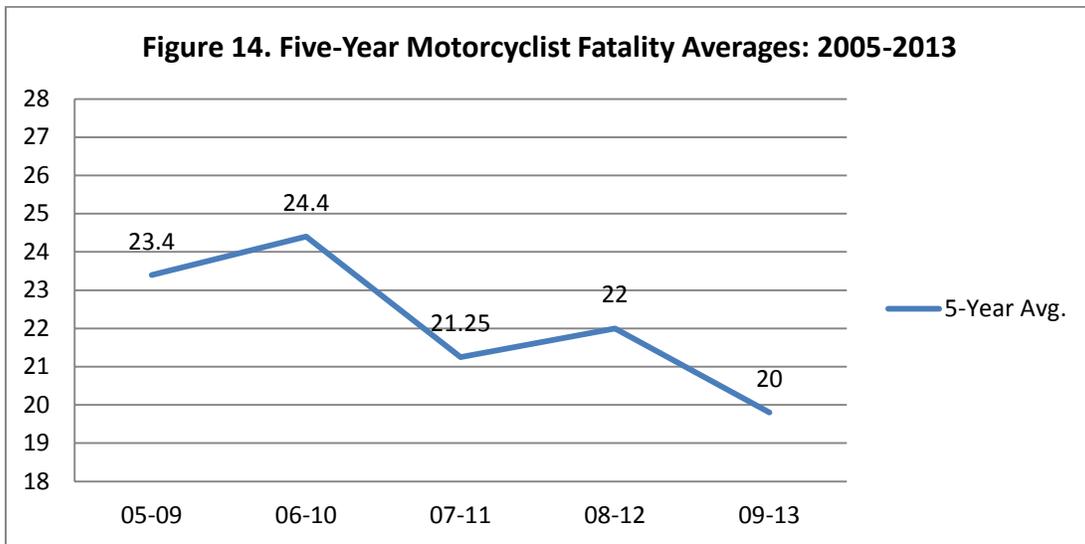
Key Observations

- Motorcycles were involved in only 2.4% of traffic crashes in 2013, but these crashes accounted for (18) 13.3% of all fatalities.
- 100% of all fatalities sustained in traffic crashes involving motorcycles in 2013 were suffered by motorcycle occupants.
- The number of motorcycle fatalities per 1000 registered motorcycles for 2013 (.225) is higher than the 2012 rate (.341).
- 14 of the 17 motorcyclist fatalities recorded in 2013 were incurred by males.

Recent Data

In 2013, 393 traffic crashes involving motorcycles were reported, amounting to approximately 2.4% of all traffic crashes.²³ Of the 548 motorcycle occupants involved in these accidents a total of 530 people (97.0%) received non-fatal injuries as a result of these crashes, and 18 people (3.2%) were killed. The above fatality count of 18, all of whom were motorcyclists, reflects 13.3% of all fatalities reported in 2013. So despite only being involved in 2.4% of traffic crashes in 2013, accidents involving motorcycles accounted for 13.3% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2005-2013.

²³ In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.



The average age of motorcyclists suffering fatal injuries was 44.75 years.²⁴ Of the 18 motorcyclist fatalities in 2013, 12 (70%) were age 40 or older; this is significantly less than the analogous 2011 figure of 85.7%. 15 (83.3%) of the motorcyclist fatalities recorded in 2013 were incurred by males, all of whom were operators; altogether, two motorcycle passengers were killed both of whom were female. In addition 1 female operator also received fatal injuries. 16 of the 18 fatalities (88.8%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2013 Sturgis Motorcycle Rally (August 5-11, 2013). Only 10 of the 16 motorcycle operators that were killed (62.5%) were licensed in South Dakota. Two (12.5%) of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. Since South Dakota does not track motorcycle vehicle miles traveled, fatality per VMT rates cannot be computed. Table 11 displays figures for an alternative rate measure: motorcycle fatalities per 1000 registered motorcycles. While this metric is problematic for a number of reasons, it nonetheless supplies a relative indicator of motorcycle fatality rates.²⁵ From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, decreased since 2012.

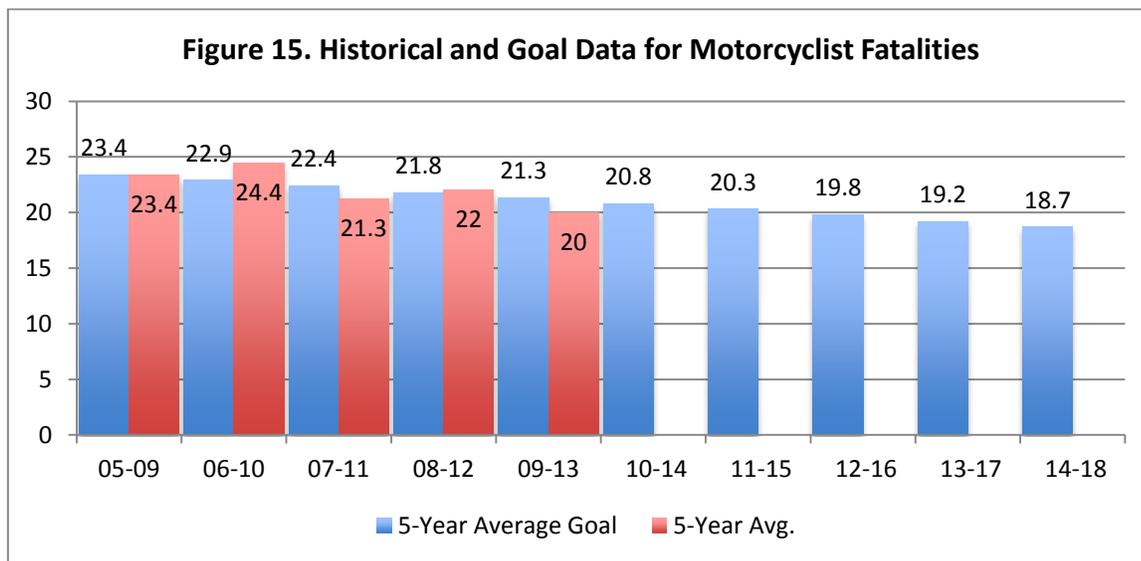
²⁵ Several caveats are in order with regard to the use of a fatalities-per-registered-vehicle metric. This particular measure is tenuous not only because a considerable proportion of motorcycle traffic in South Dakota stems from inter-state travel, but also because some fatalities are sustained by out-of-state motorcyclists. In fact, only 2 of the 14 motorcyclists suffering a fatality in 2010 carried a South Dakota driver's license.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2009-2013

	Registered Motorcycles ²⁶	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2009	62,735	16	0.255
2010	65,686	27	0.411
2011	69,660	14	0.201
2012	73,310	25	0.341
2013	75,669	18	0.237

State Goal Calculations

As is exhibited in Figure 15, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for fatalities by 20% (from 23.4 to 18.7). In order to be consistent with this goal, the five-year motorcyclist fatalities average for 2010-2014 needs to be at or below 20.8. Hence, the goal is to decrease the five-year average by 1% from 20 to 19.8 for the 2010-2014 time period, this equates to an annual value of 15 motorcyclist fatalities or less for 2014.



²⁶ http://www.state.sd.us/drr2/motorvehicle/title/Title_Registration_stats/intern%20motor-v%20history/statetotal.htm

C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

2014 Performance Goal

Goal Statement: Maintain an unhelmeted motorcyclist fatalities five-year average of 15.75 fatalities or less for 2009-2013.

Current Value: 15.2

Current Status: Met

2015 Performance Goal

- Decrease the unhelmeted motorcyclist fatalities five-year average to 14.85 fatalities or less for 2010-2014.

Key Observations

- Of the 18 motorcyclist fatalities in 2013, 11 (61.1%) were sustained by unhelmeted occupants.
- 4 of the 11 unhelmeted motorcyclist fatalities recorded in 2013 were sustained by out-of-state motorcyclists.
- Males accounted for 9 of the 11 unhelmeted motorcyclist fatalities recorded in 2013.

Recent Data

Motorcycle occupants accounted for 548 (2.0%) of the 27,167 people involved in motor vehicle traffic crashes in 2013; 51.8% (284) of these riders were not wearing a helmet at the time the crash took place²⁷. This unhelmeted occupant percentage is lower than the 2012 percentage (72.9%). That unhelmeted riders make up such a large percentage of motorcyclists involved in traffic crashes, should perhaps come as no surprise, given that the *2009 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey* found that helmets are used by only 35.6% of motorcyclists on South Dakota's roadways. This relatively low rate of helmet use may not sit well with South Dakotans at large. The 2012 Highway Safety Behaviors Survey suggests that 74% of the state's licensed motor vehicle drivers feel that the state should mandate the use of helmets by motorcycle occupants.

Table 12 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2009-2013. Surprisingly, in 2013, helmeted riders sustained fatal injuries with slightly higher relative frequency than do unhelmeted riders. This is the first year in the included data in which this is the case and the overall fatalities as a percentage of total riders involved in accidents is still lower for helmeted riders. It should also be noted that n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

²⁷ The helmet status of 24 riders was unknown.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2009-2013

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2009	14	102	214	44	374
2010	19	118	239	62	438
2011	11	108	181	52	352
2012	23	91	209	126	447
2013	11	85	146	42	284
2013 (%)	3.9%	29.9%	51.4%	14.8%	100.0%
All Years (%)	4.1%	26.5%	52.1%	17.2%	100.0%

Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2008	4	59	116	19	198
2009	2	56	116	26	200
2010	8	59	124	21	212
2011	3	50	106	26	185
2012	2	53	69	34	158
2013	7	44	94	26	171
2013 (%)	4.1%	25.7%	54.9%	15.2%	100.0%
All Years (%)	2.3%	28.5%	55.6%	13.5%	100.0%

The 11 unhelmeted fatalities in 2013 only included seven (63.6%) bikers carrying a South Dakota driver’s license. As before, this figure is suggestive of a sizable proportion of out-of-state motorcycle traffic on South Dakota's roadways. The 40 and older age group constituted 63.6% (7) of all unhelmeted motorcyclist fatalities; 90.1% (10) of unhelmeted fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2009-2013. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2009-2013

	Fatalities per 1,000 Registered Motorcycles
2009	0.22
2010	0.29
2011	0.16
2012	0.29
2013	0.15

State Goal Calculations

For the purposes of establishing goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, 75% of motorcyclists fatalities are incurred by unhelmeted motorcyclists. Since the five-year average goal for overall motorcyclist fatalities for the 2009-2013 time period is 19.8, the corresponding figure for unhelmeted motorcyclist fatalities will be 14.85 or less. While it would also be possible to reduce unhelmeted fatalities as a proportion of overall motorcycle fatalities, the lack of a mandatory helmet law in SD and the number of motorcyclist fatalities incurred by operators from out of state make this an unrealistic approach. Hence, our primary objective will be to reduce motorcycle fatalities as a whole.

2014 Performance Goal

Goal Statement: Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.6 percent from the 2008-2012 five-year-annual average of 19.6 to a five-year annual average for 2009-2013 of 18.²⁸

Current Value: 18.4

Current Status: Not met

2015 Performance Goal

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.4 percent from the 2009-2013 annual average of 18.4 to a five-year annual average for 2010-2014 of 17.4.

Key Observations

- Despite not quite meeting our goal for the five-year average, the data for 2013 involving drivers under 21 is positive.
- 16 drivers under the age of 21 were involved in a fatal traffic crash in 2013, a 20% decrease since 2012.
- 15 fatalities resulted from crashes where drivers under the age of 21 were involved; this figure represents a 37.5% decrease since 2012.

Recent Data

Both popular opinion and self-reported attitude data give justification to the prevailing impression of young motorists as a dangerous driving population. According to the 2012 Highway Safety Behaviors Survey 23.1% of drivers ages 30 and under admit to driving more than 35 mph in 30 mph zones "all of the time: or "most of the time," a proportion higher than that found in any other age group. 5.9% of young motorists report never wearing a seatbelt while driving, 30.4% believe seatbelts are as likely to cause harm as to prevent it, and 30.4% assert an ability to drive safely even after consuming multiple alcoholic drinks. Reflecting some level of awareness of these tendencies, 55.8% of all respondents to the 2012 survey suggested that the state should increase the minimum driving age from 14 to 16, ostensibly to reduce the total number of young drivers on South Dakota's roadways.

Table 14 provides yearly counts and annual change figures of drivers under 21 involved in traffic crashes resulting in at least one fatality. As can be seen from the table, the number of drivers under 21 involved in fatal crashes has increased 20.0% since last year.

²⁸ The 2014 HSP erroneously listed the 2008-2012 average as 18 instead of the correct value of 19.6 which has been corrected here.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2009-2013

	Drivers Under 21	Annual % Change
2009	20	-9.1%
2010	22	+10.0%
2011	14	-36.4%
2012	20	+42.8%
2013	16	-20.0%
		Total Change = -0.0%

Figure 16 provides a slightly different perspective on fatalities involving drivers under the age of 21 through the lens of five-year averages. As is illustrated in this figure, despite an increase from the previous year, the five-year averages are continuing a trend of improvement.

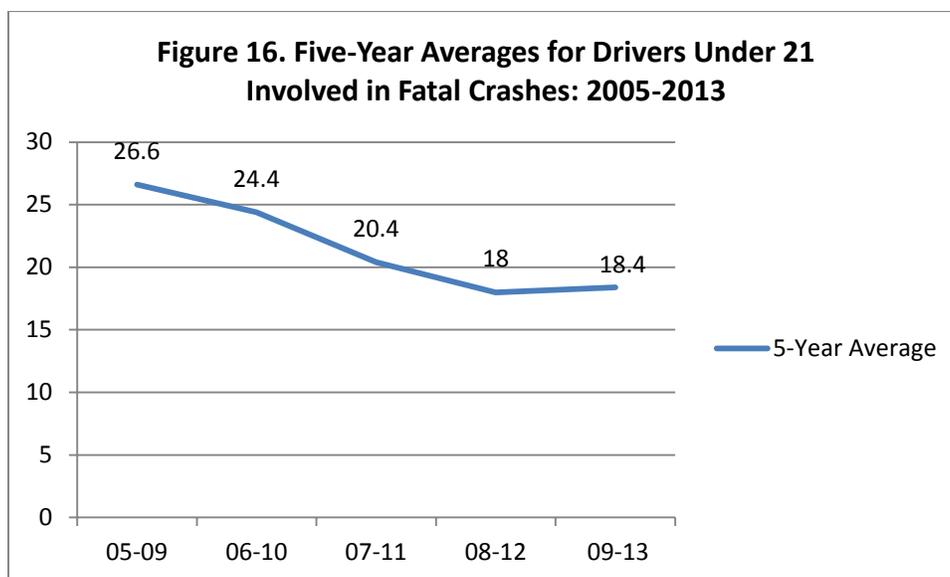


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2009-2013

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 22
2009	16,996	4,206	24.7%	112	19	17.0%
2010	17,624	4,210	23.9%	124	22	17.7%
2011	17,359	3,992	23.0%	101	13	12.9%
2012	16,259	3,906	24.0%	118	16	16.9%
2013	16,620	3,602	21.7%	135	15	11.1%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2009-2013. This table indicates that 15 fatalities resulted in 2013 from traffic crashes involving a driver under 21 years old. Additionally, the 2013 fatality rate of 1.78 fatalities per 100,000 in population is substantially lower than in previous years.

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2009-2013

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2009	812,383	22	2.71
2010	814,180	23	2.82
2011	824,082	18	2.18
2012	833,354	24	2.87
2013	844,877	15	1.78

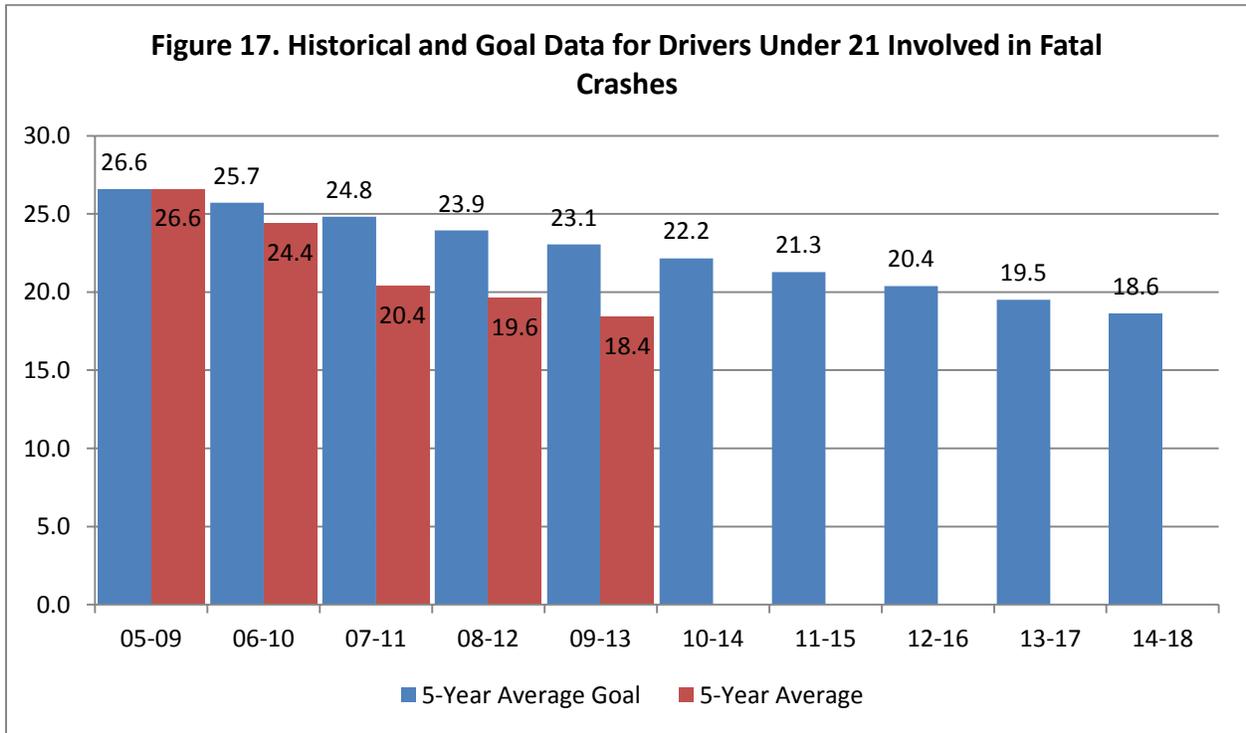
Of the 16 drivers under age 21 involved in fatal traffic crashes in 2013, 10 of them (62.5%) were killed. 13 of them (81.3%) were from South Dakota. 12 of the 16 (75.0%) were male, and only 1 (6.3%) recorded a positive blood alcohol content reading.²⁹ 12 of the 16 drivers (75.0%) were operating a passenger vehicle (two were operating motorcycles, one was operating a tractor/semi-trailer, and the other was unknown.)

Among all passenger vehicle occupants age 20 or younger involved in traffic crashes in 2013, only 9 were killed (and 140 were seriously injured.) 4 (44.4%) of the passenger vehicle occupants age 20 or younger who were killed in 2013 were unrestrained.

²⁹ In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.

State Goal Calculations

As is exhibited in Figure 15, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for drivers aged 20 and under involved in fatal crashes by 30% (from 26.6 to 18.6). In order to be consistent with this goal, the five-year fatalities average for 2010-2014 needs to be at or below 22.2. However, in order to continue a general reduction in fatalities involving drivers under 21, the goal is to decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.4 percent from the 2009-2013 annual average of 18.4 to a five-year annual average for 2010-2014 of 17.4.



2014 Performance Goal

Goal Statement: Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2009-2013, despite expected increases in population.

Current Value: 4

Current Status: Met

2015 Performance Goal

- Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2010-2014, despite expected increases in population.

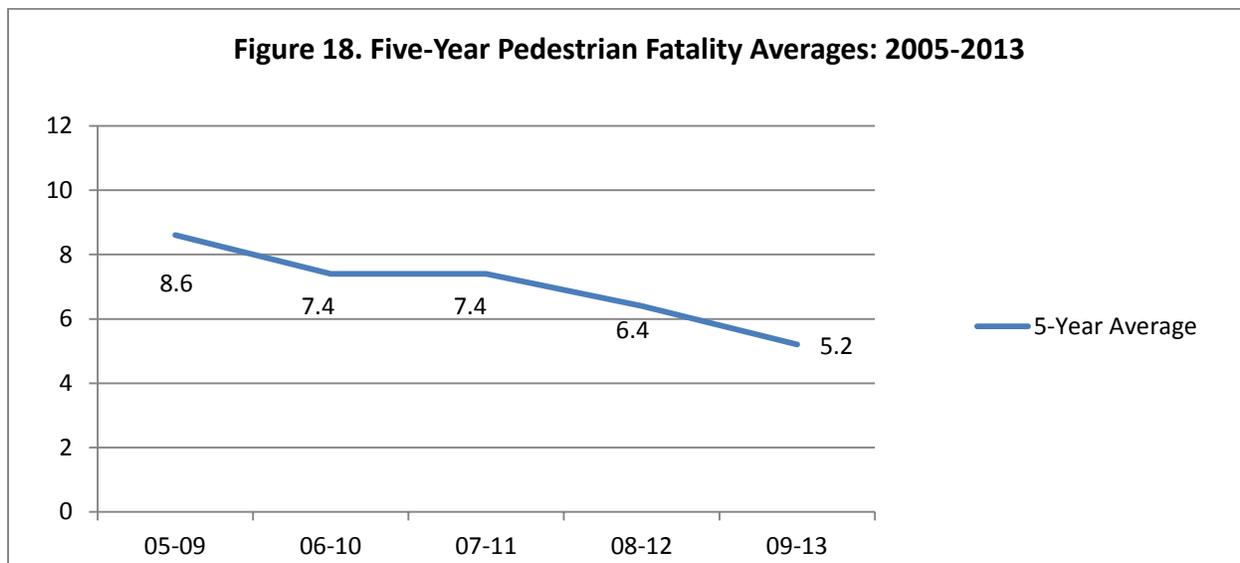
Key Observations

- Since 2008, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.4 fatalities per year; 4 were reported in 2013, up from 2 the previous year.

Recent Data

Urban streets and roadways constituted only 3.83% of all road miles in South Dakota in 2013. Given the distinctly rural character of the state's motor vehicle infrastructure, it may be argued that opportunities for precarious pedestrian-motor vehicle interaction are relatively less plentiful in South Dakota than in more urbanized states. Indeed, pedestrian fatalities are highly uncommon in South Dakota. Only 26 pedestrian fatalities were recorded in the state from 2009 through 2013. This includes 4 such fatalities in 2013, a modest increase from the previous year and lower than the five-year average of 5.2. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 7.2 fatalities per year.

Figure 18 presents trend data for pedestrian fatalities from 2005–2013, as expressed by five-year averages.



In 2013, 60 traffic crashes occurred that involved at least one pedestrian. These crashes resulted in 4 fatalities, 18 serious injuries, and 49 other injuries. No traffic crashes produced multiple pedestrian fatalities. Two of those killed had reported blood alcohol contents of higher than .08 at the time of the crash (specifically the BACs were .30 and .56).

In 2013, only one of the pedestrians was killed in an urban area. However, 77.6% (52 of 67) of non-fatal pedestrian injuries were sustained in urban areas. These figures, and similar patterns in previous data suggest that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

Tables 17 and 18 provide tabular summaries of data regarding pedestrian fatalities and injuries by location type.

Table 17. Pedestrian Fatalities and Injuries by Location: 2013

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	75%	25%	100.0%
Fatalities (n)	3	1	4
Non-fatal Injuries (%)	22.4%	77.6%	100.0%
Non-fatal Injuries (n)	15	52	67

Table 18. Pedestrian Injury Outcomes by Location: 2013

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	8.6%	11.4%	31.4%	48.6%	100.0%
Rural (n)	3	4	11	17	35
Urban (%)	1.0%	14.1%	38.4%	46.5%	100.0%
Urban (n)	1	14	38	46	99

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 1-2 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2013 figure of 0.47 shows an increase from the 2012 figure of .24 but is still much less than the five-year average of 0.632.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2009-2013

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2009	812,383	4	0.49
2010	814,180	9	1.11
2011	824,082	7	0.85
2012	833,354	2	0.24
2013	844,877	4	0.47

State Goal Calculations

The number of pedestrian fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of pedestrian fatalities, given the vastness of our state and large VMT, zero pedestrian fatalities would be an unrealistic goal. As such the goal for the 2010-2014 five-year average is simply to maintain the already miniscule 7 fatalities or less per year.

C11: NUMBER OF BICYCLE FATALITIES

2014 Performance Goal

Goal Statement: *The 2015 HSP will be the first to include a specific goal related to bicycle fatalities.*

Current Value: 0

Current Status: NA

2015 Performance Goal

- Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2010-2014, despite expected increases in population.

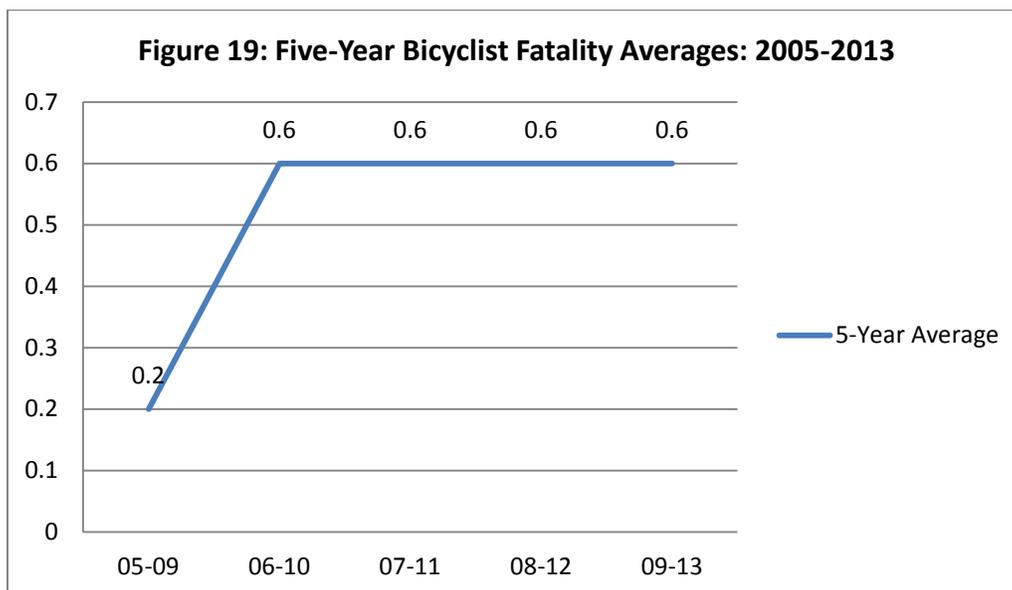
Key Observations

- Since 2009, the number of annual pedestrian fatalities in South Dakota has remained at less than 1 fatality per year; 0 were reported in both 2012 and 2013.

Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 4 bicyclist fatalities were recorded in the state from since 2005. In fact, there were no known bicyclist fatalities in 2012 or 2013. Since 2005, the number of annual bicyclist fatalities has remained at less than 1 fatality per year.

Figure 19 presents trend data for bicyclist fatalities from 2005–2013, as expressed by five-year averages. Given the very low number of fatalities per year though, these averages are a bit misleading. Since most years have zero fatalities any one year with a fatality can inflate the averages for the entire time it is included in the time frame.



In 2013, 36 traffic crashes occurred that involved at least one bicyclist. These crashes resulted in 0 fatalities, 8 serious injuries, and 28 other injuries. Of the 72 total bicyclists involved in these accidents, 39 (54%) were male and 16 of those were aged 20 or younger. 33 (45.8%) of those involved were not using any safety equipment.

In 2013, 91.7% (33 of 36) of non-fatal bicyclist injuries were sustained in urban areas. This proportion is even higher than what we find with pedestrian injuries.

Table 20 provides a tabular summary of data regarding bicyclist fatalities and injuries by location type.

Table 20. Bicyclist Injury Outcomes by Location: 2013

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0.0%	0.0%	50.0%	50.0%	100.0%
Rural (n)	0	0	3	3	6
Urban (%)	0.0%	12.1%	37.9%	50.0%	100.0%
Urban (n)	0	8	25	33	66

Finally, Table 21 displays bicyclist fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, no more than two bicyclists have ever been killed in a year, and in most years, there are no bicyclist fatalities. The 2013 figure of 0 maintains the complete absence of fatalities that we enjoyed in 2012.

Table 21. Bicycle Fatalities per 100,000 In-State Population: 2009-2013

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2009	812,383	0	0.00
2010	814,180	2	0.25
2011	824,082	1	0.12
2012	833,354	0	0.00
2013	844,877	0	0.00

State Goal Calculations

The number of bicyclist fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of bicyclist fatalities, given the vastness of our state and large VMT, permanently sustaining zero bicyclist fatalities for every year would be an unrealistic goal. As such the goal for the 2010-2014 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

2014 Performance Goal

Goal Statement: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2012 calendar year base year average usage rate of 66.5 percent to 67% percent by December 31, 2013.³⁰

Current Value: 68.7%

Current Status: Met

2015 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage points from the 2013 calendar year base year average usage rate of 68.7 percent to 70% percent by December 31, 2014.

Key Observations

- The 2013 estimate for statewide estimated safety restraint usage on all road types was 68.7%, an increase from 2012 (66.5%).

Recent Data

As revealed by the 2012 Highway Safety Behaviors Survey, motorists in South Dakota appear not only to hold a generally favorable view of seatbelts, but also to use them with considerable frequency. Results from this questionnaire show that 71.6% of motorists reported wearing seatbelts "all of the time" while driving, with another 15.2% reporting seatbelt use "most of the time." 91.7% of respondents agree that they would want to be wearing a seatbelt in the event of an accident, and 69.3% disagree that seatbelts are as likely to harm vehicle occupants as to help them. Public awareness of the state's statutory parameters is also reasonably strong. Across all respondents, 89.2% reported knowing that South Dakota has a law requiring seatbelt use, although participants tended to be unsure of the law's finer points.³¹ 61.5% of respondents recalled seeing a public message encouraging seatbelt use in the previous 30 days; the analogous figure among drivers ages 30 and under was 79.7%. Finally, a majority (55.6%) of survey participants estimated that the failure to wear a seatbelt is either somewhat likely or very likely to result in receiving a ticket from law enforcement authorities. Taken as a whole, these findings seem to portend diligent use of seatbelts by in-state motorists.

In June of 2013, the state of South Dakota conducted a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of this annual survey is to observe safety restraint use of all drivers, right

³⁰ The 2014 HSP incorrectly listed the goal of an increase of 1.5 percentage points to be 70%, when in fact a 1.5 percentage point increase would be 67%. This has been corrected in this document.

³¹ In all, 40.9% believed that the state's seatbelt law defines the failure to wear a seatbelt as a primary offense, while 40.4% stated (rightly) that it is a secondary offense; 18.7% were uncertain.

front passengers, and children under the age of five, traveling on rural and urban highways and interstates. The 2013 report *Seatbelt Use in South Dakota, June 2013*³² which was prepared for and funded by the South Dakota Office of Highway Safety in coordination with the Upper Great Plains Transportation Institute, serves as the primary source document for all information presented in this section.

From the sixteen counties selected from the sampling pool, a total of 27,050 automobile occupants were observed. After weighing averages to account for VMT, the 2013 statewide estimated safety restraint use on all road types was 68.7%. This represents a slight increase of 2.2 percentage points from the 2012 statewide weighted estimate of 66.5%.

Table 20 exhibits the observed restraint use figures for 2009-2013.

	Statewide
2009	72.1
2010	74.5
2011	73.4
2012	66.5
2013	68.7
% Change ('12 to '13)	+2.2%

³² http://dps.sd.gov/enforcement/highway_safety/documents/2013_statewide_seat_belt_use_report_final.pdf

OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2013 Annual Report, and in strict compliance with requirements stipulated by the National Highway Traffic Safety Administration, the S.D. Office of Highway Safety will report on core activity measures A1, A2, and A3, as defined in the Traffic Safety Performance Measures for States and Federal Agencies manual. These performance measures are based respectively on the number of seatbelt citations issued, number of impaired driving arrests made, and number of speeding citations issued through grant-funded enforcement activities. Additionally, these core activity measures will supplement ongoing reporting of core outcome and core behavior measures.

A1 – Impaired Driving Citations: 10,487³³

A2 – Occupant Protection Citations: 6,578³⁴

A3 – Speed Citations: 42, 539³⁵

³³ <http://www.ujis.sd.gov/uploads/annual/fy2013/DUI.pdf>

³⁴ <http://www.ujis.sd.gov/uploads/annual/fy2013/traffic.pdf>

³⁵ Ibid

FY2015 BUDGET SUMMARY

2015 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	405d Funds (2)	2010/405f Funds	154/164 Funds	Non-Federal Funds (1)
2015-20-01/02	C-9	Parents Matter-Prairie View						\$ 206,486.00	
2015-20-03	C-5	Traffic Safety Prosecutor						\$ 145,000.00	
2015-20-04	C-5	SDSU Safe Ride						\$ 49,523.03	
2015-20-05	C-5	USD Safe Rides						\$ 24,948.00	
2015-20-06	C-5	SDSMT Safe Ride						\$ 28,490.00	
2015-20-07	C-5	Pennington County DUI Prosecutor						\$ 230,906.00	
2015-20-08	C-5	Stop DUI-5th Circuit						\$ 154,829.00	\$ 154,829.00
2015-20-09	C-5	Stop DUI-6th Circuit						\$ 108,420.00	\$ 108,420.00
2015-20-10	C-9	Teen Court						\$ 120,000.00	
2015-20-11	C-5	Northern State University						\$ 83,818.48	
2015-21-01/02/03	C-5, -6	SDHP Crash Reduction	\$ 182,700.00		\$ 229,231.00				\$ 240,989.00
2015-21-04	C-5	Traffic Enforcement Training			\$ 14,600.00				\$ 4,650.00
2015-21-05	C-5	SDHP DRE School			\$ 80,656.00				\$ 107,272.00
2015-21-06	C-1	Law Enforcement Liaisons	\$ 79,193.80						
2015-21-07	C-4, C-5	Sioux Falls PD	\$ 19,538.00					\$ 294,755.00	\$ 299,230.00
2015-22-01	C-4	Prairie View Prevention	\$ 52,330.00						
2015-23-01	C-2	EMS Training	\$ 267,249.42						\$ 396,583.00
2015-24-01	C-4, C-5	Volunteers of America	\$ 101,953.00					\$ 85,722.00	
2015-24-02	C-9	DSS Diversion Program						\$ 110,000.00	
2015-24-03	C-5	DSS Prevention Program				\$ 200,000.00		\$ 106,000.00	
2015-24-04	C-10	SDEMISC Bike Safety	\$ 40,502.00						\$ 8,100.40
2015-24-05	C-1	Community Outreach	\$ 84,646.00						
2015-24-06	C-9	From The H.E.A.R.T.			\$ 34,590.42				\$ 34,590.42
2015-24-07	C-9	Mitchell Alcohol Task Force						\$ 18,423.00	
2015-24-08	C-4	Aberdeen Family YMCA	\$ 5,000.00						
2015-25-01	C-7	Motorcycle Safety					\$ 75,000.00		
2015-26-01	C-5	Mountain Plains Evaluation						\$ 146,123.70	
2015-26-02	C-4	Seat Belt Survey	\$ 50,000.00						
2015-26-03	Data Project	TraCS/Web TraCS		\$ 350,000.00					
2015-26-04	Data Project	NEMSIS		\$ 25,800.00					
2015-26-05	Data Project	Driver License Modernization		\$ 250,000.00					\$ 100,000.00
2015-26-06	Data Project	SDHP CAD/RMS System		\$ 40,000.00					
2015-26-07	C-1	USD Business Research	\$ 50,000.00						
2015-26-08	C-1	Grant Management System	\$ 72,000.00					\$ 128,000.00	
2015-27-01	C-6	Law Enforcement Equip-Radar	\$ 200,000.00						\$ 50,000.00
2015-27-02	C-5	Law Enforcement Equip-Cameras			\$ 100,000.00				\$ 100,000.00
2015-27-03	C-5	Law Enforcement Equip-FST/PBT			\$ 100,000.00				\$ 100,000.00
2015-27-04/05	C-1, C-5	Law Enforcement Overtime	\$ 300,000.00		\$ 200,000.00	\$ 100,000.00			\$ 275,000.00
2015-27-06/07	C-1, C-5	Law Enforcement - Other	\$ 50,000.00		\$ 75,000.00	\$ 100,000.00			\$ 87,500.00
2015-28-01/02/03	C-4, C5	Media Campaigns	\$ 200,000.00			\$ 200,000.00		\$ 300,000.00	\$ 400,000.00
2015-28-04	C-5	SD Broadcasters				\$ 300,000.00		\$ 200,000.00	\$ 150,000.00
2015-28-06	C-1	Public Information Officer	\$ 45,000.00						
2015-29-01	C-5	SESV-Youth Simulator Project						\$ 97,800.00	
2015-30-01	C-1	Roadway Safety Committee	\$ 17,500.00					\$ 50,000.00	
2015-31-01	C-1	P&A	\$ 108,771.41						\$ 89,427.22
2015-32-01	C-1	DOT Hazard Elimination						\$ 1,500,000.00	
TOTALS			\$ 1,926,383.63	\$ 665,800.00	\$ 834,077.42	\$ 900,000.00	\$ 75,000.00	\$ 4,189,244.21	\$ 2,706,591.04

(1) Figures listed in this column represent a best estimate made by the Office of Highway Safety on information available at the time of submission of the 2015 HSP.

(2) Figures in this column are earmarked for potential projects that are pending the result of the report from the Impaired Driving Task Force.

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 3,195⁽¹⁾ currently certified EMT personnel in South Dakota. The Office of EMS also provides initial training for over 500 persons annually in EMT-Basic. South Dakota recognizes four levels of Emergency Medical Technicians. Training provided is outlined as follows:

1.	<u>EMT Basic Level</u>	<u>NATIONAL HOURS</u>		
	332 – Recertification ⁽²⁾	@ 72 hours each	=	23,904 hours
	582 – EMT	@ 160 hours each	=	93,120 hours
2.	<u>ALS (Advanced Life Support includes Intermediate Levels 85 & 99)</u>			
	110 – Int. 85 Recertification (new I85 classes no longer taught)	@ 36 hours each ⁽³⁾	=	3,960 hours
	1 – Int. 99 Recertification (new I99 classes no longer taught)	@ 60 hours each ⁽³⁾	=	60 hours
	4 - AEMT (new level-0 recerts)	@ 72 hours each ⁽⁴⁾	=	720 hours
3.	<u>Paramedic Level</u>			
	84 – New	@ 1,800 hours each	=	151,200 hours
	69 – Recertification	@ 72 hours each ⁽⁵⁾	=	4,968 hours
	TOTAL TRAINING HOURS ACROSS LEVELS			<u>277,932</u>

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish an hourly wage for the State of South Dakota⁽⁶⁾. The most recent data available is from calendar year 2013 and the rate for South Dakota (including wage and fringe benefits) is \$19.04 per hour. Using this hourly rate, the value of the volunteered training hours is:

$$277,932 \text{ Hours (x) } \$19.04 \text{ (=) } \underline{\underline{\$5,291,825}}$$

When the Office of Emergency Medical Services training budget (80%) is added to the volunteer training hours, the total value is increased is as follows:

80% of Training Budget \$296,089 (+) Volunteer Hours \$5,291,825 (=) \$ 5,587,914

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of \$5,587,914 is multiplied by 8.2% as determined in the table below.

\$5,587,914 (x) 8.2 (=) \$458,209

According to this calculation, South Dakota's proportionate share would be \$458,209 which is well above the **\$267,249** request for assistance in the FFY2015 Highway Safety Plan.

	2009	2010	2011	2012	2013
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	31,742	47,181	44,546	49,371	56,980
Total motor vehicle collision responses	5,134	3,194	2,970	2,810	3,186
Percent of motor vehicle responses compared to total number of response for services	16.2%	6.8%	6.7%	5.7%	5.6%
Five Year Average Motor Vehicle Collision EMS Responses	8.2% EMS				

Notes:

- (1) South Dakota has 3,195 currently certified EMT personnel according to the Director of Emergency Medical Services. This is a gross number and it includes those who may not train or recertify as reflected below. Classification of EMT levels can be found at the following web site:
http://dps.sd.gov/emergency_services/emergency_medical_services/default.aspx.
- (2) Basic recertification includes course assistance from Sanford Health system which is a training partner of the Office of Emergency Medical Services. EMS pays for this training. The number of new and recertifying personnel can be found at the following web site:
http://bfm.sd.gov/budget/rec14/14_budbook.pdf.
- (3) These hours reflect the actual hours to recertify at 72 hours every two years.
- (4) These hours reflect the actual hours to gain new certification at 72 hours for initial certification.
- (5) Hours to recertify at the Paramedic level.
- (6) The hourly rate for volunteer services information can be found at:
http://www.independentsector.org/programs/research/volunteer_time.html.

ADDENDUM B**EQUIPMENT REQUEST**

Agency	Equipment Request	Cost/Unit
Faith PD Project #2015-27-01	Speed Alert Monitor Trailer (SAMR) to show drivers the rules of the road thus creating public awareness of the speed in the area and reduce the speeding drivers.	\$8,065
Huron PD Project #2015-27-01	Speed Trailer to place in areas where crashes caused by speeding occur to assist in targeting problem areas with speeding drivers.	\$7,500
SDHP Project #2015-21-01	Rollover Simulator to be used for the public to use for education of occupant protection and education of the importance of seat belt usage. This apparatus is extremely helpful in driving the message to youth on the importance of seatbelt use.	\$17,800
Sioux Empire Safety Village Project #2015-29-01	Electronic Survey Equipment and Software to understand the impact and effectiveness of the driving simulator program.	\$5,000
Sioux Empire Safety Village Project #2015-29-01	Trailer/vehicle damaged by alcohol related crash to be used as an educational program to display the effects of impaired driving.	\$8,600
Sioux Falls PD Project #2015-21-07	Radar Speed Trailer to be utilized in speed areas where there are speed related problems and, hopefully, remind them to pay more attention. It will also be utilized to deploy manpower in identified locations and collect speed and time information.	\$10,000
Summerset PD Project #2015-27-01	Portable Speed Trailer to be used to reduce the number of speed related crashes in high traffic Areas.	\$8,794

ADDENDUM C

ROADWAY SAFETY ADVISORY COMMITTEE

The 2015 Highway Safety Plan is submitted in cooperation and with the assistance of the following Roadway Safety Committee member agencies.

AAA of South Dakota	National Highway Traffic Safety Administration
AARP	Northern State University Alcohol/Drug Program
ABATE of South Dakota	Office of Highway Safety
Associated General Contractors	Outdoor Motorsports
Attorney General's Office	Public Works Directors
City-County Alcohol & Drug Program	SD Agri-Business Association
City Engineers	SD Air National Guard Safety Office
Custom Harvesters	SD Association of City Commissioners
DARE	SD Association of Cooperatives
Department of Education	SD Association of County Highway Superintendents
Department of Health	SD Association of Towns & Townships
Department of Human Services	SD Beer Wholesalers
Department of Public Safety	SD Coalition for Children
Department of Revenue and Regulation	SD Council of Mental Health Center, Inc.
Department of Social Services	SD Highway Patrol
Department of Tourism and State Development	SD Kids Count, University of South Dakota
Department of Transportation	SD Local Transportation Assistance Program, SDSU
Driver Licensing	SD Municipal League
Early Childhood Connections	SD Police Chiefs Association
Emergency Education	SD Retail Liquor Dealers Association
Emergency Medical Services	SD Retailers Association
Emergency Medical Services for Children	SD Safety Council
Emergency Response Agencies	SD Sheriff's Association
Federal Highway Administration	SD State University
Federal Motor Carrier Safety Administration	SD Trucking Association
Gold Wing Road Riders Association	SD Urban Indian Health
Governor's Office	Sioux Falls Safe Kids
Indian Health Services	Sturgis Chamber of Commerce
Law Enforcement Training	Sturgis Motorcycle Rally Department
MADD	Unified Judicial System
Midamerica Motoplex	University of South Dakota School of Medicine
Native American Advocacy Project	

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C1

Number of Traffic Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Community Outreach Program Management

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-24-05

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$58,000.00		\$58,000.00	Section 402 - MAP21
Travel	\$8,000.00		\$8,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$16,500.00		\$16,500.00	Section 402 - MAP21
Indirect Costs	\$2,146.00		\$2,146.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$84,646.00	0.00	\$84,646.00	
Federal Funds	\$84,646.00	0.00	\$84,646.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$84,646.00	0.00	\$84,646.00	

Problem Identification and Brief Project Summary:

In South Dakota, many communities and safety advocates collaborate to promote safety and injury prevention. The Office of Highway Safety will provide technical assistance to highway safety initiatives statewide. Funds will support a Management Analyst and travel expenses to increase skills and knowledge necessary to support evidence based programs.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Transportation
HSP PROJECT TITLE: DOT Hazard Elimination
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-32-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$1,500,000.00		\$1,500,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$1,500,000.00	0.00	\$1,500,000.00	
Federal Funds	\$1,500,000.00	0	\$1,500,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$1,500,000.00	0.00	\$1,500,000.00	

Problem Identification and Brief Project Summary:

The Hazard Elimination Project is administered by the Department of Transportation.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Grant Management System

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-26-08

PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$72,000.00		\$72,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$72,000.00	0.00	\$72,000.00	
Federal Funds	\$72,000.00	0	\$72,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$72,000.00	0.00	\$72,000.00	

Problem Identification and Brief Project Summary:

Electronic grant management solutions offer options for the advertisement, submittal and review of grantee proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grant systems with automatic notifications and reminders help subgrantees stay on track with contract terms and deliverables, alert the state when documents are overdue, collect data for annual reports, and increase staff efficiencies by reducing the issuance of notifications the OHS administers in hard copy now.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Grant Management System

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-26-08

PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$128,000.00		\$128,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$128,000.00	0.00	\$128,000.00	
Federal Funds	\$128,000.00	0	\$128,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$128,000.00	0.00	\$128,000.00	

Problem Identification and Brief Project Summary:

Electronic grant management solutions offer options for the advertisement, submittal and review of grantee proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grant systems with automatic notifications and reminders help subgrantees stay on track with contract terms and deliverables, alert the state when documents are overdue, collect data for annual reports, and increase staff efficiencies by reducing the issuance of notifications the OHS administers in hard copy now.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Law Enforcement Liaisons

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-21-06

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$47,400.00		\$47,400.00	Section 402 - MAP21
Travel	\$20,000.00		\$20,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$10,040.00		\$10,040.00	Section 402 - MAP21
Indirect Costs	\$1,753.80		\$1,753.80	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$79,193.80	0.00	\$79,193.80	
Federal Funds	\$79,193.80	0.00	\$79,193.80	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$79,193.80	0.00	\$79,193.80	

Problem Identification and Brief Project Summary:

Part-time Law Enforcement Liaisons will assist local law enforcement agencies to improve local highway safety through enforcement and public education. The LELs will encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in trainings, and be involved with national mobilizations including high visibility enforcement.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Planning and Administration

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-31-01

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$72,436.11		\$72,436.11	Section 402 - MAP21
Travel	\$10,976.00		\$10,976.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$22,679.16		\$22,679.16	Section 402 - MAP21
Indirect Costs	\$2,680.14		\$2,680.14	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$108,771.41	0.00	\$108,771.41	
Federal Funds	\$108,771.41	0	\$108,771.41	
State & Local Match	\$89,427.22	0	\$89,427.22	
TOTAL FEDERAL+MATCH	\$198,198.63	0.00	\$198,198.63	

Problem Identification and Brief Project Summary:

This project provides the necessary staff time and expenses that are directly related to the planning, development, coordination, monitoring, auditing, public information and evaluation of projects including the development of the Highway Safety Plan and annual reports. Staff and percentage of time supported through P&A include the Director of Highway Safety (100%) and Fiscal Manager (80%). Funding is provided to support program staff, salaries, benefits, travel to highway safety related trainings, and office expenses. The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises program staff for the Office of Highway Safety/Accident Records. The Secretary of the Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of South Dakota's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the applicable sliding scale rate (54.88% for South Dakota) in accordance with 23USC120. The federal contribution for P&A cannot exceed 10% of the total 402 funds the state receives. Accordingly, state funds have been budgeted to cover 45.12% of P&A costs.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety/Office of Highway Safety
HSP PROJECT TITLE: Public Information Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-28-06
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$10,000.00		\$10,000.00	Section 402 - MAP21
Travel	\$5,000.00		\$5,000.00	Section 402 - MAP21
Contractual Services	\$10,000.00		\$10,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	\$20,000.00		\$20,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$45,000.00	0.00	\$45,000.00	
Federal Funds	\$45,000.00	0	\$45,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$45,000.00	0.00	\$45,000.00	

Problem Identification and Brief Project Summary:

The Department of Public Safety Public Information Officers will coordinate highway safety media developed and placed by a contractor which may include using NHTSA and/or state developed ad material; develop and distribute public service announcements and press releases; work with local highway safety projects by assisting with development and placement of media and messaging; and provide technical assistance to the Office of Highway Safety as needed.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Roadway Safety Committee

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-30-01

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$10,000.00		\$10,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$7,500.00		\$7,500.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$17,500.00	0.00	\$17,500.00	
Federal Funds	\$17,500.00	0	\$17,500.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$17,500.00	0.00	\$17,500.00	

Problem Identification and Brief Project Summary:

The Roadway Safety Committee is representative of the multitude of agencies actively involved in traffic safety. The committee will meet semi-annually to discuss ways to improve traffic safety including priority planning, highway safety public education campaigns, engineering, law enforcement, emergency medical services, occupant protection, impaired driving, motorcycle safety and training, and community involvement in traffic safety.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Roadway Safety Committee

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-30-01

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$5,000.00		\$5,000.00	Section 154/164
Contractual Services	\$45,000.00		\$45,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$50,000.00	0.00	\$50,000.00	
Federal Funds	\$50,000.00	0	\$50,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$50,000.00	0.00	\$50,000.00	

Problem Identification and Brief Project Summary:

The Roadway Safety Committee is representative of the multitude of agencies actively involved in traffic safety. The committee will meet semi-annually to discuss ways to improve traffic safety including priority planning, highway safety public education campaigns, engineering, law enforcement, emergency medical services, occupant protection, impaired driving, motorcycle safety and training, and community involvement in traffic safety.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety
HSP PROJECT TITLE: USD Business Research
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-26-07
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$50,000.00		\$50,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$50,000.00	0.00	\$50,000.00	
Federal Funds	\$50,000.00	0	\$50,000.0	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$50,000.00	0.00	\$50,000.00	

Problem Identification and Brief Project Summary:

The USD Government Research Bureau will draft a Highway Safety Plan for FY2016 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY2016. The USD Government Research Bureau will deliver a report assessing performance of FY2014 objectives against articulated objectives.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C2

Number of Serious injuries in Traffic Crashes (State Crash Data Files)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety – Emergency Medical Services
HSP PROJECT TITLE: EMS Training
PROJECT MANAGER NAME: Marilyn Rutz
PHONE: 605-773-4031
GTS PROJECT NUMBER: 2015-23-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C2 Total Serious Injuries in Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$7,500.00		\$7,500.00	Section 402 - MAP21
Contractual Services	\$250,214.00		\$250,214.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs	\$9,535.42		\$9,535.42	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$267,249.42	0.00	\$267,249.42	
Federal Funds	\$267,249.42	0.00	\$267,249.42	
State & Local Match	\$396,583.00	0	\$396,583.00	
TOTAL FEDERAL+MATCH	\$663,832.42	0.00	\$663,832.42	

Problem Identification and Brief Project Summary:

South Dakota has 123 ground, 6 air, and 13 out-of-state ground and 8 out-of-state air licensed ambulance services. Volunteers staff approximately 80% of the ambulance services which creates a unique challenge to keep ambulance services staffed with trained personnel. At any time, approximately 20% of South Dakota's ambulance services suffer a shortage of trained personnel. South Dakota is largely a rural state. Many ambulance services have to travel great distances taking an hour or more to reach a medical facility. Care during this time, what is called the "Golden Hour", is critical. It is of utmost importance that EMS providers of all levels receive the training necessary in order to provide the life saving care needed. EMS providers are taught personal protection skills as well as defensive driving skills that they pass on the others which help in accident reduction. This project will provide EMS training and obtain an 80% pass rate for 500 newly trained EMT's, 40 newly trained AEMT's, 50 newly trained Paramedics, 20 defensive driving (EVOC) courses, and 12 Basic Trauma Life Support or Pre-Hospital Trauma Life Support courses.

