



SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention — protection — enforcement

**Annual Report of NHTSA Funded
Highway Safety Programs**

Federal Fiscal Year 2025

DRIVESAFESD.COM

For information about this report, please contact:

Robert Weinmeister, Director
Office of Highway Safety
SD Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501
Phone: 605 773-4949

Website: <https://dps.sd.gov/safety-enforcement/highway-safety>

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South Dakota Office of Highway Safety Overview

The South Dakota Office of Highway Safety is one of fourteen agencies that are located within the South Dakota Department of Public Safety. The Highway Safety Office consists of four full-time staff members, a Director, two Management Analysts, and a Law Enforcement Liaison. In addition to the four full-time staff, there are two part-time employees, a Law Enforcement Liaison and Driver Education Coordinator, who work to support local stakeholders and highway safety advocates. Overall management of the highway safety program is the responsibility of the Highway Safety Director. The Management Analysts are responsible for the day-to-day activities regarding the highway safety program. The full-time and part-time Law Enforcement Liaisons assist local law enforcement agencies to improve local highway safety through enforcement and public education. The part-time Driver Education Coordinator provides coordination and support for the driver education process in South Dakota by serving as the primary point-of-contact for any school district administrator or driver education instructor.

The Office of Highway Safety is committed to developing and implementing data-driven 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.

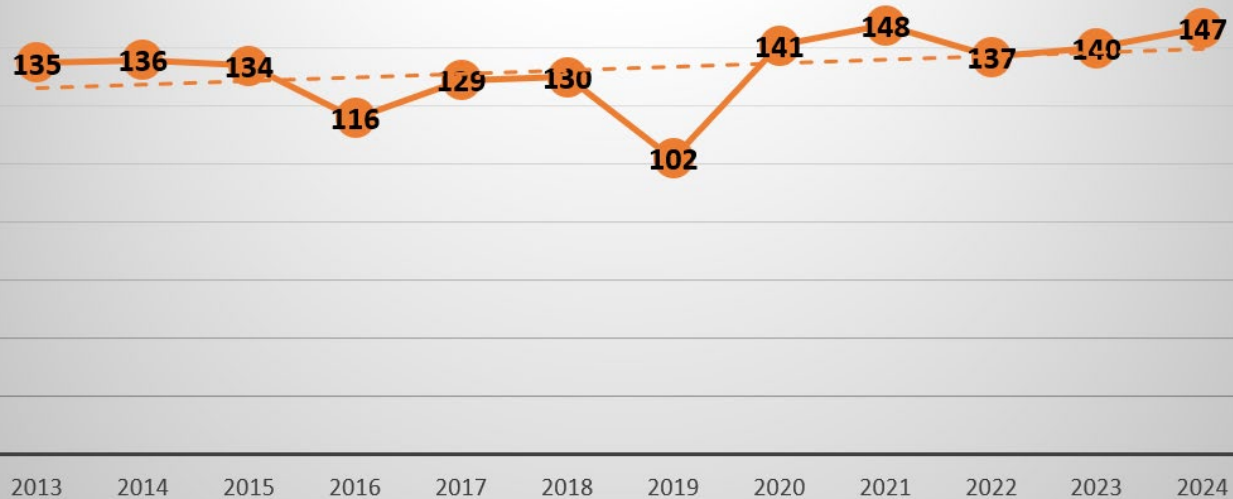
The Office of Highway Safety's efforts are focused on increasing the use of seat belts by South Dakotans, reducing the incidence of impaired driving, and addressing distracted driving while trying to improve the safety of our roadways to ensure those who are injured in traffic crashes receive quick response and high quality treatment. Community efforts provide focused impact by using local resources – such as law enforcement, schools, media and safety organizations – to promote traffic safety. Additionally, the statewide motorcycle rider education program is funded by the Office of Highway Safety and administered through the South Dakota Safety Council.

Executive Summary

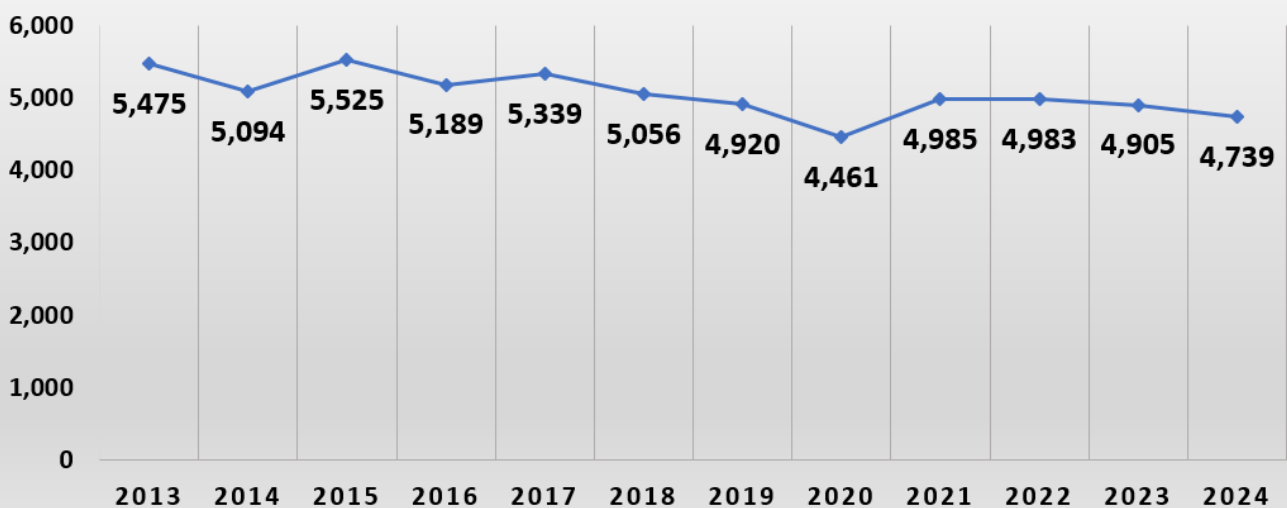
This report provides information about NHTSA funded highway safety activities for FY2025. Crash data from 2024 is the most recent one-year data available; this data shows progress for specific highway safety goals.

Over the past ten years, there have been an average of 18,300 reportable traffic crashes in South Dakota each year. There were 147 fatalities and 4,739 injuries as a result of traffic crashes in 2024; this is an increase in fatalities and a slight decrease in injuries from 2023.