Evidence Based: Yes

HSP PROJECT TITLE: Access to Quality Health Services In Rural Areas – EMS: A Literature Review

<http://sph.tamhsc.edu/centers/rhp2010/03Volume2accessems.pdf>

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C3

Fatalities/VMT (FARS, FHWA)

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FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C4

Number of Unrestrained Passenger Vehicle Occupant Fatalities
All Seat Positions (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Aberdeen Family YMCA
HSP PROJECT TITLE: Buckle Up Game On
PROJECT MANAGER NAME: Dan Grewe
PHONE: 605-225-4910
GTS PROJECT NUMBER: 2015-24-08
PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Section 402 - MAP21
Other Direct Costs	\$5,000.00		\$5,000.00	Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$5,000.00	0.00	\$5,000.00	
Federal Funds	\$5,000.00	0.00	\$5,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$5,000.00	0.00	\$5,000.00	

Problem Identification and Brief Project Summary:

The YMCA youth project will support traffic safety efforts to increase statewide seat belt usage from 66.5% to 68%. Poster boards will be located at the YMCA lobby and desk to distribute handouts and safety materials for occupant protection during the year.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Other - 402
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-06
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: C6 Total Speed Related Fatalities
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$50,000.00		\$50,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$50,000.00	0.00	\$50,000.00	
Federal Funds	\$50,000.00	0	\$50,000.00	
State & Local Match	\$12,500.00	0	\$12,500.00	
TOTAL FEDERAL+MATCH	\$62,500.00	0.00	\$62,500.00	

Problem Identification and Brief Project Summary:

Speed-related crashes are one of the top factors in fatal and injury crashes in South Dakota. The intent of this project will be to use additional enforcement to assist law enforcement agencies in reducing speed violations and crashes. High visibility efforts will be used during the times and locations where the crashes are occurring. Enforcement will be data driven based on statistical information obtained from the Office of Accident Records. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes
HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Overtime - 402
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-04
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project
MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: C6 Total Speed Related Fatalities
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$300,000.00		\$300,000.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$300,000.00	0.00	\$300,000.00	
Federal Funds	\$300,000.00	0	\$300,000.00	
State & Local Match	\$75,000.00	0	\$75,000.00	
TOTAL FEDERAL+MATCH	\$375,000.00	0.00	\$375,000.00	

Problem Identification and Brief Project Summary:

The majority of those individuals killed in vehicle crashes in South Dakota are unbelted. Speed is also a major factor in fatal crashes across the United States and in South Dakota. This project will utilize overtime enforcement to assist law enforcement agencies in reducing unbelted fatalities and injuries and speed-related violations. Law enforcement agencies, as a condition of the grant award, will be tasked with making seat belt enforcement a priority in order to qualify for continued overtime reimbursement. South Dakota keeps a very accurate record of crash events and this data will be used to schedule saturation patrols and other mobilization activities. At the top of the priority list is increasing seat belt usage among all passengers through high visibility enforcement enabled by this project. All overtime will be used in high visibility efforts during the times and locations where this crash activity is concentrated and during official NHTSA mobilizations such as the May seat belt mobilization. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Media

PROJECT MANAGER NAME: Lee Axdahl/Trevor Jones

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-28-01/02

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$200,000.00		\$200,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$200,000.00	0.00	\$200,000.00	
Federal Funds	\$200,000.00	0.00	\$200,000.00	
State & Local Match	\$50,000.00	0	\$50,000.00	
TOTAL FEDERAL+MATCH	\$250,000.00	0.00	\$250,000.00	

Problem Identification and Brief Project Summary:

To publicize Law Enforcement efforts to educate the people on highway safety issues including occupant protection, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational and enforcement messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Prairie View Prevention Services
HSP PROJECT TITLE: Increase Seat Belt Usage
PROJECT MANAGER NAME: Darcy Jensen
PHONE: 605-331-5724
GTS PROJECT NUMBER: 2015-22-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$47,880.00		\$47,880.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services	\$4,000.00		\$4,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	\$450.00		\$450.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$52,330.00	0.00	\$52,330.00	
Federal Funds	\$52,330.00	0.00	\$52,330.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$52,330.00	0.00	\$52,330.00	

Problem Identification and Brief Project Summary:

Increase the use rate of seat belts by promoting NHTSA campaign messages within the school system, provide presentations within the school setting to reach students and parents, increase the awareness of seat belt use, promote youth events that support the awareness of seat belt use and develop media campaigns.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Seat Belt Survey

PROJECT MANAGER NAME: Lee Axdahl

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-26-02

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$50,000.00		\$50,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$50,000.00	0.00	\$50,000.00	
Federal Funds	\$50,000.00	0.00	\$50,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$50,000.00	0.00	\$50,000.00	

Problem Identification and Brief Project Summary:

An annual observational seat belt survey will be provided through a contract with a state university research team. The seat belt survey project will follow guidelines provided by NHTSA. This includes development of a new survey methodology required by NHTSA.

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Sioux Falls Police Department
HSP PROJECT TITLE: Protecting the Motoring Public through Education/Enforcement
PROJECT MANAGER NAME: Sergeant Keith Gries
PHONE: 605-978-6764
GTS PROJECT NUMBER: 2015-21-07
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$4,779.00		\$4,779.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services	\$1,250.00		\$1,250.00	Section 402 - MAP21
Equipment	\$13,509.00		\$13,509.00	Section 402 - MAP21
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$19,538.00	0.00	\$19,538.00	
Federal Funds	\$19,538.00	0.00	\$19,538.00	
State & Local Match	\$4,475.00	0	\$4,475.00	
TOTAL FEDERAL+MATCH	\$24,013.00	0.00	\$24,013.00	

Problem Identification and Brief Project Summary:

According to SDARS, Sioux Falls continues to be listed within the State’s “Top 10” counties for speed-related crashes and unrestrained fatalities. The Sioux Falls Police Department will conduct seatbelt enforcement and child safety seat education. The intent is to reduce the number of fatalities involving unrestrained occupants and speed related crashes in Sioux Falls by deploying high visibility enforcement during the times and at the locations that will impact the problem. This project is a component of the State’s evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Volunteers of America, Dakotas
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Eric Majeres
PHONE: 605-444-6301
GTS PROJECT NUMBER: 2015-24-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Safe Communities

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$26,992.00		\$26,992.00	Section 402 - MAP21
Travel	\$6,426.00		\$6,426.00	Section 402 - MAP21
Contractual Services	\$37,190.00		\$37,190.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	\$22,500.00		\$22,500.00	Section 402 - MAP21
Indirect Costs	\$8,845.00		\$8,845.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$101,953.00	0.00	\$101,953.00	
Federal Funds	\$101,953.00	0.00	\$101,953.00	
State & Local Match	\$3,572.00	0	\$3,572.00	
TOTAL FEDERAL+MATCH	\$105,525.00	0.00	\$105,525.00	

Problem Identification and Brief Project Summary:

The 2012 SD Motor Vehicle Traffic Crash Summary outlines the severity of the traffic safety problems in South Dakota: South Dakota's seat belt usage rate was 66.5% in 2012 and is consistently below the national average; 58 occupants were killed as a result of either partial or complete ejection; drivers under age 35 make up 47% of the drivers in fatal crashes; and 84.8% of fatal crashes were reported on rural highways/roads. Volunteers of America will initiate and support traffic safety efforts to increase statewide seat belt use from 66.5% to 68% in FY 2015, conduct at least two occupant protection awareness efforts in at least 40 new communities, and provide technical support as needed.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C5

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator
With a BAC of 0.08 and Above (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Unified Judicial System
HSP PROJECT TITLE: 5th Circuit DUI Court
PROJECT MANAGER NAME: Noreen Plumage
PHONE: 605-773-4161
GTS PROJECT NUMBER: 2015-20-08
PROJECT AGE: Third Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$103,699.00		\$103,699.00	Section 154/164
Travel	\$4,811.00		\$4,811.00	Section 154/164
Contractual Services	\$39,806.00		\$39,806.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$6,513.00		\$6,513.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$154,829.00	0.00	\$154,829.00	
Federal Funds	\$154,829.00	0.00	\$154,829.00	
State & Local Match	\$154,829.00	0	\$154,829.00	
TOTAL FEDERAL+MATCH	\$309,658.00	0.00	\$309,658.00	

Problem Identification and Brief Project Summary:

Felony DUI and vehicular homicide and battery cases account for approximately 35% of all felony convictions in South Dakota. In SFY12, there were a total of 9,194 DUI arrests statewide. An impaired driving court (DUI Court) has been implemented in the Brown County Service Area with an estimated population of 36,531 citizens. Press releases to local media will contain project overview, goals, objectives, etc. The DUI court will provide a quarterly report documenting all ongoing progress, including program figures, terminations, graduations, significant testimonials, treatment/counseling efforts, 24/7 participation and any other contributions with community partnerships. These reports will serve as historical documents for posterity studies or program efficacy. Mountain Plains Evaluation will work with the state liaison to provide evaluation direction and consultation.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Unified Judicial System
HSP PROJECT TITLE: 6th Circuit DUI Court
PROJECT MANAGER NAME: Noreen Plumage
PHONE: 605-773-4161
GTS PROJECT NUMBER: 2015-20-09
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$57,290.00		\$57,290.00	Section 154/164
Travel	\$4,811.00		\$4,811.00	Section 154/164
Contractual Services	\$39,806.00		\$39,806.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$6,513.00		\$6,513.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$108,420.00	0.00	\$108,420.00	
Federal Funds	\$108,420.00	0.00	\$108,420.00	
State & Local Match	\$108,420.00	0	\$108,420.00	
TOTAL FEDERAL+MATCH	\$216,840.00	0.00	\$216,840.00	

Problem Identification and Brief Project Summary:

Felony DUI and vehicular homicide and battery cases account for approximately 35% of all felony convictions in South Dakota. In SFY12, there were a total of 9,194 DUI arrests statewide. An impaired driving court (DUI Court) has been implemented in the Hughes and Stanley County Service Area with an estimated population of 19,988 citizens. Press releases to local media will contain project overview, goals, objectives, etc. The DUI court will provide a quarterly report documenting all ongoing progress, including program figures, terminations, graduations, significant testimonials, treatment/counseling efforts, 24/7 participation and any other contributions with community partnerships. These reports will serve as historical documents for posterity studies or program efficacy. Mountain Plains Evaluation will work with the state liaison to provide evaluation direction and consultation.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Social Services
HSP PROJECT TITLE: Prevention Program
PROJECT MANAGER NAME: Gib Sudbeck
PHONE: 605-773-3123
GTS PROJECT NUMBER: 2015-24-03
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$106,000.00		\$106,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$106,000.00	0.00	\$106,000.00	
Federal Funds	\$106,000.00	0.00	\$106,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$106,000.00	0.00	\$106,000.00	

Problem Identification and Brief Project Summary:

According to the 2011 Youth Risk Behavior Survey which is conducted every other year in SD among 9-12th grade students, 23% of students rode in a car with a driver who had been drinking; 11% drove a car when they had been drinking; and 39% had consumed alcohol in the past 30 days. This project will reduce the number of people killed or injured in alcohol related crashes, reduce the number of people riding with a drinking driver, and train students to address the issues of drinking and driving. The DSS Prevention Program will be able to provide services in the top 10 counties for alcohol-related crashes to prevent harm to the individual drinker and society, and reduce the number of criminal events (drinking, DUI, violence, etc.).

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Other - Alcohol
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-07
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$75,000.00		\$75,000.00	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$75,000.00	0.00	\$75,000.00	
Federal Funds	\$75,000.00	0	\$75,000.00	
State & Local Match	\$75,000.00	0	\$75,000.00	
TOTAL FEDERAL+MATCH	\$150,000.00	0.00	\$150,000.00	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal and injury related crashes in South Dakota. This project will be to use overtime enforcement to assist law enforcement agencies in reducing alcohol violations and crashes, thus reducing injuries and fatalities on South Dakota roadways. All overtime will be used in high visibility efforts during the times and locations where the crashes are occurring. These locations will be determined utilizing the Office of Accident Records crash data, filtered to counties and municipalities needing additional enforcement. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: **Yes**

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Overtime - 410
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-05
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)
ADDITIONAL MEASURE IF APPLICABLE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$200,000.00		\$200,000.00	Section 410 - SAFETEA-LU
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$200,000.00	0.00	\$200,000.00	
Federal Funds	\$200,000.00	0	\$200,000.00	
State & Local Match	\$200,000.00	0	\$200,000.00	
TOTAL FEDERAL+MATCH	\$400,000.00	0.00	\$400,000.00	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes across the United States and in South Dakota. This project will utilize overtime enforcement to assist law enforcement agencies in reducing alcohol-related violations, and crash injuries and deaths. South Dakota keeps a very accurate record of its alcohol-related crash events and this data will be used to schedule checkpoints, saturation patrols and mobilization activities. All overtime will be used in high visibility efforts during the times and locations where this crash activity is concentrated. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Equipment – Cameras
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-02
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	\$100,000.00		\$100,000.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$100,000.00	0.00	\$100,000.00	
Federal Funds	\$100,000.00	0	\$100,000.00	
State & Local Match	\$100,000.00	0	\$100,000.00	
TOTAL FEDERAL+MATCH	\$200,000.00	0.00	\$200,000.00	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes in South Dakota. The intent of this project will be to purchase equipment, less than \$5,000 (i.e. FST, PBT), to assist law enforcement agencies in reducing alcohol violations and crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where data collected through our databases shows the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers. This project is a component of the State’s data-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Equipment – Cameras
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-02
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	\$100,000.00		\$100,000.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$100,000.00	0.00	\$100,000.00	
Federal Funds	\$100,000.00	0	\$100,000.00	
State & Local Match	\$100,000.00	0	\$100,000.00	
TOTAL FEDERAL+MATCH	\$200,000.00	0.00	\$200,000.00	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes in South Dakota. The intent of this project will be to purchase equipment, less than \$5,000 (i.e. FST, PBT), to assist law enforcement agencies in reducing alcohol violations and crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where data retrieved from accident records databases shows the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers. This project is a component of the State’s data-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Media

PROJECT MANAGER NAME: Lee Axdahl/Trevor Jones

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-28-03

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$300,000.00		\$300,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$300,000.00	0.00	\$300,000.00	
Federal Funds	\$300,000.00	0	\$300,000.00	
State & Local Match	\$100,000.00	0	\$100,000.00	
TOTAL FEDERAL+MATCH	\$400,000.00	0.00	\$400,000.00	

Problem Identification and Brief Project Summary:

To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational and enforcement messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run to publicize Law Enforcement efforts to spread awareness, especially during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Mountain Plains Evaluation LLC
HSP PROJECT TITLE: Mountain Plains Evaluation
PROJECT MANAGER NAME: Roland Loudenberg
PHONE: 605-425-3305
GTS PROJECT NUMBER: 2015-26-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$146,123.70		\$146,123.70	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$146,123.70	0.00	\$146,123.70	
Federal Funds	\$146,123.70	0	\$146,123.70	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$146,123.70	0.00	\$146,123.70	

Problem Identification and Brief Project Summary:

The South Dakota DUI First Offender Program was designed as an effort to reduce the recidivism rate of first time DUI offenders. The program includes a standardized 12 hour curriculum developed specifically for South Dakota through collaboration between the Council of Substance Abuse Directors and the Change Company. Thirteen core substance abuse treatment agencies located across the state will implement a curriculum. This program through its intense follow up has demonstrated that a 'control' group in South Dakota will likely re-offend 16% of the time while the 'cases' under control of the program showed a 10.75 recidivism rate. This project supports Mountain Plains Evaluation to analyze the alcohol prevention system currently implemented in SD and track DUI first offense violations.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Northern State University
HSP PROJECT TITLE: Back on TRACC
PROJECT MANAGER NAME: Deb Thorstenson
PHONE: 605-626-2371
GTS PROJECT NUMBER: 2015-20-11
PROJECT AGE: First Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$56,764.20		\$56,764.20	Section 154/164
Travel	\$1,760.00		\$1,760.00	Section 154/164
Contractual Services	\$14,660.00		\$14,660.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$7,796.07		\$7,796.07	Section 154/164
Indirect Costs	\$2,838.21		\$2,838.21	Section 154/164
SUBTOTAL CATEGORIES	\$83,818.48	0.00	\$83,818.48	
Federal Funds	\$83,818.48	0	\$83,818.48	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$83,818.48	0.00	\$83,818.48	

Problem Identification and Brief Project Summary:

According to alcohol data on the national level, several studies have found that heavy drinking and related problems are pervasive among people in their early twenties. The objective of this project is to reduce the number of underage and young adults alcohol involved traffic crashes and reduce the number of people killed or injured in alcohol involved traffic crashes in the Fifth Judicial Circuit.

Evidence Based: Yes
HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Pennington County DUI Prosecutor
HSP PROJECT TITLE: Impaired Driving Prosecutor
PROJECT MANAGER NAME: Todd Hyronimus
PHONE: 605-394-2191
GTS PROJECT NUMBER: 2015-20-07
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$225,106.00		\$225,106.00	Section 154/164
Travel	\$4,100.00		\$4,100.00	Section 154/164
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$1,700.00		\$1,700.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$230,906.00	0.00	\$230,906.00	
Federal Funds	\$230,906.00	0.00	\$230,906.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$230,906.00	0.00	\$230,906.00	

Problem Identification and Brief Project Summary:

In SFY2013, of the 1,624 DUI charges made in Pennington County, 279 were dismissed which is a 17% dismissal rate. This is a significant decrease from SFY2011 rate of 20%. With funding from this grant, one of the 17 Pennington County State's Attorney's Office prosecutors is assigned to solely prosecute DUI offenders so that fewer cases result in dismissals, reductions, or not being charged. Pennington County will continue to reduce the number of DUI offenses that are dismissed, reduced, or not even charged.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: South Dakota Broadcasters

PROJECT MANAGER NAME: Lee Axdahl/Trevor Jones

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-28-04

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$200,000.00		\$200,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$200,000.00	0.00	\$200,000.00	
Federal Funds	\$200,000.00	0	\$200,000.00	
State & Local Match	\$400,000.00	0	\$400,000.00	
TOTAL FEDERAL+MATCH	\$600,000.00	0.00	\$600,000.00	

Problem Identification and Brief Project Summary:

To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Highway Patrol
HSP PROJECT TITLE: SDHP DRE School
PROJECT MANAGER NAME: Colonel Craig Price
PHONE: 605-773-3105
GTS PROJECT NUMBER: 2014-21-05
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$70,556.00		\$70,556.00	Section 410 - SAFETEA-LU
Contractual Services	\$4,100.00		\$4,100.00	Section 410 - SAFETEA-LU
Equipment	\$5,000.00		\$5,000.00	Section 410 - SAFETEA-LU
Other Direct Costs	\$1,000.00		\$1,000.00	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$80,656.00	0.00	\$80,656.00	
Federal Funds	\$80,656.00	0	\$80,656.00	
State & Local Match	\$107,272.00	0	\$107,272.00	
TOTAL FEDERAL+MATCH	\$187,928.00	0.00	\$187,928.00	

Problem Identification and Brief Project Summary:

South Dakota is following a disturbing national trend of drug-impaired drivers on our roadways. The main problem law enforcement face in the fight against drug impaired driving is identification of those under the influence of not only illegal drugs, but also prescription medication. In order to detect a person under the influence of drugs, advanced specialized training is required. The DRE training is broken down into a three-phase certification process. The training begins with a two-day pre-school, and is followed by the seven-day DRE school. Upon completion of the academic portion, the DRE candidates will travel to Arizona or California to complete their field certification. After all phases are successfully completed, the DRE candidates are certified by the IACP as Drug Recognition Experts. The ARIDE training will consist of approximately 15 courses held across SD.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Highway Patrol
HSP PROJECT TITLE: SDHP Crash Reduction Project
PROJECT MANAGER NAME: Colonel Craig Price
PHONE: 605-773-3105
GTS PROJECT NUMBER: 2015-21-02/03
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$198,186.00		\$198,186.00	Section 410 - SAFETEA-LU
Travel	\$23,245.00		\$23,245.00	Section 410 - SAFETEA-LU
Contractual Services				Make Selection
Equipment	\$7,800.00		\$7,800.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$229,231.00	0.00	\$229,231.00	
Federal Funds	\$229,231.00	0	\$229,231.00	
State & Local Match	\$154,849.00	0	\$154,849.00	
TOTAL FEDERAL+MATCH	\$384,080.00	0.00	\$384,080.00	

Problem Identification and Brief Project Summary:

The need to focus on alcohol as a primary contributing factor in motor vehicle crashes is reinforced by South Dakota's traffic crash data. In 2011, 33.3% of fatal crashes involved a driver who had been drinking; there were 30 fatal crashes that killed 37 people where alcohol was a contributing factor. Additionally, there were 646 people injured in alcohol related crashes. Underage drinking continues to play a significant role in alcohol related crashes – 21% of those killed in alcohol related crashes were under the age of 21. The Highway Patrol will continue to provide overtime enforcement to address impaired driving, underage drinking, sobriety checkpoints, saturation patrols, etc. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota School of Mines and Technology

HSP PROJECT TITLE: Safe Ride Program

PROJECT MANAGER NAME: Patricia Mahon

PHONE: 605-394-2416

GTS PROJECT NUMBER: 2015-20-06

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$18,200.00		\$18,200.00	Section 154/164
Travel				Make Selection
Contractual Services	\$7,000.00		\$7,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$700.00		\$700.00	Section 154/164
Indirect Costs	\$2,590.00		\$2,590.00	Section 154/164
SUBTOTAL CATEGORIES	\$28,490.00	0.00	\$28,490.00	
Federal Funds	\$28,490.00	0	\$28,490.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$28,490.00	0.00	\$28,490.00	

Problem Identification and Brief Project Summary:

According to the 2014 CORE Alcohol and Drug Survey, 17.6% of the SDSMT students between the ages of 18-25 who responded to this survey have driven a car while under the influence of alcohol; a 1.1% decrease from the 2012 survey results and a 15.7% decrease from the first survey taken in 2006. This program provides a free taxi service from bars and other places to their campuses and homes reducing the number of impaired drivers behind the wheel potentially resulting in serious crashes and possible deaths. It will also develop and provide various messaging regarding drinking and driving to promote public awareness.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota State University
HSP PROJECT TITLE: Safe Ride Home
PROJECT MANAGER NAME: Mariah Weber
PHONE: 605-688-4585
GTS PROJECT NUMBER: 2015-20-04
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$5,141.00		\$5,141.00	Section 154/164
Travel				Make Selection
Contractual Services	\$36,879.94		\$36,879.94	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$3,000.00		\$3,000.00	Section 154/164
Indirect Costs	\$4,502.09		\$4,502.09	Section 154/164
SUBTOTAL CATEGORIES	\$49,523.03	0.00	\$49,523.03	
Federal Funds	\$49,523.03	0	\$49,523.03	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$49,523.03	0.00	\$49,523.03	

Problem Identification and Brief Project Summary:

According to the SDSU spring 2013 ACHA survey, 2.3% of SDSU students reporting driving after having 5 or more drinks in the last 30 days and 22.5% reporting driving after having any amount of alcohol in the last 30 days. According to the 2012 SD Motor Vehicle Traffic Crash Summary, Brookings County had 28 reportable alcohol related motor vehicle crashes including 1 fatal crash and 14 injury crashes. The Safe Rides Home project provides transportation on weekends during the academic year in addition to providing alcohol awareness incentives and promotional items.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Sioux Empire Safety Village
HSP PROJECT TITLE: Impaired Driving Simulator Project
PROJECT MANAGER NAME: Brenda Leiseth
PHONE: 605-334-7233
GTS PROJECT NUMBER: 2015-29-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$68,000.00		\$68,000.00	Section 154/164
Equipment	\$13,600.00		\$13,450.00	Section 154/164
Other Direct Costs	\$16,200.00		\$16,200.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$97,800.00	0.00	\$97,800.00	
Federal Funds	\$97,800.00	0.00	\$97,800.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$97,800.00	0.00	\$97,800.00	

Problem Identification and Brief Project Summary:

National and South Dakota surveys of high school students have shown that nearly half of high school students drank in the past 30 days and many drove after drinking or rode with someone who had been drinking. Nationally, South Dakota teens rank second highest for binge drinking at 26.2%. And South Dakota teens rank 5th highest for driving after drinking at almost 11%. This project will provide funding for operating costs of the simulator which teaches impaired driving issues through the use of "ONE Simple Decision" software. Educational materials will also be distributed.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Sioux Falls Police Department
HSP PROJECT TITLE: Protecting the Motoring Public through Education/Enforcement
PROJECT MANAGER NAME: Sergeant Keith Gries
PHONE: 605-978-6764
GTS PROJECT NUMBER: 2015-21-07
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$293,505.00		\$293,505.00	Section 154/164
Travel				Make Selection
Contractual Services	\$1,250.00		\$1,250.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$294,755.00	0.00	\$294,755.00	
Federal Funds	\$294,755.00	0.00	\$294,755.00	
State & Local Match	\$294,755.00	0	\$294,755.00	
TOTAL FEDERAL+MATCH	\$589,510.00	0.00	\$589,510.00	

Problem Identification and Brief Project Summary:

According to SDARS, Sioux Falls continues to be listed within the State’s “Top 10” counties for alcohol-related crashes. The Sioux Falls Police Department will increase DWI arrests, decrease crashes, conduct seatbelt and child safety seat enforcement and education, parks and bike path education and enforcement, increase teen awareness on carelessness, and participate in mobilization events. The intent is to reduce the incidents of drunk driving by deploying high visibility enforcement during the times and at locations to impact the problem of drunk drivers in the city. This project is a component of the State’s evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Law Enforcement Training
HSP PROJECT TITLE: Traffic Enforcement Training
PROJECT MANAGER NAME: Bryan Gortmaker
PHONE: 605-773-3584
GTS PROJECT NUMBER: 2015-21-04
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$2,100.00		\$2,100.00	Section 410 - SAFETEA-LU
Contractual Services	\$12,500.00		\$12,500.00	Section 410 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$14,600.00	0.00	\$14,600.00	
Federal Funds	\$14,600.00	0.00	\$14,600.00	
State & Local Match	\$4,650.00	0	\$4,650.00	
TOTAL FEDERAL+MATCH	\$14,600.00	0.00	\$14,600.00	

Problem Identification and Brief Project Summary:

Traffic crash data from 2010-2012 indicates drinking drivers were involved in 1,488 fatal and injury crashes. Just over 35% of all drivers in fatal crashes had been drinking. There were 1,239 people killed in alcohol related crashes in the three-year period. This project will provide traffic enforcement opportunities to law enforcement officers throughout the state. The DUI instructor course will enable officers from agencies without instructions to get the forthcoming NHTSA updates to the SFST curriculum. This class will also help officers to retool their sobriety test procedures to better determine the impairment of drivers impacted by both alcohol and drugs. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Attorney General
HSP PROJECT TITLE: Traffic Safety Resource Prosecutor
PROJECT MANAGER NAME: Paul E. Bachand
PHONE: 605-224-0461
GTS PROJECT NUMBER: 2015-20-03
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$117,000.00		\$117,000.00	Section 154/164
Travel	\$24,000.00		\$24,000.00	Section 154/164
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	\$4,000.00		\$4,000.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$145,000.00	0.00	\$145,000.00	
Federal Funds	\$145,000.00	0.00	\$145,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$145,000.00	0.00	\$145,000.00	

Problem Identification and Brief Project Summary:

Many prosecutors say that due to complex technical and legal issues, prosecuting an impaired driving case may be more difficult than prosecuting a murder case. The TSRP intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic related offenses to see that justice is done. The TSRP is a contracted resource through the Office of the Attorney General and is a liaison between the Office of Highway Safety, the Attorney General and the judicial system.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: USD Student Counseling Center/Student Services
HSP PROJECT TITLE: Safe Ride Home
PROJECT MANAGER NAME: Lauren Schuur
PHONE: 605-677-5777
GTS PROJECT NUMBER: 2015-20-05
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$4,320.00		\$4,320.00	Section 154/164
Travel				Make Selection
Contractual Services	\$18,360.00		\$18,360.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs	\$2,268.00		\$2,268.00	Section 154/164
SUBTOTAL CATEGORIES	\$24,948.00	0.00	\$24,948.00	
Federal Funds	\$24,948.00	0	\$24,948.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$24,948.00	0.00	\$24,948.00	

Problem Identification and Brief Project Summary:

According to the City of Vermillion Police Department annual data (2011), nearly 75% of all calls received directly relate to alcohol in some way. Students surveyed revealed both direct and indirect effects consequent to drinking. USD will contract with Vermillion Public Transit to operate one Safe Ride bus on weekends during the fall and spring semesters. Awareness and education about binge drinking and driving will be provided. Promotional items will also be available.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Volunteers of America, Dakotas
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Eric Majeres
PHONE: 605-444-6301
GTS PROJECT NUMBER: 2015-24-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$17,991.00		\$17,991.00	Section 154/164
Travel	\$3,490.00		\$3,490.00	Section 154/164
Contractual Services	\$23,804.00		\$23,804.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$33,000.00		\$33,000.00	Section 154/164
Indirect Costs	\$7,437.00		\$7,437.00	Section 154/164
SUBTOTAL CATEGORIES	\$85,722.00	0.00	\$85,722.00	
Federal Funds	\$85,722.00	0.00	\$85,722.00	
State & Local Match	\$2,529.00	0	\$2,529.00	
TOTAL FEDERAL+MATCH	\$88,251.00	0.00	\$88,251.00	

Problem Identification and Brief Project Summary:

The 2012 SD Motor Vehicle Traffic Crash Summary outlines the severity of the traffic safety problems in South Dakota: South Dakota's seat belt usage rate was 66.5% in 2012 and is consistently below the national average; 58 occupants were killed as a result of either partial or complete ejection; drivers under age 35 make up 47% of the drivers in fatal crashes and 84.8 of fatal crashes were reported on rural highways/roads. Volunteers of America will initiate and support traffic safety efforts to increase the importance of driving drunk, conduct at least five (5) alcohol impaired driving awareness efforts in at least 60 new communities, and provide technical support as needed.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C6

Number of Speeding Related Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Law Enforcement Equipment – Radar/Speed Signs
HSP PROJECT TITLE: Highway Safety Program
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-27-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C6 Total Speed Related Fatalities
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Speed Enforcement/Speed Other

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	\$200,000.00		\$200,000.00	Section 402 - MAP21
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$200,000.00	0.00	\$200,000.00	
Federal Funds	\$200,000.00	0	\$200,000.00	
State & Local Match	\$50,000.00	0	\$50,000.00	
TOTAL FEDERAL+MATCH	\$250,000.00	0.00	\$250,000.00	

Problem Identification and Brief Project Summary:

Speed is one of the top three causal factors in fatal crashes in South Dakota. The intent of this project will be to purchase equipment (i.e. radar, speed boards/signs) to assist appropriate law enforcement agencies in reducing speed related crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where statistical data from crash databases show the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers. This project is a component of the State’s data-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Highway Patrol
HSP PROJECT TITLE: SDHP Crash Reduction Project
PROJECT MANAGER NAME: Colonel Craig Price
PHONE: 605-773-3105
GTS PROJECT NUMBER: 2014-21-01
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C6 Total Speed Related Fatalities
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Speed Enforcement/Speed Other

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$97,150.00		\$97,150.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services				Make Selection
Equipment	\$63,550.00		\$63,550.00	Section 402 - MAP21
Other Direct Costs	\$22,000.00		\$22,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$182,700.00	0.00	\$182,700.00	
Federal Funds	\$182,700.00	0	\$182,700.00	
State & Local Match	\$84,140.00	0	\$84,140.00	
TOTAL FEDERAL+MATCH	\$266,840.00	0.00	\$266,840.00	

Problem Identification and Brief Project Summary:

The need to focus on alcohol as a primary contributing factor in motor vehicle crashes is reinforced by South Dakota’s traffic crash data. In 2011, 33.3% of fatal crashes involved a driver who had been drinking; there were 30 fatal crashes that killed 37 people where alcohol was a contributing factor. Additionally, there were 646 people injured in alcohol related crashes. Underage drinking continues to play a significant role in alcohol related crashes – 21% of those killed in alcohol related crashes were under the age of 21. The Highway Patrol will provide overtime enforcement to address speed enforcement and unrestrained drivers. The Highway Patrol will provide public education through media, Alive @ 25, rollover simulators, and various other safety presentations. This project is a component of the State’s evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C7

Number of Motorcyclist Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety

HSP PROJECT TITLE: Motorcycle Safety

PROJECT MANAGER NAME: Lee Axdahl/Trevor Jones

PHONE: 605-773-6426

GTS PROJECT NUMBER: 2015-25-01

PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C7 Total Motorcyclist Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Motorcycle Safety

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$5,000.00		\$5,000.00	Section 2010 - SAFETEA-LU
Contractual Services	\$25,000.00		\$25,000.00	Section 2010 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs	\$45,000.00		\$45,000.00	Section 2010 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$75,000.00	0.00	\$75,000.00	
Federal Funds	\$75,000.00	0	\$75,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$75,000.00	0.00	\$75,000.00	

Problem Identification and Brief Project Summary:

The Office of Highway Safety will coordinate the Share the Road marketing and educational campaign for motorists through the use of paid and earned media. Video cam will be used in the Black Hills indicating skill rating for motorcyclists in an effort to reduce motorcycle crashes and injuries on hazardous roads.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C8

Number of Un-helmeted Motorcyclist Fatalities (FARS)

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FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C9

Number of Drivers Age 20 or Younger Involved in Fatal Crashes

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Social Services
HSP PROJECT TITLE: Diversion Program
PROJECT MANAGER NAME: Gib Sudbeck
PHONE: 605-773-3123
GTS PROJECT NUMBER: 2015-24-02
PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$110,000.00		\$110,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$110,000.00	0.00	\$110,000.00	
Federal Funds	\$110,000.00	0.00	\$110,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$110,000.00	0.00	\$110,000.00	

Problem Identification and Brief Project Summary:

Young people are predominately the drinking drivers in all crashes. According to the 2012 SD Motor Vehicle Traffic Crash Summary, 7 (18.9%) of the 37 people killed in alcohol related crashes were between the ages of 13 and 19. The Diversion Program will be able to provide diversion class instruction services in the top 10 counties for alcohol-related crashes with the goal of preventing harm to the driver and society. The curriculum used is "PRIME For Life". It is designed to challenge common beliefs and attitudes that directly contribute to high-risk alcohol use. The program goals are to reduce the risk for health and impairment problems by delaying initial use, increasing abstinence and decreasing high-risk use. This curriculum is based on objective, documented research findings.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: From The H.E.A.R.T.
HSP PROJECT TITLE: Get a Ride Don't Drink and Drive
PROJECT MANAGER NAME: Nancy Scharenbroich
PHONE: 605-321-4542
GTS PROJECT NUMBER: 2015-24-06
PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$13,160.00		\$13,160.00	Section 410 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs	\$21,430.42		\$21,430.42	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$34,590.42	0.00	\$34,590.42	
Federal Funds	\$34,590.42	0	\$34,590.42	
State & Local Match	\$34,590.42	0	\$34,590.42	
TOTAL FEDERAL+MATCH	\$69,180.84	0.00	\$69,180.84	

Problem Identification and Brief Project Summary:

In January 2010, From The H.E.A.R.T. began supplying the Driver License Program Offices across the state with public educational tools to convey the dangers of drinking and driving (“Get a Ride Don't Drink and Drive”) along with other important highway safety issues. During 2012, the report shows a total of 221,871 licensed drivers with 13,178 learner permits (generally ages 20 or younger) viewed the public educational video. From The H.E.A.R.T. will continue to provide educational materials in the hope that this will make them think about getting behind the wheel of any type of vehicle without making good choices and reduce the number of people making the decision to get behind the wheel while drinking.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Prairie View Prevention Services
HSP PROJECT TITLE: Parents Matter
PROJECT MANAGER NAME: Darcy Jensen
PHONE: 605-331-5724
GTS PROJECT NUMBER: 2015-20-01/02
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$27,000.00		\$27,000.00	Section 154/164
Travel				Make Selection
Contractual Services	\$155,415.00		\$155,415.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	\$24,071.00		\$24,071.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$206,486.00	0.00	\$206,486.00	
Federal Funds	\$206,486.00	0	\$206,486.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$206,486.00	0.00	\$206,486.00	

Problem Identification and Brief Project Summary:

Nationally, South Dakota teens rank second highest in number of binge drinkers and fifth in the nation for drinking and driving. The Youth Risk Behavior Survey 2011 reports 69% of students in high school have had at least one drink of alcohol on one or more days during their life. Prairie View Prevention will continue the underage drinking campaign to reduce the number of underage drinking and driving related injuries and fatalities in South Dakota. Prairie View will work with community leaders, prevention specialists, law enforcement and schools across the state to present a unified prevention campaign regarding the dangers of underage drinking and driving.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: City of Mitchell
HSP PROJECT TITLE: South Central Alcohol Task Force
PROJECT MANAGER NAME: Officer Dan Kopfmann
PHONE: 605-995-8400
GTS PROJECT NUMBER: 2015-24-07
PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	\$9,313.00		\$9,313.00	Section 154/164
Travel				Make Selection
Contractual Services	\$2,350.00		\$2,350.00	Section 154/164
Equipment	\$2,800.00		\$2,800.00	Section 154/164
Other Direct Costs	\$3,960.00		\$3,960.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$18,423.00	0.00	\$18,423.00	
Federal Funds	\$18,423.00	0	\$18,423.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$18,423.00	0.00	\$18,423.00	

Problem Identification and Brief Project Summary:

The City of Mitchell began to see an increase in underage consumption arrests beginning in 2004. Many complaints were received from the public of various businesses selling alcohol to minors. The South Central Alcohol Task Force was formed. Davison, Miner, and Aurora Counties joined to help combat the purchase of alcohol by minors in their jurisdictions. The City of Mitchell will conduct two alcohol compliance checks in Mitchell per month. The other counties will be checked on an as needed basis or at their request. CAST classes will be taught one time per month and again as requested by the area counties. This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted.

Evidence Based: **Yes**

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Teen Court Association
HSP PROJECT TITLE: Teen Court Underage Drinking Cases
PROJECT MANAGER NAME: Jennifer Stalley
PHONE: 605-224-8118
GTS PROJECT NUMBER: 2015-20-10
PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$120,000.00		\$120,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$120,000.00	0.00	\$120,000.00	
Federal Funds	\$120,000.00	0.00	\$120,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$120,000.00	0.00	\$120,000.00	

Problem Identification and Brief Project Summary:

Underage drinking is a serious issue among adolescents. There were an estimated 10 million underage drinkers in 2010, including 6.5 million binge drinkers and 2 million heavy drinkers according to the 2010 National Survey on Drug Use and Health. There are twelve teen court programs in eighteen counties in South Dakota. These programs have a proven record of positively impacting youth behaviors to reduce alcohol violations among high-risk youth.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C10

Number of Pedestrian Fatalities (FARS)

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FY2015 PROJECTS BY CORE PERFORMANCE AREA

TAB C11

Number of Bicyclist Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: USD, South Dakota EMS for Children
HSP PROJECT TITLE: SDEMSC Bike Safety
PROJECT MANAGER NAME: David A. Boer
PHONE: 605-328-6668
GTS PROJECT NUMBER: 2015-24-04
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: C11 Total Bicycle Fatalities
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Pedestrian and Bicycle

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	\$1,000.00		\$1,000.00	Section 402 - MAP21
Contractual Services	\$2,500.00		\$2,500.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	\$33,320.00		\$33,320.00	Section 402 - MAP21
Indirect Costs	\$3,682.00		\$3,682.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	\$40,502.00	0.00	\$40,502.00	
Federal Funds	\$40,502.00	0.00	\$40,502.00	
State & Local Match	\$8,100.40	0	\$8,100.40	
TOTAL FEDERAL+MATCH	\$48,602.40	0.00	\$48,602.40	

Problem Identification and Brief Project Summary:

In 2009, South Dakota was ranked 49th in the nation as having the highest death rate per capita for children ages 1-14 due to injuries with 23.6 deaths per 100,000 children. The national average of unintentional injury death is 11.0 per 100,000. According to the Office of Accident Records in 2012, South Dakota reported 110 injuries due to bicycle crashes, none of which resulted in death. More than half of the traffic fatalities are unrestrained. SDEMSC will include bike and other traffic safety public education at the Sioux Empire Fair safety tent. SDEMSC has been a primary supporter for the Don't Thump Your Melon program since 1996 and has distributed, and will continue to distribute, thousands of helmets across the state. During EMS Week, seatbelt promotion activities will be seat belt usage and texting/distracted driving.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

FY2015 PROJECTS BY CORE PERFORMANCE AREA

DATA PROJECTS

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Driver Licensing

HSP PROJECT TITLE: Driver Licensing

PROJECT MANAGER NAME: Cindy Gerber

PHONE: 605-773-4123

GTS PROJECT NUMBER: 2015-26-05

PROJECT AGE: Second Project Year **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy and Completeness of Data

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$250,000.00		\$250,000.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$250,000.00	0.00	\$250,000.00	
Federal Funds	\$250,000.00	0.00	\$250,000.00	
State & Local Match	\$100,000.00	0	\$100,000.00	
TOTAL FEDERAL+MATCH	\$350,000.00	0.00	\$350,000.00	

Problem Identification and Brief Project Summary:

The DL modernization project will develop system requirements for a technologically current system and build a new system to replace South Dakota's legacy driver license system. The long-range project will include developing a new system to replace the mainframe based system. This will require significant effort, partly because the legacy mainframe system has undergone numerous revisions during its lifetime and partly because many other state and federal systems interface with it. Thorough analysis by a competent software consultant is needed to ensure that all necessary current functionality is maintained while additional functionality is added.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety – Emergency Medical Services
HSP PROJECT TITLE: NEMSIS Implementation
PROJECT MANAGER NAME: Marilyn Rutz
PHONE: 605-773-4031
GTS PROJECT NUMBER: 2015-26-04
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy and Completeness of Pre-Crash Data
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$25,800.00		\$25,800.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$25,800.00	0.00	\$25,800.00	
Federal Funds	\$25,800.00	0	\$25,800.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$25,800.00	0.00	\$25,800.00	

Problem Identification and Brief Project Summary:

As of 4/10/2014, 116 of the currently licensed 128 ground and air ambulance services in the state are using the NEMSIS system. There are several services that do not use our software package but are required by state statute to export their data into our system for analysis. This helps ensure the most comprehensive view of EMS care provided within South Dakota. This project will continue to provide technical assistance to the ambulance services which are not currently on the system and provide additional training for those who need it. This system will improve completeness, timeliness and accuracy of program data.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: South Dakota Highway Patrol
HSP PROJECT TITLE: CAD/RMS System
PROJECT MANAGER NAME: Colonel Craig Price
PHONE: 605-773-3105
GTS PROJECT NUMBER: 2015-26-06
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy, Completeness of Crash Data
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$40,000.00		\$40,000.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$40,000.00	0.00	\$40,000.00	
Federal Funds	\$40,000.00	0	\$40,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$40,000.00	0.00	\$40,000.00	

Problem Identification and Brief Project Summary:

The South Dakota Highway Patrol has implemented a CAD/RMS system that provides for the storage, retrieval, retention, and manipulation of documents pertaining to SDHP operations; however, a yearly maintenance fee must still be paid. A portion of this new system will allow troopers to more accurately map crashes, submit them in a more timely manner, and for the first time, begin implementation of an e-citation system from the vehicle. This project represents the portion that is applicable to the Strategic Planning in progress with the South Dakota Traffic Records Coordinating Committee.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: Department of Public Safety, Office of Highway Safety
HSP PROJECT TITLE: TraCS
PROJECT MANAGER NAME: Lee Axdahl
PHONE: 605-773-6426
GTS PROJECT NUMBER: 2015-26-03
PROJECT AGE: Legacy Project **ORIGINAL OR REVISION:** Original Project

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy, Completeness of Crash Data
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable
PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	\$350,000.00		\$350,000.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	\$350,000.00	0.00	\$350,000.00	
Federal Funds	\$350,000.00	0.00	\$350,000.0	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	\$350,000.00	0.00	\$350,000.00	

Problem Identification and Brief Project Summary:

The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the record to become part of the state crash record system. South Dakota has 92 agencies who utilize TraCS. Together these agencies have over 1,200 personnel available to compile accident records. This project will allow additional law enforcement agencies to electronically submit accident reports and update the TraCS system via a web-based system.

Evidence Based: Yes

HSP PROJECT TITLE: Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition

APPENDIX A

Certification and Assurances for Highway Safety Grants (23 USC Chapter 4)

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: South Dakota

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

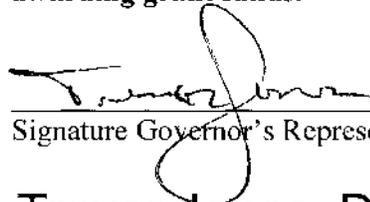
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6-20-2014

Date

Trevor Jones, DPS Secretary

Printed name of Governor's Representative for Highway Safety

FY2015 APPENDIX B

Highway Safety Program Cost Summary (HS-217)

2015 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	405d Funds (2)	2010/405f Funds	154/164 Funds	Non-Federal Funds (1)
2015-20-01/02	C-9	Parents Matter-Prairie View						\$ 206,486.00	
2015-20-03	C-5	Traffic Safety Prosecutor						\$ 145,000.00	
2015-20-04	C-5	SDSU Safe Ride						\$ 49,523.03	
2015-20-05	C-5	USD Safe Rides						\$ 24,948.00	
2015-20-06	C-5	SDSMT Safe Ride						\$ 28,490.00	
2015-20-07	C-5	Pennington County DUI Prosecutor						\$ 230,906.00	
2015-20-08	C-5	Stop DUI-5th Circuit						\$ 154,829.00	\$ 154,829.00
2015-20-09	C-5	Stop DUI-6th Circuit						\$ 108,420.00	\$ 108,420.00
2015-20-10	C-9	Teen Court						\$ 120,000.00	
2015-20-11	C-5	Northern State University						\$ 83,818.48	
2015-21-01/02/03	C-5, -6	SDHP Crash Reduction	\$ 182,700.00		\$ 229,231.00				\$ 240,989.00
2015-21-04	C-5	Traffic Enforcement Training			\$ 14,600.00				\$ 4,650.00
2015-21-05	C-5	SDHP DRE School			\$ 80,656.00				\$ 107,272.00
2015-21-06	C-1	Law Enforcement Liaisons	\$ 79,193.80						
2015-21-07	C-4, C-5	Sioux Falls PD	\$ 19,538.00					\$ 294,755.00	\$ 299,230.00
2015-22-01	C-4	Prairie View Prevention	\$ 52,330.00						
2015-23-01	C-2	EMS Training	\$ 267,249.42						\$ 396,583.00
2015-24-01	C-4, C-5	Volunteers of America	\$ 101,953.00					\$ 85,722.00	
2015-24-02	C-9	DSS Diversion Program						\$ 110,000.00	
2015-24-03	C-5	DSS Prevention Program				\$ 200,000.00		\$ 106,000.00	
2015-24-04	C-10	SDEMISC Bike Safety	\$ 40,502.00						\$ 8,100.40
2015-24-05	C-1	Community Outreach	\$ 84,646.00						
2015-24-06	C-9	From The H.E.A.R.T.			\$ 34,590.42				\$ 34,590.42
2015-24-07	C-9	Mitchell Alcohol Task Force						\$ 18,423.00	
2015-24-08	C-4	Aberdeen Family YMCA	\$ 5,000.00						
2015-25-01	C-7	Motorcycle Safety					\$ 75,000.00		
2015-26-01	C-5	Mountain Plains Evaluation						\$ 146,123.70	
2015-26-02	C-4	Seat Belt Survey	\$ 50,000.00						
2015-26-03	Data Project	TraCS/Web TraCS		\$ 350,000.00					
2015-26-04	Data Project	NEMSIS		\$ 25,800.00					
2015-26-05	Data Project	Driver License Modernization		\$ 250,000.00					\$ 100,000.00
2015-26-06	Data Project	SDHP CAD/RMS System		\$ 40,000.00					
2015-26-07	C-1	USD Business Research	\$ 50,000.00						
2015-26-08	C-1	Grant Management System	\$ 72,000.00					\$ 128,000.00	
2015-27-01	C-6	Law Enforcement Equip-Radar	\$ 200,000.00						\$ 50,000.00
2015-27-02	C-5	Law Enforcement Equip-Cameras			\$ 100,000.00				\$ 100,000.00
2015-27-03	C-5	Law Enforcement Equip-FST/PBT			\$ 100,000.00				\$ 100,000.00
2015-27-04/05	C-1, C-5	Law Enforcement Overtime	\$ 300,000.00		\$ 200,000.00	\$ 100,000.00			\$ 275,000.00
2015-27-06/07	C-1, C-5	Law Enforcement - Other	\$ 50,000.00		\$ 75,000.00	\$ 100,000.00			\$ 87,500.00
2015-28-01/02/03	C-4, C5	Media Campaigns	\$ 200,000.00			\$ 200,000.00		\$ 300,000.00	\$ 400,000.00
2015-28-04	C-5	SD Broadcasters				\$ 300,000.00		\$ 200,000.00	\$ 150,000.00
2015-28-06	C-1	Public Information Officer	\$ 45,000.00						
2015-29-01	C-5	SESV-Youth Simulator Project						\$ 97,800.00	
2015-30-01	C-1	Roadway Safety Committee	\$ 17,500.00					\$ 50,000.00	
2015-31-01	C-1	P&A	\$ 108,771.41						\$ 89,427.22
2015-32-01	C-1	DOT Hazard Elimination						\$ 1,500,000.00	
TOTALS			\$ 1,926,383.63	\$ 665,800.00	\$ 834,077.42	\$ 900,000.00	\$ 75,000.00	\$ 4,189,244.21	\$ 2,706,591.04

(1) Figures listed in this column represent a best estimate made by the Office of Highway Safety on information available at the time of submission of the 2015 HSP.

(2) Figures in this column are earmarked for potential projects that are pending the result of the report from the Impaired Driving Task Force.

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-31-01-00	Planning and Administration	\$.00	\$89,427.22	\$.00	\$108,771.41	\$108,771.41	\$.00
Planning and Administration Total			\$.00	\$89,427.22	\$.00	\$108,771.41	\$108,771.41	\$.00
Emergency Medical Services								
	EM-2015-23-01-00	EMS Training	\$.00	\$396,583.00	\$.00	\$267,249.42	\$267,249.42	\$267,249.42
Emergency Medical Services Total			\$.00	\$396,583.00	\$.00	\$267,249.42	\$267,249.42	\$267,249.42
Occupant Protection								
	OP-2015-22-01-00	Prairie View Prevention	\$.00	\$.00	\$.00	\$52,330.00	\$52,330.00	\$52,330.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$52,330.00	\$52,330.00	\$52,330.00
Pedestrian/Bicycle Safety								
	PS-2015-24-04-00	SDEMISC Bike Safety	\$.00	\$8,100.40	\$.00	\$40,502.00	\$40,502.00	\$40,502.00
Pedestrian/Bicycle Safety Total			\$.00	\$8,100.40	\$.00	\$40,502.00	\$40,502.00	\$40,502.00
Police Traffic Services								
	PT-2015-21-01-00	SDHP Crash Reduction	\$.00	\$86,140.00	\$.00	\$182,700.00	\$182,700.00	\$75,000.00
	PT-2015-21-06-00	Law Enforcement Liaisons	\$.00	\$.00	\$.00	\$79,193.80	\$79,193.80	\$.00
	PT-2015-21-07-00	Sioux Falls PD	\$.00	\$4,475.00	\$.00	\$19,538.00	\$19,538.00	\$19,538.00
	PT-2015-27-04-00	Law Enforcement Overtime	\$.00	\$75,000.00	\$.00	\$300,000.00	\$300,000.00	\$300,000.00
	PT-2015-27-06-00	Law Enforcement - Other	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$50,000.00
Police Traffic Services Total			\$.00	\$178,115.00	\$.00	\$631,431.80	\$631,431.80	\$444,538.00
Roadway Safety								
	RS-2015-30-01-00	Roadway Safety Committee	\$.00	\$.00	\$.00	\$17,500.00	\$17,500.00	\$.00
Roadway Safety Total			\$.00	\$.00	\$.00	\$17,500.00	\$17,500.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Safe Communities								
	SA-2015-24-01-00	Volunteers of America	\$.00	\$.00	\$.00	\$101,953.00	\$101,953.00	\$101,953.00
	SA-2015-24-05-00	Community Outreach	\$.00	\$.00	\$.00	\$84,646.00	\$84,646.00	\$.00
	SA-2015-24-08-00	Aberdeen Family YMCA	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	SA-2015-26-02-00	Seat Belt Survey	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	SA-2015-26-07-00	USD Business Research	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	SA-2015-26-08-00	Grant Management System	\$.00	\$.00	\$.00	\$72,000.00	\$72,000.00	\$.00
	SA-2015-28-01-00	Media Campaigns	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	SA-2015-28-06-00	Public Information Program	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$608,599.00	\$608,599.00	\$106,953.00
Speed Enforcement								
	SE-2015-27-01-00	Law Enforcement Equipment - Radar	\$.00	\$50,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	Speed Enforcement Total		\$.00	\$50,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	NHTSA 402 Total		\$.00	\$722,225.62	\$.00	\$1,926,383.63	\$1,926,383.63	\$1,111,572.42
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2015-26-03-00	TraCS/Web TraCS	\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$.00
	K9-2015-26-04-00	NEMSTIS	\$.00	\$.00	\$.00	\$25,800.00	\$25,800.00	\$.00
	K9-2015-26-05-00	Driver License Modification	\$.00	\$100,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	K9-2015-26-06-00	SDHP CAD/RMS System	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	408 Data Program Incentive Total		\$.00	\$100,000.00	\$.00	\$665,800.00	\$665,800.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$100,000.00	\$.00	\$665,800.00	\$665,800.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2015-20-08-00	Stop DUI	\$.00	\$263,249.00	\$.00	\$.00	\$.00	\$.00

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	K8-2015-21-02-00	SDHP Crash Reduction	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	K8-2015-21-04-00	Traffic Enforcement Training	\$.00	\$4,650.00	\$.00	\$14,600.00	\$14,600.00	\$.00
	K8-2015-21-05-00	SDHP DRE School	\$.00	\$107,272.00	\$.00	\$80,656.00	\$80,656.00	\$.00
	K8-2015-24-06-00	From The H.E.A.R.T.	\$.00	\$34,590.42	\$.00	\$34,590.42	\$34,590.42	\$34,590.42
	K8-2015-27-07-00	Law Enforcement - Other	\$.00	\$75,000.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
410 Alcohol SAFETEA-LU	Total		\$.00	\$484,761.42	\$.00	\$304,846.42	\$304,846.42	\$109,590.42
410 Alcohol SAFETEA-LU	Total		\$.00	\$484,761.42	\$.00	\$304,846.42	\$304,846.42	\$109,590.42
410 High Fatality Rate								
410 High Fatality Rate								
	KBFR-2015-27-02-00	Law Enforcement Equipment - Cameras	\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	KBFR-2015-27-03-00	Law Enforcement Equipment FST/PBT	\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
410 High Fatality Rate Total			\$.00	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
410 High Visibility								
410 High Visibility								
	K8HV-2015-21-03-00	SDHP Crash Reduction	\$.00	\$154,849.00	\$.00	\$129,231.00	\$129,231.00	\$60,000.00
	K8HV-2015-21-07-00	Sioux Falls PD	\$.00	\$294,755.00	\$.00	\$.00	\$.00	\$.00
	K8HV-2015-27-05-00	Law Enforcement Overtime	\$.00	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	K8HV-2015-28-02-00	Media Campaigns	\$.00	\$400,000.00	\$.00	\$.00	\$.00	\$.00
410 High Visibility Total			\$.00	\$1,049,604.00	\$.00	\$329,231.00	\$329,231.00	\$260,000.00
2010 Motorcycle Safety								
2010 Motorcycle Safety Incentive								
	K6-2015-25-01-00	Motorcycle Safety	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
154 Transfer Funds								
154 Alcohol								
	154AL-2015-24-01-00	Volunteers of America	\$.00	\$.00	\$.00	\$85,722.00	\$85,722.00	\$85,722.00
	154AL-2015-24-02-00	DSS Diversion Program	\$.00	\$.00	\$.00	\$110,000.00	\$110,000.00	\$110,000.00
	154AL-2015-24-03-00	DSS Prevention Program	\$.00	\$.00	\$.00	\$106,000.00	\$106,000.00	\$106,000.00
	154AL-2015-24-07-00	Mitchell Alcohol Task Force	\$.00	\$.00	\$.00	\$18,423.00	\$18,423.00	\$18,423.00
	154AL-2015-26-01-00	Mountain Plains Evaluation	\$.00	\$.00	\$.00	\$146,123.70	\$146,123.70	\$.00
	154AL-2015-26-08-00	Grant Management System	\$.00	\$.00	\$.00	\$128,000.00	\$128,000.00	\$.00
	154AL-2015-29-01-00	SESV Youth Simulator Project	\$.00	\$.00	\$.00	\$97,800.00	\$97,800.00	\$97,800.00
	154AL-2015-30-01-00	Roadway Safety Committee	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$742,068.70	\$742,068.70	\$417,945.00
154 Hazard Elimination								
	154HE-2015-21-07-00	Sioux Falls PD	\$.00	\$.00	\$.00	\$294,755.00	\$294,755.00	\$294,755.00
	154 Hazard Elimination Total		\$.00	\$.00	\$.00	\$294,755.00	\$294,755.00	\$294,755.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$1,036,823.70	\$1,036,823.70	\$712,700.00
164 Transfer Funds								
164 Alcohol								
	164AL-2015-20-01-00	Parents Matter	\$.00	\$.00	\$.00	\$126,486.00	\$126,486.00	\$126,486.00
	164AL-2015-20-03-00	Traffic Safety Resource Prosecutor	\$.00	\$.00	\$.00	\$145,000.00	\$145,000.00	\$.00
	164AL-2015-20-04-00	SDSU Safe Rides	\$.00	\$.00	\$.00	\$49,523.03	\$49,523.03	\$49,523.03
	164AL-2015-20-05-00	USD Safe Rides	\$.00	\$.00	\$.00	\$24,948.00	\$24,948.00	\$24,948.00
	164AL-2015-20-06-00	SDSMT Safe Rides	\$.00	\$.00	\$.00	\$28,490.00	\$28,490.00	\$28,490.00
	164AL-2015-20-07-00	Pennington County DUI Prosecutor	\$.00	\$.00	\$.00	\$230,906.00	\$230,906.00	\$230,906.00
	164AL-2015-20-08-00	Stop DUI-5th Circuit	\$.00	\$.00	\$.00	\$154,829.00	\$154,829.00	\$154,829.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	164AL-2015-20-09-00	Stop DUI - 6th Circuit	\$.00	\$.00	\$.00	\$108,420.00	\$108,420.00	\$108,420.00
	164AL-2015-20-10-00	Teen Court	\$.00	\$.00	\$.00	\$120,000.00	\$120,000.00	\$120,000.00
	164AL-2015-20-11-00	Northern State University	\$.00	\$.00	\$.00	\$83,818.48	\$83,818.48	\$83,818.48
	164 Alcohol Total		\$.00	\$.00	\$.00	\$1,072,420.51	\$1,072,420.51	\$927,420.51
164 Paid Media								
	164PM-2015-20-02-00	Parents Matter - Media	\$.00	\$.00	\$.00	\$80,000.00	\$80,000.00	\$80,000.00
	164PM-2015-28-03-00	Media Campaigns	\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	164PM-2015-28-04-00	SD Broadcasters	\$.00	\$150,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164 Paid Media Total		\$.00	\$150,000.00	\$.00	\$580,000.00	\$580,000.00	\$80,000.00
164 Hazard Elimination								
	164HE-2015-32-01-00	DOT Hazard Elimination	\$.00	\$.00	\$.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
	164 Hazard Elimination Total		\$.00	\$.00	\$.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
	164 Transfer Funds Total		\$.00	\$150,000.00	\$.00	\$3,152,420.51	\$3,152,420.51	\$2,507,420.51
	NHTSA Total		\$.00	\$2,706,591.04	\$.00	\$7,690,505.26	\$7,690,505.26	\$4,976,283.35
	Total		\$.00	\$2,706,591.04	\$.00	\$7,690,505.26	\$7,690,505.26	\$4,976,283.35

APPENDIX C

Assurances for Teen Traffic Safety Program

The State of South Dakota has no programming that fits the requirement to file Appendix "C"

FY2015 APPENDIX D

**Certifications and Assurances for National Priority
Safety Program Grants (23 USC 405)**

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

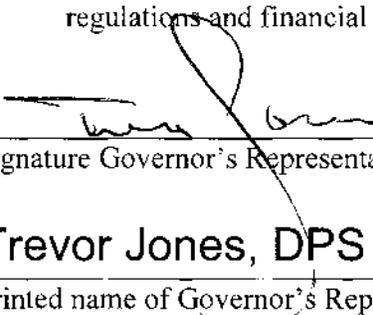
State: South Dakota

Fiscal Year: 15

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6-20-2014
Date

Trevor Jones, DPS Secretary

Printed name of Governor's Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as IISP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
- Legal citation(s):**

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

Legal citations:

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

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # 1 or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 2 or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 3 or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is Lee Axdahl, Director - Office of Highway Safety (Effective 6-6-2014).
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 4 or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # 5 _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/6/2011.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # ⁶ _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):
-

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

- Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

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

Legal citation(s):

AND

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

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment #
-

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #1:

TRCC Charter Document

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER
June 2012

A. MISSION

Provide strong, coordinated State leadership and resources to maximize the availability and application of data collected and analyzed for the benefit of highway safety planning.

B. GOALS

Ensure complete, accurate, and timely traffic safety data is collected, analyzed, and employed by decision-makers to reduce crashes, deaths, and injuries on South Dakota highways.

Support data improvements that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use at all levels of government.

C. AUTHORITY

The Secretary of the Department of Public Safety, acting in his capacity as Governor's Representative for Highway Safety, supports the establishment of a Traffic Records Coordinating Committee (TRCC) operating in collaboration with the Office of Highway Safety.

The Office of Highway Safety is responsible for the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action in South Dakota

Traffic records data is integral to the completion of the shared mission of members of the TRCC to reduce the number of fatalities, injuries, and the severity of injuries related to road trauma.

The TRCC will play a major role in ensuring a statewide Traffic Records System is implemented and maintained. The working level group of members will meet as required to promulgate and oversee projects required to enhance South Dakota's traffic records system.

The TRCC is an interagency, intergovernmental steering committee, established with a membership from:

- Department of Health, Public Health
- Department of Public Safety, Drivers Licensing
- Department of Public Safety, Emergency Medical Services
- Department of Public Safety, Highway Patrol
- Department of Public Safety, Motor Carrier Services
- Department of Public Safety, Office of Highway Safety/Accident Records
- Department of Revenue, Division of Motor Vehicles
- Department of Transportation
- Unified Judicial System

D. DUTIES AND RESPONSIBILITIES

The duties and responsibilities of the TRCC will include, but not be limited to:

- Provide a policy framework for the coordination, cooperation, and collaboration of activities targeted at improving and sharing traffic safety data while ensuring the protection of confidential information.
- Stimulate the creation and maintenance of a coordinated comprehensive statewide Traffic Records System providing data in an efficient, cost effective, and timely manner.
- Facilitate communication and cooperation between the member organizations and agencies represented on the TRCC and the state's Roadway Safety Committee.
- Develop recommended procedures to assist local and state agencies in understanding and accepting their mutual responsibilities and interdependence regarding the Traffic Records System.
- Recommend upgrades to reporting forms, format, and procedures to gather, maintain, and disseminate crash records/traffic records information.
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.
- Review laws pertinent to traffic records for consistency and conformity.
- Review the need for legislation to facilitate the development and operation of the Traffic Records System.
- Review and approve the South Dakota Traffic Records Strategic Plan as drafted by the Office of Highway Safety and the Roadway Safety Committee.
- Provide continuing evaluation for the Traffic Records System.

E. GOVERNORS REPRESENTATIVE FOR HIGHWAY SAFETY



Trevor Jones, Department Secretary
South Dakota Department of Public Safety

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #2:

TRCC Meeting Documents July 1, 2013 – June 30, 2014

Traffic Records Coordinating Committee
July 10, 2013

First Floor Conference Room – DPS Building

Agenda

1. Call to Order (Fergen)
2. Update for Visiting Participants (Axdahl)
3. Progress of WebTraCS software (Fergen)
4. Unified Judicial System on Odyssey Software (Grode)
5. Progress of e-ticketing from Highway Patrol (Miller)
6. Other Discussion
7. Adjournment

Traffic Records Coordinating Committee meeting, July 10 2013:

Attendees included: Nicole Frankl, Deb Hillmer, Kent Grode, Kristi Kogel, Nancy Allard, Marilyn Rutz, Lee Axdahl, Rick Miller, Cindy Gerber, and Chuck Fergen,

I. Call to Order:

Axdahl asked for each to introduce them and then gave the general premise for the reasoning why a TRCC is important to South Dakota. A handout of the most recent Highway Safety Plan funding source sheets and progress of data improvement was given to each attendee.

II. Review of TraCS progress within South Dakota utilizing Web Based technology:

Fergen gave very brief historical picture of what South Dakota has done thus far with the TraCS software, the number of agencies and when most started to utilize the software. The State LE agencies have several versions of TraCS. Within the next year or so, all LE agencies will be utilizing the Web TraCS (Web Based version) while also getting those remaining agencies that are still utilizing the paper manual reporting system. The Web based version helps to set the tone for other interactive systems in the state. This will accelerate other systems sharing information which is the goal of the TRCC project.

III. Discuss of future e-ticketing linkage with UJS:

Grode gave an update as to where UJS is with the Odyssey database system and then some insight as to the order of which agencies will be brought on board with the e-ticketing phase as well as other programs for filing cases, payments etc.... The South Dakota Highway Patrol has made great strides on e-ticketing and those law enforcement agencies on the TraCS system are not that far behind.

IV. Discussion:

Some thought as to how the e-ticketing will work via signature pad for the offender and just the general order as to how current practices can be conformed to meet the electronic version and get the largest amount of automation output. Also the Odyssey systems should move the driver court data to the Driver's License data base. Some questions were to be researched as how other States are dealing with the Offender signature (promise to appear) and the notary of such ticket from the Officer.

Next meeting is to be Thursday, Oct 3, 2013 with agenda sent out about one month prior.

**South Dakota TRCC Meeting
Wednesday - October 3, 2013**

**First Floor Conference Room
DPS Building**

Agenda

- I. Update on DPS Driver Licensing Software Upgrade (Gerber)**
- II. Update on WebTRACS (Fergen)**
- III. Update on e-Ticketing utilizing WebTRACS (Fergen)**
- IV. Other Business**

TRCC Meeting Minutes October 3, 2013

The meeting got underway at 2PM in the First Floor Conference Room in the Sutherland Office Building.

Update of DPS Driver Licensing Software

Arin Diedrich and Cindy Gerber are the information sources for this project. South Dakota Driver Licensing Pierre office has been working on this project for many months and is the process of having the Bureau of Information Technology (BIT) rewrite the software from an antiquated mainframe application to a Windows, web-based system.

The software project has been broken into several different component projects and will be upgraded by different BIT teams.

Driver Licensing has collaborated with other offices like Accident Records to make sure the integration capabilities are ongoing and improved.

Update on WebTRACS progress in South Dakota

Right now, WebTRACS is a functional piece of software that allows police agencies to use the web to report crashes instead of going through a Toughbook application that needs to be installed on each and every laptop using either TraCS 7.3 or TraCS 10.0.

The South Dakota Highway Patrol is not going to switch to WebTRACS for some time because they have a completely functional capability with TraCS 10.0 and they are very happy with it. WebTRACS is being installed on all other NEW law enforcement installations and replacing TraCS 7.3 as is practical for our installation crews.

Update on e-ticketing through WebTRACS

Electronic ticketing capability has been built into the TraCS modules and is fully functional at this point. We hope to begin adding law enforcement agencies to electronic ticketing as soon as we can get UJS on board with the concept of doing this through TraCS software. UJS is open to this and we will begin asking for volunteer agencies to move the project forward.

Other Business

Axdahl informed the group of upcoming events with NHTSA and the need to reauthorize the program and will have more information at our January meeting.

Respectfully submitted,
Chuck Fergen – TRCC Coordinator.

South Dakota TRCC Meeting
Thursday – January 30, 2014

First Floor Conference Room
DPS Building

Agenda

1. Need to update Strategic Plan (Axdahl)
2. What are expectations for MAP21 and new authorization (Axdahl)
3. Any new projects for upcoming grant cycle (Fergen)
4. Budget authority discussion (Lemieux)
5. Other discussion

**TRCC Meeting Minutes
January 30, 2014**

The meeting got underway at 2:10 PM in the First Floor Conference Room in the Sutherland Office Building. A summary of the discussion is as follows:

Need to Update the Strategic Plan

Lee Axdahl told the group that we would be applying for funding under §405(c) for the upcoming federal fiscal year of 2015. Because of that, we need to be moving ahead with a number of different things to qualify for the funding. One of them is the requirement to update its Strategic Plan (see handout) by writing brief narrative in the document outlining what progress has been made that year on each recommendation from its most recent assessment. This should be completed by our April meeting and approved for submission in our NHTSA application. There are not that many updates to make, but the plan needs to be updated each year.

Expectations for MAP-21 and Possible New Authorization

Lee Axdahl provided background on what is occurring in terms of MAP-21, an extension or reauthorization, and status of the highway trust fund.

Axdahl has been invited to talk with Senator Thune about South Dakota and NHTSA when he travels to Washington DC for GHSA meetings the second week of March.

New Projects for Upcoming Grant Year?

There are no projects other than the ones we have been working on for a couple of years to prepare for in the new federal 15 grant year. Highway Safety and Accident Records are down a couple of FTE's and everyone has their hands full.

Budget Authority

This topic was going to be discussed but will be put off until a later date. We need to be careful of state budget authority as it relates to our grant projects.

Respectfully submitted,
Chuck Fergen – TRCC Coordinator.

South Dakota TRCC Meeting
Tuesday – April 29, 2014

1st Floor Conference Room – 2PM
DPS Building

Agenda

1. Review new Strategic Plan language
2. Approve new Strategic Plan language
3. Review MAP21 Extension or Reauthorization language
4. Other discussion

**South Dakota TRCC Meeting Minutes
April 29, 2014**

DPS Pierre -- 1st Floor Conference Room
2:00 PM

1. Review Updated Strategic Plan

Brief discussion on revised language and what may be expected in federal fiscal 16.

2. Approve Updated Strategic Plan

Unanimous support for document.

3. MAP-21 Extension or Reauthorization

Lee Axdahl recounted his discussion with Senator Thune and members of the Senate Commerce Committee. The Senator continues to be extremely concerned about the increasingly prescriptive nature of the federal regulators and the burdens that this places on states large and small.

4. Other Discussion

Chuck Fergen announced his plan to retire from South Dakota government service on June 6, 2014. Discussion. Need to replace Chuck on TRCC when his replacement is up-to-speed.

South Dakota TRCC Meeting Schedule
Federal Fiscal Year 2015

<u>Day</u>	<u>Date</u>	<u>Location</u>
Thursday	July 24, 2014	DPS ⁽¹⁾
Thursday	October 23, 2014	DPS
Thursday	January 29, 2015	DPS
Thursday	April 23, 2015	DPS

Notes:

(1) All meetings are scheduled to be held at 2PM CST at the Sutherland Public Safety Building unless otherwise noted by group email.

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #3:

TRCC Membership and the Organization Represented

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
Executive and Working Level Members

As of June 2014

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	Director of Driver Licensing, Department of Public Safety
Angela Lemieux *	Director of Administrative Services, Department of Public Safety
Craig Price	Colonel of Highway Patrol, Department of Public Safety
Nancy Allard	Director of Court Services, UJS
Peggy Laurenz	Director of Motor Vehicles, Department of Revenue
Lee Axdahl **	Director of Highway Safety, Department of Public Safety
Leah Svendsen *	Management Analyst, Highway Safety, Department of Public Safety
Mike Behm	Safety Engineer, Department of Transportation
Lois Goff *	Statistical Program Manager, Accident Records, DPS
John Broers	Captain, Highway Patrol Motor Carrier, Department of Public Safety
Marty Link	Injury Surveillance, Department of Health

(*) - Denotes member of the working level membership

(**) - Denotes Traffic Records Coordinating Committee - Coordinator

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #4:

State of South Dakota Strategic Plan



Traffic Records System Strategic Plan 2012-2015

As Revised May 1, 2014

**Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501**

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Overview

Highway safety information systems provide the information which is critical to the development of policies and programs that maintain the safety and the operation of the nation's roadway transportation network. Highway safety information systems form a "Traffic Records System" which provides the information base for the management of the highway and traffic safety activities of a state and its local subdivisions.

There are six core components of the South Dakota Traffic Records System:

- Crash Records
- Roadway Data
- Vehicle Registration
- Driver Licensing
- Injury Surveillance Data
- Citations and Adjudication

The Traffic Records System provides information about people, property, and locations involved in crashes and the factors that may have contributed to the crashes. The Office of Highway Safety, assisted by the Traffic Records Coordinating Committee, uses the Traffic Records System information to improve highway safety in South Dakota. The quality of the information in the Traffic Records System is determined by the following performance areas:

- Timeliness
- Consistency
- Completeness
- Accuracy
- Accessibility
- Data Integration

In 2010, South Dakota requested the National Highway Traffic Safety Administration (NHTSA) to perform a Traffic Records System Assessment. The 2012-2015 Strategic Plan addresses recommendations made in the 2011 Assessment as well as issues identified by the members of the Traffic Records Coordinating Committee.

The Department of Public Safety, Office of Highway Safety, administers a grant provided by the National Highway Traffic Safety Administration (NHTSA) which provides funding for some of the Traffic Records System components and overall coordination of the System. As part of the requirements of NHTSA grant funding, South Dakota provides the following certification of compliance with grant guidelines.

State Traffic Safety Information System Improvement Grant
23 U.S.C. 408

Subsequent Year Certification

State or Commonwealth: South Dakota

Fiscal Year: FFY13

I hereby certify that the State has:

- Had an Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years;
- A TRCC that continues to operate and supports the Strategic Plan; and
- Adopted and is using the MMUCC and NEMSIS data elements, or that 408 grant funds it receives will be used toward adopting and using the maximum number of MMUCC and NEMSIS data elements as soon as practicable; and that the State will make available or provide to NHTSA:
- A Current Report or Annual Report demonstrating the State's measurable progress in implementing the Strategic Plan;
- An Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years; and
- To the extent that the TRCC charter or membership has changed since the State's previous 408 application, an updated charter or membership list; and that, if awarded Section 408 grant funds, the State will:
- Use the funds only to evaluate, improve and link its highway safety data and traffic records systems, in accordance with the eligible uses detailed in 23 U.S.C. 408;
- Administer 408 grant funds in accordance with 49 C.F.R. Part 18; and
- Maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

**NO LONGER APPLICABLE
UNDER MAP-21**

Governor's Highway Safety Representative

Date

Evaluation

An assessment of the Traffic Records System once every five years was one of the requirements of the NHTSA 408 Traffic Records Improvement grant and this provision continues under the new MAP-21 authorization. South Dakota had an assessment performed in 2011; the recommendations from this assessment form the basis of this Strategic Plan.

Funding

Some of the components of the Traffic Records System are administered outside the Department of Public Safety and have their own funding source for operations. Some components are in the Department of Public Safety and are funded through fees, such as Driver Licensing, or other federal funding such as the Emergency Medical Services Program.

Funding to support improvement of the Traffic Records System was provided on a competitive grant through NHTSA, referred to as "Section 408" funding. This grant is administered by the Department of Public Safety, Office of Highway Safety. The amounts available to states under Section 408 are: \$300,000 for the first year and \$500,000 each year thereafter, under the five year funding cycle of SAFETEA-LU which ran from 2006-2010.

Traffic Records Coordinating Committee

The Executive Traffic Records Coordinating Committee (TRCC) has a membership that includes managers, collectors, and users of traffic records as well as public health and injury control systems, and the authority to approve the State's Strategic Plan.

The TRCC includes representatives from: highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, motor carrier agencies. Members of the TRCC have the authority to review the state's highway safety data and traffic records systems and to review changes to these systems before the changes are implemented. The TRCC provides a forum for the discussion of highway safety data and traffic records issues; the TRCC can report highway safety issues to the agencies and organizations in the State that create, maintain and use highway safety data and traffic records. The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system. The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations. And the TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

The TRCC members listed below have reviewed and approved the Charter, which follows, and the Traffic Records Strategic Plan.

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
Executive and Working Level Members
Updated June 2014

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	Director of Driver Licensing, Department of Public Safety
Angie Lemieux *	Director of Administrative Services, Department of Public Safety
Craig Price	Colonel of Highway Patrol, Department of Public Safety
Nancy Allard	Director of Court Services, UJS
Peggy Laurenz	Director of Motor Vehicles, Department of Revenue
Lee Axdahl **	Director of Highway Safety, Department of Public Safety
Leah Svendsen *	Management Analyst, Highway Safety, Department of Public Safety
Mike Behm	Safety Engineer, Department of Transportation
Lois Goff *	Statistical Program Manager, Accident Records, DPS
John Broers *	Captain, Highway Patrol Motor Carrier, Department of Public Safety
Marty Link	Injury Surveillance, Department of Health

(*) - Denotes member of the working level membership

(**) - Denotes Traffic Records Coordinating Committee - Coordinator

**STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

June 2012

A. MISSION

Provide strong, coordinated State leadership and resources to maximize the availability and application of data collected and analyzed for the benefit of highway safety planning.

B. GOALS

Ensure complete, accurate, and timely traffic safety data is collected, analyzed, and employed by decision-makers to reduce crashes, deaths, and injuries on South Dakota highways.

Support data improvements that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use at all levels of government.

C. AUTHORITY

The Secretary of the Department of Public Safety, acting in his capacity as Governor's Representative for Highway Safety, supports the establishment of a Traffic Records Coordinating Committee (TRCC) operating in collaboration with the Office of Highway Safety.

The Office of Highway Safety is responsible for the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action in South Dakota

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The TRCC will play a major role in ensuring a statewide Traffic Records System is implemented and maintained. The working level group of members will meet as required to promulgate and oversee projects required to enhance South Dakota's traffic records system.

The TRCC is an interagency, intergovernmental steering committee, established with a membership from:

- Department of Health, Public Health
- Department of Public Safety, Drivers Licensing
- Department of Public Safety, Emergency Medical Services
- Department of Public Safety, Highway Patrol
- Department of Public Safety, Motor Carrier Services
- Department of Public Safety, Office of Highway Safety/Accident Records
- Department of Revenue, Division of Motor Vehicles
- Department of Transportation
- Unified Judicial System

D. DUTIES AND RESPONSIBILITIES

The duties and responsibilities of the TRCC will include, but not be limited to:

- Provide a policy framework for the coordination, cooperation, and collaboration of activities targeted at improving and sharing traffic safety data while ensuring the protection of confidential information.
- Stimulate the creation and maintenance of a coordinated comprehensive statewide Traffic Records System providing data in an efficient, cost effective, and timely manner.
- Facilitate communication and cooperation between the member organizations and agencies represented on the TRCC and the state's Roadway Safety Committee.
- Develop recommended procedures to assist local and state agencies in understanding and accepting their mutual responsibilities and interdependence regarding the Traffic Records System.
- Recommend upgrades to reporting forms, format, and procedures to gather, maintain, and disseminate crash records/traffic records information.
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.
- Review laws pertinent to traffic records for consistency and conformity.
- Review the need for legislation to facilitate the development and operation of the Traffic Records System.
- Review and approve the South Dakota Traffic Records Strategic Plan as drafted by the Office of Highway Safety and the Roadway Safety Committee.
- Provide continuing evaluation for the Traffic Records System.

E. GOVERNORS REPRESENTATIVE FOR HIGHWAY SAFETY

Copy – See Signature on Official Document

Trevor Jones, Department Secretary
South Dakota Department of Public Safety

Crash reports are submitted by law enforcement agencies to the Office of Highway Safety / Accident Records, the official custodian of the state's crash file. Data is stored in the South Dakota Accident Records System (SDARS). Electronic filing has been used by the state's Highway Patrol since fall 2007. Plans include expanding electronic crash report filing to police departments and sheriff offices with the development of an interface software linking SDARS to local data collection software and purchase of needed equipment.

The crash reports document the time, location, environment, and characteristics (sequence of events, rollover, etc.) of a crash. Through links to the crash-involved segments of roadway, vehicle, and driver information, the crash report component identifies the roadways, vehicles, and people (drivers, occupants, pedestrians) involved in the crash and documents the consequences of the crash (fatalities, injuries, property damage, and violations charged). In addition to providing information on a particular crash, crash reports can be analyzed by categories: person characteristics (e.g., age or gender), location characteristics (e.g., roadway type or specific intersections), vehicle characteristics (e.g., condition and legal status), and the interaction of various components (e.g., time of day, day of week, weather, driver actions, pedestrian actions, etc.).

Approximately 17,000 crashes are reported each year. A multi-step data management/data entry process is used to register, scan, key, verify, validate, and certify crash reports received from law enforcement agencies.

The Model Minimum Uniform Crash Criteria (MMUCC) provides a guideline for a suggested minimum set of data elements to be collected for each crash. Additional information should be collected (as necessary) for crashes involving an injury or fatality to meet the requirements for tracking and analysis for the state, and other systems (e.g., the Fatality Analysis Reporting System).

The MMUCC guideline and ANSI D-16.1 standard are used to establish and update the crash report form contents and data element definitions. The accident report revision of 12/11/03 included many of the MMUCC and Commercial Vehicle Analysis Reporting System data elements.

The state participates in the Fatality Analysis Reporting System (FARS) and the SafetyNet/MCMIS programs providing data to the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration. Separate processes within SDARS for handling reports of crashes involving a fatality or a reportable truck/bus/hazardous material crash have been implemented to ensure that data submissions meet federal requirements. SafetyNet data are automatically downloaded from the SDARS to MCMIS. The OHS staff makes copies of fatal reports and forward them to the FARS Analyst for entry into FARS.

The crash file is integrated with many of the other systems in the State such as: dRoad, Social Services, CarFax, PONTIS, Driver License, Vehicle Registration, and SafetyNet. Locating of crashes by law enforcement and the staff at OHS using the ILT is efficient and accurate.

Performance measures relevant to crash records and status:

- **Timeliness** – the information should be available within a time frame to be currently meaningful for effective analysis of the state’s crash experience, preferably within 90 days of a crash.
 - **Status:** Most law enforcement agencies with the exception of those from tribal nations meet the timeliness requirements for submission of crash reports to the Office of Highway Safety (OHS).
- **Consistency** – the information should 1) be consistent with nationally accepted and published guidelines and standards, such as Model Minimum Uniform Crash Criteria (MMUCC) and 2) be consistent among reporting jurisdictions, i.e., the same reporting threshold should be used by all jurisdictions and the same set of core data elements should be reported by all jurisdictions.
 - **Status:** The crash data are considered consistent with MMUCC and ANSI D-16.1. A NHTSA MMUCC review showed the crash report to be 95 percent MMUCC compliant.
- **Completeness** – all reportable crashes throughout the state should be available for analysis and all variables on the individual crash records should be completed as appropriate.
 - **Status:** Most of the South Dakota reportable crashes are received by the OHS. In general, there is uneven crash reporting response by the tribal nations in the State. The South Dakota Department of Transportation (SDDOT) has conducted a study to identify the reasons for poor crash reporting by the tribes.
- **Accuracy** – the state should employ quality control methods to ensure accurate and reliable information to describe individual crashes (e.g., feedback to jurisdictions submitting inaccurate reports) and the crash experience in the aggregate (e.g., edit checks in the data entry process).
 - **Status:** The South Dakota Accident Reporting System (SDARS) data entry and imaging processes have extensive edit checks during entry of crash data resulting in a data system that is very accurate. The OHS record in locating crashes using the Incident Locator Tool (ILT) is outstanding.

- Accessibility – the information should be readily and easily accessible to the principal users of these databases containing the crash information for both direct (automated) access and periodic outputs (standard reports) from the system.
 - Status: The OHS provides annual data, trends, and monthly or special reports upon request, and annual data and trends are available online through its website. Crash mapping by county is available online. The Department of Transportation is currently developing new query tools to make crash data even more accessible.
- Data Integration – crash information should be capable of linkage with other information sources and use common identifiers where possible and permitted by law.
 - Status: Linkage exists between the crash file and the following traffic records system databases: Driver License, Vehicle Registration, SafetyNet, dRoad, Social Services, CarFax, and PONTIS (bridge).

2011 Traffic Records Assessment strategies to implement:

- **Develop better methods of program evaluation to include statistical data analyses and use of additional normalizing factors. (This was recommended in the 2006 assessment.)**

Action: This is a program "constant" and is something we consistently do in the office although not to the satisfaction of the team member making this recommendation.

Performance Area: C-A-1

- **Reevaluate the timeline established for the completion of the New World crash report and data submission interface. It may be unrealistic to achieve by July 2011.**

Action: This interface is scheduled to be complete by September 1, 2014.

Performance Area: C-I-1

- **Continue efforts of outreach to the tribal law enforcement agencies and leverage a tribal law enforcement agency spokesperson to assist in the effort of having the remaining South Dakota tribes adopt TraCS.**

Action: This is an on-going effort of the Office of Highway Safety.

Performance Measure: C-T-2

- **Charge the TRCC to assist in outreach to non-conforming local, county and tribal agencies not yet using TraCS and to evaluate any obstacles preventing them from adopting TraCS.**

Action: This is not a TRCC responsibility. It is an OHS/OAR responsibility.

Performance Measure: C-I-1

- **Consider documenting all occupant information including name, address, age, and seat position regardless of injury.**

Action: Under consideration.

Performance Measure: ?

- **Finalize efforts with New World Systems, Inc. to either develop their crash application to meet the SDARS Information Exchange Packet Documentation (IEPD) and validation rule requirements or convince New World customer agencies to adopt TraCS while encouraging New World management to build the interface to accept instead TraCS data fields into the New World RMS.**

Action: The OHS will work with Accident Records staff to implement this recommendation by July 1, 2014.

Performance Measure: C-I-1

- **Focus as much energy, effort and resources as possible on implementing WebTraCS statewide.**

Action: WebTraCS is available statewide in South Dakota

Performance Measure: C-T-1

- **Formalize the quality control program. In particular, the following features of the current quality control program could be enhanced:**
 - **Keep a log of errors and their frequency of occurrence.**
 - **Provide feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs**
 - **Conduct periodic audits of crash reports for logical consistency between the narrative, diagram and the coded information on the form.**
 - **Provide data quality reporting to stakeholders including the TRCC and safety decision makers who are using the crash data.**
 - **Develop a formal training curriculum to address the deficiencies experienced in documenting CMV crashes and provide metrics for monitoring and gauging the value and performance of this effort.**

Action: This quality control program will be reviewed and implemented by September 1, 2014.

Performance Measure: C-A-1

- **Develop a set of standard quality control metrics guided by NHTSA's Model Performance Measures for State Traffic Records System.**

Action: This recommendation will be reviewed by TRCC members.

Performance Measure: C-U-1

Roadway information includes roadway location, identification, and classification as well as a description of a road's total physical characteristics and usage, which are tied into a location reference system. Linked safety and roadway information are valuable components in support of a state's construction and maintenance program development. Ideally, a location reference system should be used to link the various components of the roadway information system.

The South Dakota Department of Transportation (SDDOT) is responsible for the maintenance of 7,810 miles of the state's 83,000 miles of public roads. Of the 7,810 miles of state-system roads, 679 miles are Interstate highways and 3,018 are National Highway System roads.

The SDDOT maintains a database of information on operational and geometric characteristics for the state highway system. The Department collects information on road profile, rut depth, slab faulting, and pavement strength. These indicators are utilized in preparing the annual highway needs analysis/construction program, and aid in pavement design and management, the highway improvement program, structural adequacy for load limit posting, and features planning. Also, physical information from highway construction and maintenance projects are inventoried, and updates are made to the Roadway Information System (RIS) files (Mileage Reference Marker, Roadway Features, Intersection, etc.).

The SDDOT also maintains information related to vehicle travel and a bridge inventory file.

In addition to the state highway system database, the SDDOT also maintains a database of physical and administrative information for off-state system public roads. Through contracts with Planning and Development Districts and Councils of Local Government, the SDDOT asks all entities that have jurisdiction of roads to report new, reconstructed, and vacated roads, and physical changes. This file is not as complete as the RIS file with a limited subset of geometric and traffic data collected on the 75,000 miles of off-system roads.

The SDDOT's Linear Reference System (LRS) is mileage based, GIS enabled system. The use of Mile Reference Marker (MRM) and latitude/longitude coordinates with the MRM are primary ways to locate data on the state highway system. The Department is trending toward the use of coordinates as a display option in the LRS because of its versatility and commonality amongst GIS users of public road data.

The establishment of a GIS enterprise platform for all road data with latitude/longitude coordinates will not only provide all offices of SDDOT with a state-of-the-art safety analysis tool. It will also facilitate the inclusion of the entire public road system into a statewide database of road and traffic characteristics data.

The GIS database will allow a user to select specific types of crashes either system-wide or within a geographic area to help define priorities for particular countermeasure programs. For example, a system-wide selection of rural roadway run-off-road crashes could be selected and then mapped to indicate problem areas. The GIS capability will also serve the analysis needs of the Strategic Highway Safety Planning process now underway in SDDOT.

SDDOT relies on the electronic file of crash data created and maintained by the Office of Highway Safety /Accident Records based in the Department of Public Safety (DPS) for the information to support their major road safety programs. This system, the South Dakota Accident Record System (SDARS), is a joint venture of the SDDOT and the OHS with primary funding for the system coming from the SDDOT.

The Roadway Safety Improvement (RSI) program identifies locations on all public roads where five or more crashes occur during the most recent three-year period. A crash rate is calculated to further define potential locations for study. The location's physical condition and crash patterns are analyzed for possible improvement countermeasures. Benefit/cost ratios are also calculated. The benefit/cost ratio is the major determinant for project selection. The RSI program receives \$2.5 million of Federal Hazard Elimination Funds allocated annually for implementing improvements at locations on public roads where there is a high crash history.

SDDOT receives many requests each year for traffic related assistance from local governments who do not have traffic safety engineering personnel on their staffs. The SDDOT has a dedicated person to provide assistance to local government entities for safety programming and traffic engineering services.

Performance measures relevant to roadway data and status:

- Timeliness - information should be updated as required to produce valid analysis. This implies that changes on the roadway (e.g., physical and administrative changes) should be available for analysis within the year of change.
 - Status: Roadway inventory files with any physical and administrative change are updated annually. The roadway files are timely for South Dakota Department of Transportation business uses.
- Consistency – the same data elements should be collected over time and for various classes of roadways.
 - Status: Data are comparable in content from year to year and do not present a problem in analysis or evaluation efforts.

- Completeness – the information should be complete in terms of the miles of roadway, the traffic way characteristics, the highway structures, traffic volumes, traffic control devices, speeds, signs, etc.
 - Status: The SDDOT updates the state highway system database annually to reflect all construction that occurred within the year which assures a high level of completeness. The off-system road network inventory is updated annually. Through annual contracts with Planning and Development Districts and Councils of Local Government, the SDDOT asks all entities that have jurisdiction of roads to report new, reconstructed, vacated roads, and physical changes.
- Accuracy – the state should employ methods for collecting and maintaining roadway data that produces accurate data and should make use of current technologies designed for these purposes.
 - Status: All common features and characteristics (attribute data) in the roadway inventory files are required to be maintained within the accuracy standards prescribed for that attribute. The accuracy standards vary depending on what is being measured. Location data are accurate within the nearest 0.01 of a mile.
- Accessibility – The information should be readily and easily accessible to the principal users of these databases containing the roadway information for both direct (automated) access and periodic outputs (standard reports) from the files.
 - Status: Access to SDDOT files is provided to legitimate business users on request. Requests are reviewed and honored if there is no legal or policy limitation.
- Data Integration - In order to develop viable traffic safety policies and programs, the roadway information must be linked to other information files through common identifiers such as location reference point. Integration should also be supported between state and local systems.
 - Status: All state-maintained roadway files can be linked via the location referencing system. However, location of attributes on local roads can be a problem where no location reference exists or where multiple location references are used.

2011 Traffic Records Assessment strategies to implement:

- **Accelerate current efforts to include more roadway features data for local roads in the Roadway Environment System (RES).**

Action: No action planned at this time.

Performance Measure: R-C-3

- **Develop a strategy to address enhancements and/or modifications to the Roadway Information System (RIS) and the Non-State Trunk Road Inventory (NSTRI) for the use of analytic software tools recommended in the Highway Safety Manual, in particular, Safety Analyst. This strategy should be presented to the TRCC for inclusion in the traffic records strategic plan.**

Action: This strategic recommendation will be discussed by the TRCC in state fiscal year 2015 for potential action.

Performance Measure: R-I-1

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Vehicle information includes information on the identification and ownership of vehicles registered in the state. Data should be available regarding vehicle make, model, Vehicle Identification Number (VIN), year of manufacture, body type, weight, and the information needed to support analysis of vehicle-related factors which may contribute to a state's crash experience. Such analyses would be restricted to crashes involving in-state registered vehicles only.

This information should also be available for commercial vehicles and carriers which may be registered in other states, but which are licensed to use the public roadways in the state.

The Motor Vehicle Division (MVD) of the South Dakota Department of Revenue maintains the vehicle registration and title file for approximately 1.2 million registered and titled motor vehicles. Commercial vehicles are included in the database and in the total.

Registrations and title applications are processed by the County Treasurers in 66 counties. All counties process transactions online in real time. Issuance of titles is accomplished by the central MVD office. Irregular registrations are processed in the MVD headquarters offices. Registration and title applications ask for the owner name, but exact name conventions are not a requirement. The application does require the South Dakota driver license number, South Dakota Identification number or the Social Security Number. Odometer readings are captured when vehicles are titled (including title transfers).

In July 2008 the registration and title system was revised in connection with implementing a change in the basis on which license plates are transferred when ownership changes—plates will follow owners rather than vehicles.

The scope of information on all vehicles, private and commercial, meets the recommendations from NHTSA and is adequate for participation in the American Association of Motor Vehicle Administrators (AAMVA) applications.

VINs are validated by running the R. L. Polk VINA program and a special module, VINCIC, which is used to extract the vehicle descriptors and to populate the vehicle database using the National Crime Information Center (NCIC) codes and standard terminology. MVD participates in the National Motor Vehicle Title Information System (NMVTIS) and has been in full production since May 2004. Title brands from other states are retained in the vehicle file, and they are collected on the title application documents. Insurance companies, and recyclers are required to report salvage and junk information to NMVTIS.

Beyond maintaining the information necessary for the vehicle registration and title functions, the information from the file supports inquiries on individual records from

law enforcement, other government entities, and authorized commercial businesses. Personal information is restricted for public inquiries according to the stipulations of the South Dakota vehicle code and the Driver Privacy Protection Act (DPPA).

MVD applies a 2-D bar code to the vehicle registration document and uses the standard established by AAMVA. Coordination was planned with law enforcement prior to implementing this feature.

The file is linked with the driver file, the crash database query system, the Equipment Management System, and the Commercial Vehicle Information Systems and Networks (CVISN).

Performance measures relevant to Vehicle Information and status:

- Timeliness – information should be updated at least annually.
 - Status: The registration file is updated in real time.
- Consistency – The same data elements should be collected over time and they should be consistent with the data elements contained in the other components of the traffic records system.
 - Status: The file contains the data content recommended by the Advisory and required for AAMVAnet support.
- Completeness – The information should be complete in terms of the vehicle ownership, registration, type, VIN, etc. For commercial vehicles, completeness also involves collection and availability of standard data elements (such as the NGA elements, a set of data developed and recommended by the National Governors' Association for collection of data from crashes involving commercial vehicles).
 - Status: Odometer readings are captured when vehicles are titled.
- Accuracy – The state should employ methods for collecting and maintaining vehicle data that produces accurate data and should make use of current technologies designed for these purposes.
 - Status: The VINA software is used to enhance the accuracy of VINs and the descriptions of vehicles using the NCIC codes and reference tables.
- Accessibility – The information should be readily and easily accessible to the principal users of these databases containing the vehicle information for both direct (automated) access and periodic outputs (standard reports) from the system, within the parameters of confidentiality.

- Status: The file information is accessible to users in accordance with the terms of the required contracts for access and is available to other users consistent with the requirements of the Driver Privacy Protection Act.
- Data Integration – Vehicle information should be capable of linkage with other information sources and use common identifiers (e.g., VIN, Crash Reports Number, etc.) where possible and permitted by law.
 - Status: The file is linked with the driver file, the crash database query system, the Equipment Management System, and the Commercial Vehicle Information Systems and Networks (CVISN).

2011 Traffic Records Assessment strategies to implement:

- **Assess the feasibility of capturing the driver license or ID number of the vehicle owner in the vehicle file, if it is not already being done, and of providing that information to law enforcement when the request vehicle information based on the plate number.**

Action: The Department of Revenue does this already except those out-of-state applicants that furnish us with the SSN.

Performance Measure: V-I-1

The Driver Licensing Program (DLP) of the Department of Public Safety (DPS) maintains the file of active driver records including commercial drivers. The file contains descriptive information that includes personal identification, driver license number, type of license, license status, driver restrictions, convictions for traffic violations, crash history, driver improvement or control actions, and driver education data. Learner permits and provisional licenses (restricted minor's permits) are contained in the file. Driver education information is flagged to indicate successful completion of a driver education course if the course is used to waive testing at the driver exam station. Driver histories from previous states of record are included in the driver file for commercial vehicle operators and non-commercial drivers.

South Dakota has a graduated license law and provides information about the program and its requirements on the DLP web site. South Dakota does not have an administrative license revocation program that withdraws a license immediately following a DUI arrest. A law implemented in July 2006 mandates that drivers arrested for drinking while driving cannot refuse a blood alcohol test.

The information in the driver file supports the functions of license issuance and driver control. In addition, this file is used in support of the Problem Driver Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS).

Crash involvement is posted to the driver file; the process is automatic during creation of a record in the crash file. BAC data are not recorded in the driver file from either crash reports or convictions from the courts.

Convictions are submitted electronically by all courts through the Unified Judicial System's (UJS) Criminal Justice Information System (CJIS). UJS is in the process of converting CJIS to a new Odyssey case management system. The last two circuits will be converted to Odyssey in June of this year. Cited charges, if different from the conviction charge, are not reported to driver file. The program for first DUI offenders is aware that many potential clients are missed because "first DUI offenses" are often pled down to lesser offenses.

There is citation accounting in the CJIS and Odyssey to assure that cases are tracked to conclusion and convictions are reported to the driver file. Judges have the discretion to withhold convictions from the DLP pending the completion of a court requirement and the conviction would then be sealed through a suspended imposition of sentence or a suspended execution of sentence. One suspended action is allowed for life. A prosecutor can observe the fact that there is a sealed record and then may access the record for enhancement of a case. The DLP, however, is not supposed to know of or create a record of the sealed conviction unless a judge orders a withdrawal and sends the order manually. In such cases, the DLP is aware of the suspended action and reportedly may or may not be able to

know details of the conviction. These irregularities inhibit the identification of repeat DUI offenders and result in some repeat DUI offenders being treated as first DUI offenders.

The use of a suspended imposition of sentence or a suspended execution of sentence is not allowed for commercial drivers.

The courts rely on the driver histories which are normally obtained by prosecutors. Prosecutors typically obtain driver histories from the DLP. Judges and prosecutors can access driver histories directly when authorized by UJS and DLP.

The DLP uses the Social Security On-Line Verification process and the SAVE file for inquiring about non-US citizens. Within the constraints of South Dakota's motor vehicle code and the DPPA the driver file serves a variety of users.

Summaries of the driver file provide management and statistical information.

A 2-D barcode is placed on the back of the driver license card which has been enhanced with new security features.

Performance measures relevant to Drivers Licensing and status:

- Timeliness - routine license issuance information should be updated at least weekly. Adverse actions (license suspension, traffic conviction) should be posted daily.
 - Status: The file is updated continuously with newly issued and renewed licenses processed through Driver License Program (DLP) offices in the major cities. A variety of arrangements enable counties and two cities to process driver license applications. Those are then processed in the central office for issuance. All convictions are received electronically and updated immediately.
- Consistency – information maintained in the state's driver file should be compatible for exchange with other driver-related systems such as the National Driver Register (NDR), the Commercial Driver License Information System (CDLIS), and other applications for interstate exchange of driver records, especially those facilitated via the American Association of Motor Vehicle Administrators Telecommunications Network (AAMVANet).
 - Status: Data content meets the requirements of the PDPS, CDLIS, and other applications of AAMVANet.
- Completeness – driver license information should be complete in terms of data elements (e.g., unique personal identifiers and descriptive data such as name, date of birth, gender) and complete in terms of all prior driving history, especially adverse actions received from other states either while licensed elsewhere or while driving in other states.

- Status: The data file contains all of the elements for all drivers and adverse histories from previous states of record are recorded. There are an undetermined number of convictions that do not get posted to the driver file because of the discretionary sealing of records by judges (provided to them by law). Although court procedures in South Dakota can detect sealed records and make decisions about treatment of a case with knowledge of previous convictions, the Drivers License Program cannot have the same awareness for driver hearings officers, and the information is lost if and when the problem driver moves to another state.
- Accuracy – the state should employ methods for collecting and maintaining driver information which makes use of current technologies (e.g., bar codes, magnetic stripes).
 - Status: Accuracy is high in view of the identification requirements published by the Driver License Program and the use of the Social Security On-Line Verification process.
- Accessibility – driver license information should be readily and easily accessible to the principal users of these databases including driver licensing personnel, law enforcement officers, the courts, and for general use in highway safety analysis. The information should be available electronically for individual record access and technology should be available to support automated downloading of summary data sets for analytical purposes, providing safeguards are in place to protect confidentiality within the guidelines established by the state.
 - Status: Enforcement officers obtain driver histories electronically. Courts and prosecutors and other authorized users obtain records in accordance with the constraints of the Driver Privacy Protection Act. Judges and prosecutors can access driver histories directly when authorized by UJS and DLP.
- Data Integration – Driver information should be capable of linkage with other information sources and use common identifiers (e.g., driver license number, citation number, crash report number) where possible and permitted by law. Updates of driver information from courts should be accomplished through linkages, preferably electronic, to the driver history data.
 - Status: The file is linked with the vehicle file and the crash file.

2011 Traffic Records Assessment strategies to implement:

- **Develop a mechanism to track errors from court transmissions to ensure that all errors are corrected and the correct data are eventually posted as well as to provide a basis for training related to the most commonly occurring errors.**

Action: Under consideration and discussion.

Performance Measure: D-I-1

- **Engage in a working group through the Traffic Records Coordinating Committee with the Courts and Law Enforcement to ensure that the data quality of electronic citations is optimal and that time-savings for all entities is maximized.**

Action: On-going effort in planning process.

Performance Measure: D-I-1 and D-A-1

- **Seek inter-governmental agreements for sharing of convictions and suspensions with the tribal courts.**

Action: MOU discussion in development.

Performance Measure: D-I-1

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Injury control programs rely on pre-hospital (EMS), emergency department (ED), hospital admission/discharge, trauma registry information, and long term rehabilitation databases to track injury causes, magnitude, costs, and outcomes. Often, these systems rely upon other components of the traffic records system to provide information on injury mechanisms or events (e.g., traffic crash reports).

Although traffic crashes cause only a portion of the injuries within any population, they often represent one of the more significant causes of injuries in terms of frequency and cost to the community. Injury surveillance data should include information on the magnitude, severity, and types of injuries sustained by persons in motor-vehicle related crashes. The Injury Surveillance System should support integration of the injury data with police reported traffic crashes. The EMS run reports and roadway attributes are the first critical steps in the identification of a community's injury problem, and in turn, the identification of cost-effective countermeasures which can positively impact both the traffic safety and health communities.

The key components of an Injury Surveillance System are: emergency medical services, emergency room / acute care, trauma registry system, and mortality data. Collection of data from these entities provides a wealth of patient care routing, intervention, and prevention information that can be used to evaluate current treatment practice and injury prevention activities. A comprehensive, functional statewide Injury Surveillance System provides crucial healthcare and injury prevention information to local, state, and regional healthcare providers and policy making partners.

South Dakota continues to make progress toward a comprehensive, functional statewide Injury Surveillance System. Current structure of the injury surveillance system includes: the SD Emergency Medical Services Program (which provides regulatory oversight for the EMS System) and the SD Office of Data, Statistics and Vital Records/State Registrar which maintains mortality data. Currently, emergency department data and hospital discharge data are two of the key components that are either non-existent or unavailable. These key components would provide a wealth of patient level data that includes: mechanisms of injuries, ICD-9 E-codes, diagnosis codes ICD-9 codes, procedure codes, payment source, and billed charges.

The SD Emergency Medical Services Program has regulatory authority over the 124 ground ambulance services and 5 air ambulance services pre-hospital providers throughout the state. There are over 3600 EMS personnel in the state that respond to over 50,000 patient transports. All Emergency Medical Technicians (EMT), EMT Intermediate (EMT-I)85's, AEMT's (Advanced EMT), Intermediate 99's and Paramedics are required to complete the National Certification process through National Registry of Emergency Medical Technicians (NREMT) for initial certification. After the initial certification individuals can elect to maintain state certification without maintaining national certification.

The EMS Program has an e-PCR (Electronic-Patient Care Report) format and requires all EMS providers to submit the required pre-hospital data elements electronically to the state data repository on a quarterly basis. The Med-Media/EMStat-5 Data collection software application is the current state EMS data reporting platform.

There are three American College of Surgeons verified trauma centers in South Dakota: 2 Level II—Queen of Peace, Spearfish Regional and 3 Level III—Avera McKennan, Sanford Health, Rapid City Regional. A statewide Trauma Registry System was initiated at one time but has become dormant. The trauma centers enter data into a database; the information can be accessed and used locally.

Information related to the collection of hospital discharge (in-patient) data and emergency department data were not available or accessible during the 2006 Assessment.

South Dakota state law mandates that all mortality data be filed with the Office of Data, Statistics and Vital Records/State Registrar. All hospitals, health care professionals, funeral directors, coroners, medical examiners, Registers of Deeds, and cemetery sextons who are required to report information to the South Dakota Department of Health use the Electronic Vital Records and Screening System (EVRSS). This system is a comprehensive web-accessible data system developed to allow the electronic collection of birth, death, marriage, and divorce records as well as newborn metabolic and hearing screening data and immunizations administered at birth. In addition to the collection of data, this system handles the business functions of the State Vital Records office and local registrars including issuance of certified copies, accounting, document tracking, modifications, and preservation of records.

The death certificate data provide information on the number of deaths of South Dakota residents, demographic characteristics of the decedents, and the conditions leading to mortality, including deaths that may have occurred outside of the State of South Dakota.

Mortality data include the demographic data of the individual, occupation, gender, age, date of birth, age at death, place of death, manner of death, state of residence, and cause of death (identified by ICD-10, International Classification of Disease codes). The ICD-10 system is used to code and classify mortality (the number of deaths) data from death certificates.

A recent assessment notes that is no Injury Prevention and Surveillance office or program. An Injury Prevention and Surveillance program at a state level agency would provide cohesiveness to the analysis of the multiple data files and expertise in injury prevention activities.

Performance measures relevant to Injury Surveillance and status:

- Timeliness - Ideally, the medical data on an injury should be available within an Injury Surveillance System (ISS) in the same time frame as data about the crash is available elsewhere within the traffic records system. However, the medical record on the individual may be incomplete initially because local protocols dictate that the medical record is only placed in the ISS when the patient leaves the health care system (e.g., discharged). Every effort should be made to integrate the ISS record with the crash data as soon as the medical records become available.
 - Status of Injury Surveillance timeliness:
 - EMS providers are required to submit all pre-hospital patient care reports to the EMS Program state data repository on a quarterly basis. This data excludes patient's demographic and personal information. During the 2006 Assessment, it was reported that 126 of the 129 EMS providers are compliant with the reporting requirements. There are no penalties levied against EMS providers that are not compliant with the reporting requirements.
 - The Trauma Centers in the state input trauma data into a database system that can be accessed and used locally. Tracking trauma patient care data is an essential criterion for trauma designation. This data is starting to be evaluated with the State Trauma Registry.
 - South Dakota state law mandates that all death data be filed with the Office of Data, Statistics and Vital Records/State Registrar within 10 days of a death. All hospitals, health care professionals, funeral directors, coroners, medical examiners, Registers of Deeds, and cemetery sextons who are required to report information to the South Dakota Department of Health use the Electronic Vital Records and Screening System (EVRSS). All Funeral Directors, Coroners, and the Medical Examiner are compliant with reporting requirements. Information was not available at the time of the 2006 assessment related to the timeliness of data submission.
 - Information related to the collection of hospital discharge (in-patient) data was not available or accessible during this assessment.
 - Information related to the collection of Emergency Department data was not available or accessible during this assessment.
- Consistency and Accuracy – The reporting of EMS run data, hospital ED and admission data, trauma registry data, and long term health care data should be consistent with statewide formats which should follow national

standards such as ICD-9-CM, as published by the Centers for Disease Control (CDC), the use of Injury Severity Scale standards, etc.

Regarding accuracy, the state should provide local health care providers with training and support in the accurate coding of injuries and should foster the proper use of the resulting ISS data through education of data users in proper interpretation of these data.

- Status of Injury Surveillance consistency and accuracy:
 - All EMS providers are required to collect and submit pre-hospital data elements electronically to the state data repository using the Med-Media/ EMStat-5 Data software application which is the state's EMS data reporting platform. A Med-Media/ EMStat-5 Data manual is available upon request and an EMS Program data dictionary is available on the state EMS website. Data quality feedback is not routinely provided to the EMS providers.
 - The Trauma Registry System was active at one time but has become dormant. Hospitals that currently input trauma data into local databases are: Avera Queen of Peace Hospital, Rapid City Regional Hospital, and Sioux Valley Hospital. Hospitals generate their own reports to be used locally. The data variables for the trauma database include ICD-9 E-Codes (Mechanism of Injury Codes), Abbreviated Injury Severity (AIS) Codes, and Injury Severity Score (ISS). All Level II and Level III facilities report to NTRACS. Of the Level IV's Avera St. Luke's and Avera Sacred Heart report to NTRADS as well. All others report directly to the State Trauma Registry.
 - The Department of Health, Office of Data, Statistics and Vital Records/State Registrar, is the state mortality data repository. Records include the demographic data of deceased individuals: name, gender, age, date of birth, age at death, place of death, manner of death, state of residence, occupation, and cause of death (identified by ICD-10, International Classification of Disease codes). The ICD-10 system is used to code and classify mortality (the number of deaths) data on death certificates.
 - Information related to the collection of hospital discharge (in-patient) data was not available or accessible during this assessment.
 - Information related to the collection of Emergency Department data was not available or accessible during this assessment.
- Completeness - Although a trauma registry based ISS can provide a valuable source of ISS information, it cannot provide a complete picture

of the injuries within a community or state. Where possible, the ISS should represent a consensus of all injuries that occur within the community. The ISS should, where feasible, be maintained at a state level but, at a minimum, should be maintained at the local level.

- Status of Injury Surveillance completeness:
 - There is a process to track EMS run data; during the 2011 Assessment, it was reported that 126 of the 129 EMS providers are compliant with the reporting requirement but it was reported that there are approximately 50 percent of the EMS data fields left incomplete. There are no penalties or punitive actions levied against the EMS providers not compliant with the data reporting requirements.
 - Mortality data is being submitted to the state's Vital Records data repository. Information related to the completeness of the data was not available at the time of the 2011 Assessment.
 - Information regarding hospital discharge data was not available or accessible during this assessment.
 - Information related to the collection of Emergency Department data was not available or accessible during this assessment.
- Accessibility - protected patient care data must be released in compliance with state and national patient privacy and protection regulations. Patient identifiable data are removed from data released in statistical reports.
 - Status of Injury Surveillance accessibility:
 - EMS data is being collected.
 - At the time of the 2011 Assessment, accessibility of trauma, hospital discharge, and emergency department data could not be determined.
 - Mortality data is available to the public for a fee.
- Data Integration – As linkages between these data systems form a "Traffic Records System", the system will provide comprehensive data files that can be used to drive policy and assist the state legislators with development of traffic safety and injury prevention initiatives with the guidance of a Traffic Records Coordinating Committee. The state EMS office does provide crash report numbers in triplicate: one number remains with the EMS agency, one with law enforcement, and third should be sent to the hospital. This system is fragmented and needs revamping or accuracy.
 - Status: At one time, South Dakota had a Crash Outcome Data Evaluation Systems (CODES) Project that became dormant and did not

succeed. The state must develop and implement an Injury Surveillance System with long-term commitment and support.

2011 Traffic Records Assessment strategies to implement:

- **Assist the OEMS efforts to bring 100 percent of agencies online with Intermedix software. If the agency decides to pursue NEMSIS Gold compliance, support the transition.**

Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Test a linkage between hospital records and charge data.**

Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Support efforts within the ORH-Trauma Program to fully implement the Statewide Trauma Registry. Work closely with DOH staff to maintain and analyze the data.**

Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Include executives from the DOH on the TRCC Executive group. Also include researchers from the public health community on the TRCC working level group.**

Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Support and assist efforts to make EMS and mortality data available to the public through the development of online query systems.**

Action: Under consideration due to cost and budget factors.

Performance Measure: I-X-1

- **Conduct a feasibility study for linking medical records with other components of the traffic records system. Create a TRCC subcommittee to determine which variables in each file (crash, EMS, hospital, trauma registry, driver records, etc.) would be valuable for research and which would be used for linkage. Assign research analyst duties to an existing or future position within the public health committee to support the traffic record system. Determine research and linkage needs and possibilities as well as available**

resources, understanding that many agencies may have to contribute and share this position.

Action: Under consideration due to cost and budget factors.

Performance Measure: I-I-1

The Uniform Traffic Ticket is used by all law enforcement officers to document traffic violations of state statutes and municipal ordinances. Oversight for the citation's design and content is the responsibility of the Attorney General.

Information available from the arrest and conviction activity of the state includes details on each citation, from the time of distribution to an enforcement jurisdiction, through its issuance to an offender, and its disposition by a court. Information should be available to identify the type of violation, location, date and time, the enforcement agency, court of jurisdiction, and final disposition. Similar information for warnings and other motor vehicle incidents that would reflect enforcement activity are also useful for highway safety purposes.

This information is useful in determining level of enforcement activity in the state, accounting and control of citation forms, and monitoring of court activity regarding the disposition of traffic cases.

In South Dakota, an integrated centralized repository for citations, pending actions, or dispositions is available to the Office of Highway Safety; this information is valuable for evaluating and determining the effectiveness of statewide and local countermeasures however, accountability up to the point of issuance to an officer is not included. One exception is the South Dakota Highway Patrol (SDHP) and select local law enforcement agencies which do establish internal controls and procedures to account for citations from the time they are distributed to officers until they are issued to violators.

The State Courts Administrator's Office (SCAO) provides administrative oversight for all courts within South Dakota. Violations of South Dakota's Traffic Code including Municipal Ordinances are adjudicated within Magistrate Courts. There are a total of 66 Magistrate Courts.

Traffic citations issued by law enforcement officers are submitted to the Clerk of the Court. Data from the citation are entered into the Criminal Justice Information System (CJIS) which is a case management application for following cases from the point of filing through prosecution to disposition. All of the courts are using CJIS which contains information about all open and closed cases from all of the courts.

A number of the larger police departments and sheriffs' offices in collaboration with clerks of courts have developed electronic procedures for processing traffic violations from form initiation to issuance to adjudication. A majority of agencies and courts use a New World application module includes a process for capturing citation information electronically in the field and transferring the data electronically to an agency's Records Management System (RMS).

Larger agencies, such as the Sioux Falls and the Rapid City Police Departments, are uploading citation information electronically from their New World applications into

CJIS for disposition by the court and placement on the driver history file. If an agency does not have the infrastructure to provide electronic disposition of tickets, a paper version of the citation is available. Citation and disposition information is delivered to the Clerk of Court for entry in the JIS and then sending the final dispositions electronically to the Drivers Licensing Program (DLP).

South Dakota Law (Article §23A-27-14) provides the court with procedures for giving defendants the opportunity to prevent a conviction from being posted to their "official" driving records. The statute states that there may be a dismissal of the charge upon the completion of the courts' sanctions. Upon completion of all sanctions imposed pursuant to § 23A-27-13, the court services officer assigned to the case shall bring the matter to the attention of the court and the defendant shall be released by the court. A formal entry of such release shall be entered by the clerk of court. Dismissal under this section shall be without court adjudication of guilt and shall not be deemed a conviction for purposes of disqualifications or disabilities imposed by law upon conviction of a crime. This situation may occur only once with respect to a person. There is also a provision in the statute that provides and allows the court to use its discretion to seal a defendant's record upon the successful completion of all court sanctions.

Performance measures relevant to Citations and Adjudication and status:

- Timeliness - information from an issued citation should be recorded on a statewide citation file as soon as the citation is filed in the court of jurisdiction. Information regarding the disposition of a citation should be entered on the citation file, as well as on the driver history record, immediately after adjudication by the courts.
 - Status: All of the courts in South Dakota are using the Criminal Justice Information System (CJIS) application for managing court cases. This has resulted in traffic cases being adjudicated more efficiently to include the reporting of convictions/dispositions to the Driver Licensing Program (DLP). Currently, all of the courts are submitting convictions electronically to DLP.
- Consistency - All jurisdictions should use a uniform traffic citation form, and the information should be uniformly reported throughout all enforcement jurisdictions.
 - Status: The Uniform Traffic Ticket is used by all law enforcement officers in South Dakota to document traffic violations of state statutes and municipal ordinances. It contains data elements to identify the type of violation, location, date and time, the enforcement agency, court of jurisdiction, and final disposition.
- Completeness - all citations issued should be recorded in a statewide citation file with all variables on the form completed including the violation type; the issuing enforcement agency; violation location; a cross reference to a crash

report, if applicable; and BAC, where applicable, etc. All dispositions from all courts should be forwarded for entry on the driver history record.

- Status: The CJIS enables access to complete information about citations and their adjudication.

It is possible for law enforcement, prosecutors, and court personnel to have complete information about a defendant's history regarding any other prior actions or cases that may be pending in another court's jurisdiction.

- Accuracy - The state should employ quality control methods to ensure accurate and reliable information is reported on the citation form and updated on the citation and driver history files.

- Status: All of the courts are using the CJIS application that contains quality control procedures and edits to identify errors made by law enforcement officers and data entry personnel.

There is an electronic citation application in use in South Dakota. The Rapid City Police Department, the Sioux Falls Police Department, and the clerks of court in those jurisdictions have collaborated on a project using New World that collects citation data in the field. New World then transfers the data electronically to its Records Management System (RMS), submits the citation electronically to CJIS (court), and sends the convictions electronically to the DLP.

- Accessibility - The information should be readily and easily accessible to the principal users, particularly driver licensing personnel, law enforcement, court administrative agencies, and court officials.

- Status: Information about statewide violations and convictions is accessible from the CJIS database. The State Court Administrator's Office (SCAO) does make information from CJIS available upon request.

The SCAO publishes an Annual Report that includes information about all "original" violations that were cited by law enforcement and their dispositions, including those that were reduced or changed. This report is made available on the Internet.

- Data Integration - Citation information should be capable of linkage with other information sources, such as the crash and driver history data, and use common identifiers (e.g., crash report number, driver license number) where possible and permitted by law.

- Status: There are common identifiers such as the driver license number and violation location on the citation that could be used to link with other data sources.

2011 Traffic Records Assessment strategies to implement:

- **Develop, through the TRCC, Quality Control metrics for Citation/Adjudication data guided by NHTSA's *Model Performance Measures for State Traffic Records System* to more effectively monitor and evaluate enforcement activities in the State.**

Action: Not a major recommendation and no action is planned due to lack of time and resources.

- **Evaluate the need for an audit capability for paper citations that can be replicated for electronic citations.**

Action: Not a major recommendation and no action is planned due to lack of time and resources.

- **Identify issues with paper citations that affect the court clerks and prevents linkage to driver history. Continue to provide feedback to the agency on these issues to ensure better accuracy of paper citations.**

Action: This is already being done in South Dakota.

Performance Measure: C-A-1

- **Explore the feasibility for court charging documents, such as the citation, to be within the courts' purview as a charging document approved and maintained by the State Court Administrator's Office.**

Action: This is being reviewed.

- **Support, through TRCC efforts, the development and deployment of Odyssey to ensure functionality will exist for electronic filing and that national data exchange models are used.**

Action: The South Dakota Highway Patrol has moved into the "production" phase of this and the Office of Highway Safety will begin implementing electronic filing through the TraCS system (beta) with the City of Aberdeen in the summer of 2014.

Performance Measure: C-I-1

- **Evaluate and recommend, through the TRCC, a course of action to implement an electronic citation application in order to process traffic enforcement data completely, accurately, and efficiently.**

Action: This planning continues due to the widely different pieces of software being utilized by different law enforcement agencies across the state.

Performance Measure: C/A-A-1

Other Recommendations from the 2011 Traffic Records Assessment

- **Establish a fulltime Traffic Records Coordinator position to be the champion for data collection, sharing and integrating for traffic safety related systems. That individual will also be able to dedicate the time needed to create and implement proper guidelines to successfully unify traffic safety related data at a State level.**

Action: This is not feasible due to budget constraints.

- **Add representation to the TRCC to include local law enforcement officers in addition to representatives of their associations. Also add local traffic safety officials.**

Action: This will be considered on the next revision.

- **Add representation from the tribal nations.**

Action: This will be considered on the next revision.

- **Reconstitute a well-defined two-tier Traffic Records Coordinating Committee to include an Executive and Working level. Clearly state the vision and charter.**

Action: This has been undertaken and put into place.

- **Schedule regular meetings to ensure the lines of communication remain open and momentum is not lost on projects and initiatives being performed around the State to improve traffic safety data.**

Action: This is something the staff consistently attempts to coordinate, however, the TRCC Coordinator for South Dakota just retired on June 6, 2014. Due to the small staff size (2 full time positions) with the Office of Highway Safety, the director has reassumed the position of coordinator.

- **Develop data quality metrics and measures following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.**

Action: This is a program "constant" and unsure why this is a recommendation.

- **Continue to evaluate systems within the traffic safety arena to ensure data needed by everyone is being captured and the data are accessible.**

Action: This is a program "constant" and unsure why this is a recommendation.

- **Task data owners to provide presentations at TRCC meetings about the capabilities and uses of their systems. Also speak about the availability of such data to assure that no opportunity to use data is lost.**

Action: This has been undertaken and will be integrated into meetings.

- **Perform a training needs assessment for traffic records system data improvement.**

Action: This is not necessary in South Dakota and was not a major recommendation.

Active State Traffic Safety Information System Improvements Grants

Title: Electronic Reporting (TraCS/WebTRACS)
SD-P-02

System Impacted: Crash

Performance Area: Timeliness

Progress: Further implementation of TraCS and WebTRACS electronic crash reporting systems across the state has shortened the length of time it takes to get appropriate crash data on the driver license database.

Nbr of days from crash date to entry of data on driver license database:

Baseline	Current	Goal	Goal	Goal
May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2014 to Apr 30, 2015
15.99 Mean Days	13.03 Mean Days	15 Mean Days	13 Mean Days	10 Mean Days

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$228,725	\$250,000	\$300,000	\$300,000
State				
Local				

Title: Driver License Database Accessibility
SD-P-07

System Impacted: Driver

Performance Area: Accessibility

Progress: Determine accessibility issues with users of the driver license database with regard to crash record, law enforcement and adjudication. The South Dakota system is a legacy system and needs to be updated from its technologically obsolete status.

The TRCC has approved spending funds to assist with a consultant's study and initial upgrade of these systems to ensure continued functionality during the development and planning phase.

A survey of users was undertaken to determine reaction and comment on ease of access by partner agencies.

Customer satisfaction percent with proposed changes:

Baseline	Current	Goal	Goal	Goal
FFY2013	FFY2014	FFY2013	FFY2014	FFY2015
100%	100%	90%	95%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$0	\$30,000	\$250,000	\$50,000
State				
Local				

Title: NEMSIS Compliance
SD-P-03

System Impacted: EMS/Injury Surveillance

Performance Area: Completeness

Progress: Implementation of NEMSIS has been a complex project involving state and local government agencies as well as private, for-profit, and not-for-profit emergency medical services.

Because the agencies who report to NEMSIS have reached an accuracy number of 98%, the South Dakota TRCC wishes to improve upon the number of total agencies reporting to the database.

Number of agencies submitting to NEMSIS:

Baseline	Current	Goal	Goal	Goal
FFY2013	FFY2014	FFY2013	FFY2014	FFY2015
119	119	119	120	122

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$25,800	25,800	26,000	26,000
State				
Local				

Title: Highway Patrol CAD/RMS System
SD-P-08

System Impacted: Citation /Adjudication

Performance Area: Integration

Progress: The South Dakota Highway Patrol, like most law enforcement agencies in the state, had been writing citation and warning tickets by hand and submitting to the clerks of court.

Under its new CAD/RMS system, the patrol is moving to electronic citation and beginning to remit the citations electronically to the clerks of court across South Dakota.

The software has moved from beta testing and into production for all troopers.

Percentage of electronic citations issued linked to another (UJS) system:

Baseline	Current	Goal	Goal	Goal
May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2012 to Apr 30, 2013	May 1, 2013 to Apr 30, 2014	May 1, 2014 to Apr 30, 2014
4.65%	50.4%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$0	\$30,000	\$30,000	\$30,000
State				
Local				

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #5:

Reports and Supporting Documents
Achievement of Quantitative Improvements

Title: Electronic Reporting (TraCS/WebTRACS)
SD-P-02

System Impacted: Crash

Performance Area: Timeliness

Progress: Further implementation of TraCS and WebTRACS electronic crash reporting systems across the state has shortened the length of time it takes to get appropriate crash data on the driver license database.

See attached screen shots and related SQL search information on making the call.

THIS DATA PERFORMANCE AREA HAS BEEN IMPROVED.

Nbr of days from crash date to entry of data on driver license database:

Baseline	Current	Goal	Goal	Goal
May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2014 to Apr 30, 2015
15.99 Mean Days	13.03 Mean Days	15 Mean Days	13 Mean Days	10 Mean Days

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$228,725	\$250,000	\$300,000	\$300,000
State				
Local				

SQL Call:

BASELINE

```
select accidentnbr, convert(varchar(10), accidentdatetime,111) as AccDate,  
ReportingAgencyName, reportingagencydesc, convert(varchar(10), insertdatetime,111) as  
RegDate,  
convert(varchar(10), dlauthendate,111) as DLDate, case sourcecode when 0 then 'TraCS' else  
'SDARS' end,  
    case accidentseveritycode when 1 then 'Fatal' when 2 then 'Injury' when 3 then 'Injury'  
when 4 then 'Injury' else 'PDO' end  
from accident a  
join agencytypecodes b  
on a.reportingagencytype = b.reportingagencycode  
where accidentdatetime > '05/01/2012'  
and AccidentDateTime < '05/01/2013'  
and DATEDIFF(DAY,AccidentDateTime,InsertDateTime) < 32  
and DLAuthenDate > '01/01/1901'  
order by accidentdatetime
```

← Not in Error, NEEDED TO COLLECT
DATA THROUGH 4-30-13

BASELINE 5/1/12 to 4/3/13

2013CrashesTimeSpent (2).xlsx Microsoft Excel

File Home Insert Page Layout Formulas Data Review View Developer Design

From Access From Web From Text From Other Sources Existing Connections Refresh All Connections Sort & Filter Filter Clear Reapply Advanced Text to Columns Remove Duplicates Data Validation Data Tools Consolidate What-If Analysis Group Ungroup Subtotal Outline Show Detail Hide Detail Edit Query Edit Query

D14815 South Dakota Highway Patrol

	B	C	D	E	F	G	H	I	J	K	L	M
2												
3	Accident	Date	LE Agency	Type	Registration	DL Auth	Source	Severity	Days from Accident to Registered	Days from Accident to DL Auth	Days in AR Processing	
4	accidentnbr	AccDate	ReportingAgencyName	reportingagencydesc	RegDate	DLDate	Column1	Column2	Column3	Column4	Column5	
15134	1304846	2013/04/30	Butte County Sheriff	Sheriff department	2013/05/14	2013/05/20	TraCS	Injury	11	15	4	
15135	1304437	2013/04/30	RAPID CITY PD	City Police	2013/05/02	2013/05/07	TraCS	PDO	3	6	3	
15136	1305279	2013/04/30	SIOUX FALLS PD	City Police	2013/05/28	2013/05/31	SDARS	PDO	21	24	3	
15137	1304754	2013/04/30	BENNETT COUNTY	Sheriff department	2013/05/09	2013/05/15	SDARS	PDO	8	12	4	
15138	1304467	2013/04/30	South Dakota Highway Patrol	Highway patrol	2013/05/02	2013/05/07	TraCS	PDO	3	6	3	
15139	1304644	2013/04/30	LINCOLN	Sheriff department	2013/05/08	2013/05/13	SDARS	PDO	7	10	3	
15140	1304441	2013/04/30	Sully County Sheriff	Sheriff department	2013/05/02	2013/05/07	TraCS	PDO	3	6	3	
15141	1304699	2013/04/30	LAKE CO	Sheriff department	2013/05/08	2013/05/15	SDARS	PDO	7	12	5	
15142	1304581	2013/04/30	South Dakota Highway Patrol	Highway patrol	2013/05/06	2013/05/07	TraCS	PDO	5	6	1	
15143									8.849715947	15.99696129	7.147245343	
15144												
15145												
15146												
15147												
15148												
15149												
15150												

All 2013 Crashes 5-1-11 to 4-30-12 5-1-12 to 4-30-13 5-1-13 to 4-30-14

Ready 100%

SQL Call =

CURRENT YEAR

```
select accidentnbr, convert(varchar(10), accidentdatetime,111) as AccDate,  
ReportingAgencyName, reportingagencydesc, convert(varchar(10), insertdatetime,111) as  
RegDate,  
convert(varchar(10), dlauthendate,111) as DLDate, case sourcecode when 0 then 'TraCS' else  
'SDARS' end,  
    case accidentseveritycode when 1 then 'Fatal' when 2 then 'Injury' when 3 then 'Injury'  
when 4 then 'Injury' else 'PDO' end  
from accident a  
join agencytypecodes b  
on a.reportingagencytype = b.reportingagencycode  
where accidentdatetime > '05/01/2013'  
and AccidentDateTime < '05/01/2014' ←  
and DATEDIFF(DAY,AccidentDateTime,InsertDateTime) < 32  
and DLAuthenDate > '01/01/1901'  
order by accidentdatetime
```

NOT IN ERROR, NEEDED TO
COLLECT DATA THROUGH 4.30.14

CURRENT 5/1/13 to 4/30/14

Crashes timespent (2).xls - Microsoft Excel

File Home Insert Page Layout Formulas Data Review View Developer

Clipboard Font Alignment Number Styles Cells Editing

	A	B	C	D	E	F	G	H	I	J	K	L
2												
3	Accident	Date	LE Agency	Type	Registrator	DL Auth	Source	Severity	Days from Accident to Registered	Days from Accident to DL Auth	Days in AR Processing	
15566	1405829	2014/04/30	YANKTON	City Police	2014/05/29	2014/06/04	TraCS	PDO	22	26	4	
15567	1405639	2014/04/30	LINCOLN COUNTY	Sheriff department	2014/05/22	2014/05/22	TraCS	PDO	17	17	0	
15568	1405078	2014/04/30	RAPID CITY	City Police	2014/05/05	2014/05/07	TraCS	Injury	5	6	1	
15569	1404917	2014/04/30	WATERTOWN PD	City Police	2014/05/01	2014/05/02	TraCS	PDO	2	3	1	
15570	1405032	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	Injury	5	6	1	
15571	1404891	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	Injury	2	3	1	
15572	1404892	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	PDO	2	3	1	
15573	1404895	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	Injury	2	3	1	
15574	1405061	2014/04/30	LAKE COUNTY SHERIFF	Sheriff department	2014/05/06	2014/05/07	TraCS	PDO	5	6	1	
15575	1405084	2014/04/30	YANKTON	City Police	2014/05/06	2014/05/07	TraCS	PDO	5	6	1	
15576	1405023	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	Injury	5	6	1	
15577	1404922	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	PDO	3	3	0	
15578	1405030	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	PDO	5	6	1	
15579	1405033	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	PDO	5	6	1	
15580	1405060	2014/04/30	LAKE COUNTY SHERIFF	Sheriff department	2014/05/06	2014/05/07	TraCS	PDO	5	6	1	
15581	1404918	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	PDO	3	3	0	
15582									7.553829364	13.03145663	5.477627271	

Ready | All 2013 Crashes | 5-1-11 to 4-30-12 | 5-1-12 to 4-30-13 | 5-1-13 to 4-30-14 | Count: 11 | 100%

Title: Highway Patrol CAD/RMS System
SD-P-08

System Impacted: Citation /Adjudication

Performance Area: Integration

Progress: The South Dakota Highway Patrol, like most law enforcement agencies in the state, had been writing citation and warning tickets by hand and submitting to the clerks of court.

Under its new CAD/RMS system, the patrol is moving to electronic citation and beginning to remit the citations electronically to the clerks of court across South Dakota.

The software has moved from beta testing and into production for all troopers.

THIS PERFORMANCE AREA HAS BEEN IMPROVED FROM THE BASELINE MEASUREMENT TO CURRENT YEAR.

Percentage of electronic citations issued linked to another (UJS) system:

Baseline	Current	Goal	Goal	Goal
May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2012 to Apr 30, 2013	May 1, 2013 to Apr 30, 2014	May 1, 2014 to Apr 30, 2014
4.65%	50.4%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	\$0	\$30,000	\$30,000	\$30,000
State				
Local				

SOUTH DAKOTA HIGHWAY PATROL

Web: dps.gov/enforcement/highway_patrol



Citation Count

Printed on June 4, 2014

Ticket #	Totals	
A0001304-HP	1	1
A010300-HP	1	1
A010302-HP	1	1
A010303-HP	2	2
A010304-HP	3	3
A010306-HP	1	1
A010308-HP	1	1
A010309-HP	2	2
A010311-HP	5	5
A010315-HP	1	1
A010316-HP	1	1
A010319-HP	2	2
A010320-HP	1	1
A010322-HP	2	2
A010326-HP	3	3
A010328-HP	2	2
A010329-HP	1	1
A010330-HP	2	2
A010331-HP	1	1
A010332-HP	2	2
A010333-HP	3	3
A010335-HP	2	2
A010337-HP	1	1
A010339-HP	1	1
A010340-HP	1	1
A010344-HP	1	1
A010347-HP	2	2
A010348-HP	1	1
A010400-HP	1	1
A010401-HP	1	1
A010404-HP	2	2
A010405-HP	1	1
A010406-HP	1	1
A010408-HP	1	1
A010409-HP	1	1
A010411-HP	2	2
A010412-HP	2	2
A010413-HP	1	1
A010415-HP	1	1

Range:

5-1-13 to 4-30-14

TTL e-citations =

24,018

Ticket #	Totals	
A069372-HP	1	1
A069379-HP	1	1
A069381-HP	1	1
A069383-HP	2	2
A069457-HP	1	1
A069459-HP	3	3
A069460-HP	1	1
A069462-HP	1	1
A069463-HP	1	1
A069467-HP	1	1
A069470-HP	1	1
A069474-HP	1	1
A069481-HP	1	1
A069513-HP	1	1
A069593-HP	1	1
A069595-HP	1	1
A069596-HP	1	1
A069598-HP	1	1
A069600-HP	2	2
A069601-HP	1	1
A069602-HP	1	1
A069604-HP	1	1
A069701-HP	1	1
A069703-HP	1	1
A069704-HP	1	1
A069705-HP	1	1
A069707-HP	2	2
A069708-HP	1	1
A069782-HP	1	1
A069836-HP	1	1
A069887-HP	1	1
A069892-HP	1	1
A070129-HP	1	1
A070131-HP	3	3
A070132-HP	1	1
A070134-HP	3	3
A070135-HP	1	1
A070152-HP	1	1
A070155-HP	2	2
A070178-HP	1	1
A070590-HP	1	1
A071136-HP	2	2
A072503-HP	1	1
A073317-HP	1	1
A073318-HP	1	1
A1408226	1	1

Ticket #	Totals	
CCTA14-08351	3	3
CCTA14-08352	1	1
HAND WRITE	1	1
n/a	1	1
N/A	1	1
Totals	24018	24018

SOUTH DAKOTA HIGHWAY PATROL

Web: dps.gov/enforcement/highway_patrol



Citation Count

Printed on June 4, 2014

Last, First Name		Totals
Adam, Michael	268	268
Albertson, Todd	540	540
Allen, Nicholas	85	85
Amos, Kristy	29	29
Arnold, Jeff	57	57
Bader, Zac	331	331
Baker, David	235	235
Bakke, James	249	249
Barrick, Shann	433	433
Barto, Darlene	44	44
Bassett, Casey	401	401
Beaudion, Julian	293	293
Bedford, Trey	22	22
Bender, Dan	258	258
Berndt, John	158	158
Berry, William	178	178
Biehl, Brian	343	343
Blair, Douglas	134	134
Blasy, Curtis	7	7
Bock, Michael	451	451
Boltjes, Tyler	375	375
Boyd, Mike	8	8
Bradley, Keith	1	1
Brandt, Jason	464	464
Bruzellius, Kevin	159	159
Bryant, Lawrence	12	12
Burke, Kevin	87	87
Campbell, David	305	305
Carda, Joel	305	305
Carlson, Fred	172	172
Cerny, Timothy	320	320
Chamberlain, Mark	236	236
Clark, Devrin	177	177
Collins, Casey	207	207
Constatino, Calvin	117	117
Cooper, Darid	91	91
Dale, Michael	82	82
Davis, Christopher	5	5
DeGrote, Mark	105	105

Range:

5-1-13 to 4:30-14

TL e-cites (+)

hand-written cites(=)

47,673

Last, First Name	Totals	
DeKramer, Kristoff	670	670
Derby, Chanda	232	232
Deuter, Jonathan	249	249
Deutsch, Terry	77	77
DeVaney, Jeffrey	77	77
Dierkhising, Aric	245	245
Dirk, Greg	372	372
Dosch, David	116	116
Dowling, Dylan	314	314
Dowling, Jake	353	353
Duran-Garcia, Angel	285	285
Dykstra, Pam	76	76
Eberhart, Clayton	98	98
Erickson, Gary	91	91
Erickson, Kelli	4	4
Fields, Daniel	269	269
Filipiak, Benjamin	270	270
Fischer, Michael	47	47
Ford, Chansey	80	80
Fox, Edward	126	126
Gacke, Jeremy	348	348
Garstenslager, Ted	112	112
Gerken, Paul	8	8
Gigov, Alexander	468	468
Goeman, Deanna	286	286
Goldsmith, Christopher	441	441
Grave, Troy	194	194
Gruman, Gary	472	472
Halm, Christopher	108	108
Hamar, Jason	159	159
Hannan, Thomas	416	416
Hansen, Brandon	761	761
Hansen, John	191	191
Hanson, Aaron	372	372
Hastings, Mark	133	133
Heinrich, Clayton	159	159
Heuertz, Trent	599	599
Hogan, Chris	549	549
Holman, Jesse	298	298
Hostetter, Kenneth	96	96
Hup, Daniel	658	658
Husby, Jason	502	502
Jansen, Cody	878	878
Jensen, Levi	220	220
Jensen, Nicholas	381	381
Joffer, Kevin	6	6

Last, First Name	Totals	
Johnson, Cory	31	31
Jones, William	54	54
Jordan, Robert	120	120
Karley, Kevin	5	5
Kartak, Clay	120	120
Kastein, Jerry	662	662
Ketterling, Jason	11	11
Kinney, Kevin	62	62
Knutson, David	405	405
Knutson, Roger	92	92
Koenig, John	189	189
Koll, Matthew	124	124
Koltz, Christopher	43	43
Korbel, Brian	327	327
Kracht, Vicki	111	111
Kribell, Brian	130	130
Krumm, Frank	143	143
Kurtz, Isaac	247	247
Kvistad, Denver	314	314
La Framboise, Tom	115	115
Lantz, Ryan	413	413
Lentz, Philip	131	131
Lindblom, Ryan	36	36
Lindner, Chris	457	457
Lorang, Michael	113	113
Lord, Ben	485	485
Lord, John	222	222
Lounsbery, Michael	116	116
Lubbers, Grant	327	327
Lyngstad, Michael	130	130
Lyons, Brian	339	339
Mann, Derek	210	210
Matheny, Greg	272	272
Mathistad, Brandon	332	332
Maunu, Anthony	194	194
Mayer, Robert	393	393
Mechaley, Ryan	16	16
Meland, Steve	130	130
Mez, Dennis	152	152
Millard, Bradley	4	4
Miller, Andrew	2	2
Miller, Loren	163	163
Miller, Richard	11	11
Mobley, Kyle	180	180
Mohrmann, Brent	141	141
Moser, Kevin	258	258

Last, First Name	Totals	
Murray, Alex	279	279
Nelson, Mark	435	435
Nerby, Rhianna	14	14
Niles, Matthew	394	394
Nordquist, Cory	177	177
Norman, Myron	651	651
Olauson, Richard	774	774
Olson, Brock	161	161
Olson, Joshua	443	443
Orth, Shannon	373	373
Oxner, Matthew	380	380
Pacheco, Josh	1	1
Pallesen, Ben	497	497
Peary, John	10	10
Petersen, Matthew	299	299
Peterson, Micheal	205	205
Pioske, Thomas	365	365
Podzimek, Dan	222	222
Preteau, Dee	12	12
Regan, Chris	947	947
Renteria, Alfredo	324	324
Riley, Jeffrey	406	406
Roark, Galen	8	8
Robl, Matt	391	391
Ross, Slade	11	11
Rutz, Jeffrey	52	52
Rybak, Robert	608	608
Schade, Steven	217	217
Scherschligt, Warren	13	13
Schmeichel, Codie	72	72
Schmidt, Bob	33	33
Schmidt, Robert	126	126
Schmiedt, Justin	479	479
Schmitz, Austin	115	115
Schopp, Stephen	211	211
Schroding, Derek	289	289
Schroeder, John	219	219
Schubauer, Jerry	81	81
Schutt, Brett	172	172
Serr, Tim	483	483
Sheldon, Scott	9	9
Snyder, Shane	255	255
Spangenberg, Aaron	232	232
Spielmann, Chris	1054	1054
Stahl, Jon	174	174
Stapleton, Andrew	141	141

Last, First Name	Totals	
Steen, Andrew	111	111
Stern, Kelly	127	127
Swenson, Steve	56	56
Swets, Brian	254	254
Tedder, James	399	399
Tennyson, Ryan	323	323
Thomas, Andrew	12	12
Thomas, Michael	408	408
Thompson, Daniel	541	541
Torok, Thomas	304	304
Tow, Steve	435	435
Twite, Jeffrey	12	12
Valnes, Kevin	61	61
Vargas, Derek	20	20
Veffin, Nick	139	139
Wagoner, Jack	268	268
Walters, Caleb	4	4
Walters, Steven	123	123
Watson, Desmond	253	253
Weibrecht, Mark	529	529
Weinmeister, Robert	10	10
Wellman, Garrett	18	18
Wells, Candice	90	90
Welsh, Alan	11	11
Welter, Michael	173	173
Westover, Chad	1	1
Whisler, Robert	382	382
Wosje, Matthew	255	255
Woxland, Adam	398	398
Totals	47673	47673

State of South Dakota
Federal Fiscal Year 2015

Appendix "D"

Attachment #6:

Information Describing the South Dakota
Impaired Driving Task Force

Impaired Driving Task Force Background

This will be the first year of South Dakota applying for funding under the Impaired Driving Countermeasures (23 CFR 1200.23) grant opportunity. As a mid-range state, South Dakota has agreed to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1, 2014.

Mountain Plains Evaluation, LLC, has been contracted to convene the task force and compile the plan for submission to NHTSA by the date shown above.

Mountain Plains Evaluation has extensive involvement in treatment, evaluation, and impaired driving issues in South Dakota and is widely recognized and utilized as the pre-eminent organization to study such issues and suggest strategies to reduce impaired driving.

Impaired Driving Taskforce Members

Special Resource Prosecutor
South Dakota Office of Attorney General Representative
Minnehaha County and Pennington County DUI Prosecutors
South Dakota Highway Patrol Representative
South Dakota 24/7 Sobriety Program Representative
Unified Judicial System 5th Circuit DUI Court Judge
Unified Judicial System Judge
South Dakota Sheriff Association Representative(s)
Unified Judicial System Court Services/Probation
South Dakota Police Chief Association Representative(s)
South Dakota Office of Driver Licensing Representative
South Dakota Department of Corrections Representative (Institution)
South Dakota Department of Corrections Representative (Parole)
South Dakota Department of Social Services – Prevention Program and Behavioral Health
South Dakota Office of Highway Safety - Director
Office of Accident Records Representative
Prevention Resource Center Representative
Community Coalition Representative(s)
South Dakota Department of Transportation Representative - Tentative

APPENDIX E

Participation by Political Subdivisions

**APPENDIX E TO PART 1200—
PARTICIPATION BY POLITICAL SUBDIVISIONS**

(a) Policy. To ensure compliance with the provisions of 23 U.S.C. 402[h](1)(C) and 23 U.S.C. 402[h](2), which require that at least 40 percent or 95 percent of all Federal funds apportioned under Section 402 to the State or the Secretary of Interior, respectively, will be expended by political subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs, the NHTSA Approving Official will determine if the political subdivisions had an active voice in the initiation, development and implementation of the programs for which funds apportioned under 23 U.S.C. 402 are expended.

(b) Terms.

Local participation refers to the minimum 40 percent or 95 percent (Indian Nations) that must be expended by or for the benefit of political subdivisions.

Political Subdivision includes Indian tribes, for purpose and application to the apportionment to the Secretary of Interior.

(c) Determining local share.

(1) In determining whether a State meets the local share requirement in a fiscal year, NHTSA will apply the requirement sequentially to each fiscal year's apportionments, treating all apportionments made from a single fiscal year's authorizations as a single entity for this purpose. Therefore, at least 40 percent of each State's apportionments (or at least 95 percent of the apportionment to the Secretary of Interior) from each year's authorizations must be used in the highway safety programs of its political subdivisions prior to the period when funds would normally lapse. The local participation requirement is applicable to the State's total federally funded safety program irrespective of Standard designation or Agency responsibility.

(2) When Federal funds apportioned under 23 U.S.C. 402 are expended by a political subdivision, such expenditures are clearly part of the local share. Local highway safety-project-related expenditures and associated indirect costs, which are reimbursable to the grantee local governments, are classifiable as local share. Illustrations of such expenditures are the costs incurred by a local government in planning and administration of highway safety project-related activities, such as occupant protection, traffic records systems improvements, emergency medical services, pedestrian and bicycle safety activities, police traffic services, alcohol and other drug countermeasures, motorcycle safety, and speed control.

(3) When Federal funds apportioned under 23 U.S.C. 402 are expended by a State agency for the benefit of a political subdivision, such funds may be considered as part of the local share, provided that the political subdivision has had an active voice in the initiation, development, and implementation of the programs for which such funds are expended. A State may not arbitrarily ascribe State agency expenditures as "benefitting local government." Where political subdivisions have had an active voice in the initiation, development, and implementation of a particular program or activity, and a political subdivision which has not had such

active voice agrees in advance of implementations to accept the benefits of the program, the Federal share of the costs of such benefits may be credited toward meeting this local participation requirement. Where no political subdivisions have had an active voice in the initiation, development, and implementation of a particular program, but a political subdivisions requests the benefits of the program as part of the local government's highway safety program, the Federal share of the costs of such benefits may be credited toward meeting the local participation requirement. Evidence of consent and acceptance of the work, goods or services on behalf of the local government must be established and maintained on file by the State until all funds authorized for a specific year are expended and audits completed.

- (4) State agency expenditures which are generally not classified as local are within such areas as vehicle inspections, vehicle registration and driver licensing. However, where these areas provide funding for services such as driver improvement tasks administered by traffic courts, or where they furnish computer support for local government requests for traffic record searches, these expenditures are classifiable as benefitting local programs.

(d) Waivers. While the local participation requirement may be waived in whole or in part by the NHTSA Administrator, it is expected that each State program will generate political subdivision participation to the extent required by the Act so that requests for waivers will be minimized. Where a waiver is requested, however, it must be documented at least by a conclusive showing of the absence of legal authority over highway safety activities at the political subdivision levels of the State and must recommend the appropriate percentage participation to be applied in lieu of the local share.

APPENDIX F

Planning and Administration (P&A) Costs

**APPENDIX F TO PART 1200—
PLANNING AND ADMINISTRATION (P&A) COSTS**

- (a) Policy. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities, or the applicable sliding scale rate in accordance with 23 U.S.C. 120. The Federal contribution for P&A activities shall not exceed 13 percent of the total funds the State receives under 23 U.S.C. 402. In accordance with 23 U.S.C. 120[i], the Federal share payable for projects in the U.S. Virgin Islands, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands shall be 100 percent. The Indian country, as defined by 23 U.S.C. 402[h], is exempt from these provisions. NHTSA funds shall be used only to finance P&A activities attributable to NHTSA programs.
- (b) Terms.

Direct Costs are those costs identified specifically with a particular planning and administration activity or project. The salary of an accountant on the State Highway Safety Agency staff is an example of a direct cost attributable to P&A. The salary of a DWI (Driving While Intoxicated) enforcement officer is an example of direct cost attributable to a project.

Indirect Costs are those costs (1) incurred for a common or joint purpose benefiting more than one cost objective within a governmental unit and (2) not readily assignable to the project specifically benefited. For example, centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and administration (P&A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State Highway Safety Agency).

- (c) Procedures. [1] P&A activities and related costs shall be described in the P&A module of the State's Highway Safety Plan. The State's matching share shall be determined on the basis of the total P&A costs in the module. Federal participation shall not exceed 50 percent (or the applicable sliding scale) of the total P&A costs. A State shall not use NHTSA funds to pay more than 50 percent of the P&A costs attributable to NHTSA programs. In addition, the Federal contribution for P&A activities shall not exceed 13 percent of the total funds in the State received under 23 U.S.C. 402 each fiscal year.
- [2] A State at its option may allocate salary and related costs of State highway safety agency employees to one of the following:
- (i) P&A;
 - (ii) Program management of one or more program areas contained in the HSP; or
 - (iii) Combination of P&A activities and the program management activities in one or more program areas.

[3] If an employee works solely performing P&A activities, the total salary and related costs may be programmed to P&A. If the employee works performing program management activities in one or more program areas, the total salary and related costs may be charged directly to the appropriate area(s). If an employee is working time on a combination of P&A and program management activities, the total salary and related costs may be charged to P&A and the appropriate program area(s) based on the actual time worked under each area(s). If the State Highway Safety Agency elects to allocate costs based on actual time spent on an activity, the State Highway Safety Agency must keep accurate time records showing the work activities for each employee. The State's recordkeeping system must be approved by the appropriate NHTSA Approving Official.

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 3,195⁽¹⁾ currently certified EMT personnel in South Dakota. The Office of EMS also provides initial training for over 500 persons annually in EMT-Basic. South Dakota recognizes four levels of Emergency Medical Technicians. Training provided is outlined as follows:

1.	<u>EMT Basic Level</u>	<u>NATIONAL HOURS</u>		
	332 – Recertification ⁽²⁾	@ 72 hours each	=	23,904 hours
	582 – EMT	@ 160 hours each	=	93,120 hours
2.	<u>ALS (Advanced Life Support includes Intermediate Levels 85 & 99)</u>			
	110 – Int. 85 Recertification (new I85 classes no longer taught)	@ 36 hours each ⁽³⁾	=	3,960 hours
	1 – Int. 99 Recertification (new I99 classes no longer taught)	@ 60 hours each ⁽³⁾	=	60 hours
	4 - AEMT (new level-0 recerts)	@ 72 hours each ⁽⁴⁾	=	720 hours
3.	<u>Paramedic Level</u>			
	84 – New	@ 1,800 hours each	=	151,200 hours
	69 – Recertification	@ 72 hours each ⁽⁵⁾	=	4,968 hours
	TOTAL TRAINING HOURS ACROSS LEVELS			<u>277,932</u>

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish an hourly wage for the State of South Dakota⁽⁶⁾.

The most recent data available is from calendar year 2013 and the rate for South Dakota (including wage and fringe benefits) is \$19.04 per hour. Using this hourly rate, the value of the volunteered training hours is:

$$277,932 \text{ Hours (x) } \$19.04 \text{ (=) } \underline{\underline{\$5,291,825}}$$

When the Office of Emergency Medical Services training budget (80%) is added to the volunteer training hours, the total value is increased is as follows:

80% of Training Budget \$296,089 (+) Volunteer Hours \$5,291,825 (=) \$ 5,587,914

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of \$5,587,914 is multiplied by 8.2% as determined in the table below.

\$5,587,914 (x) 8.2 (=) \$458,209

According to this calculation, South Dakota’s proportionate share would be \$458,209 which is well above the **\$267,249** request for assistance in the FFY2015 Highway Safety Plan.

	2009	2010	2011	2012	2013
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	31,742	47,181	44,546	49,371	56,980
Total motor vehicle collision responses	5,134	3,194	2,970	2,810	3,186
Percent of motor vehicle responses compared to total number of response for services	16.2%	6.8%	6.7%	5.7%	5.6%
Five Year Average Motor Vehicle Collision EMS Responses	8.2% EMS				

PERFORMANCE MEASURE:

Additionally, due to draft language from NHTSA, it is suggested that programs such as this utilize Performance Measures to justify funding from §402.

For the South Dakota Office of EMS, the Performance Measurement utilized under this requirement will focus on the average ‘on-scene time’ for EMS crews at vehicular crashes measured during calendar years. The average ‘on-scene’ time should show a gradual reduction from year to year due to training that is being funded. Because this is a potentially new requirement of the states, the baseline year for measuring this metric will be calendar year 2013. That year shows an average ‘on-scene’ time of 16.6 minutes with a goal of 15.75 minutes for 2014.

Average On Scene Times by Dispatch Type: Department of Health View	
Date Range	Avg On Scene Time/Mins
01/01/2013 - 12/31/2013	16.6 Actual Baseline
01/01/2014 – 12/31/2014	15.75 PROJECTED GOAL

Notes:

- (1) South Dakota has 3,195 currently certified EMT personnel according to the Director of Emergency Medical Services. This is a gross number and it includes those who may not train or recertify as reflected below. Classification of EMT levels can be found at the following web site:
http://dps.sd.gov/emergency_services/emergency_medical_services/default.aspx.
- (2) Basic recertification includes course assistance from Sanford Health system which is a training partner of the Office of Emergency Medical Services. EMS pays for this training. The number of new and recertifying personnel can be found at the following web site:
http://bfm.sd.gov/budget/rec14/14_budbook.pdf.
- (3) These hours reflect the actual hours to recertify at 72 hours every two years.
- (4) These hours reflect the actual hours to gain new certification at 72 hours for initial certification.
- (5) Hours to recertify at the Paramedic level.
- (6) The hourly rate for volunteer services information can be found at:
http://www.independentsector.org/programs/research/volunteer_time.html.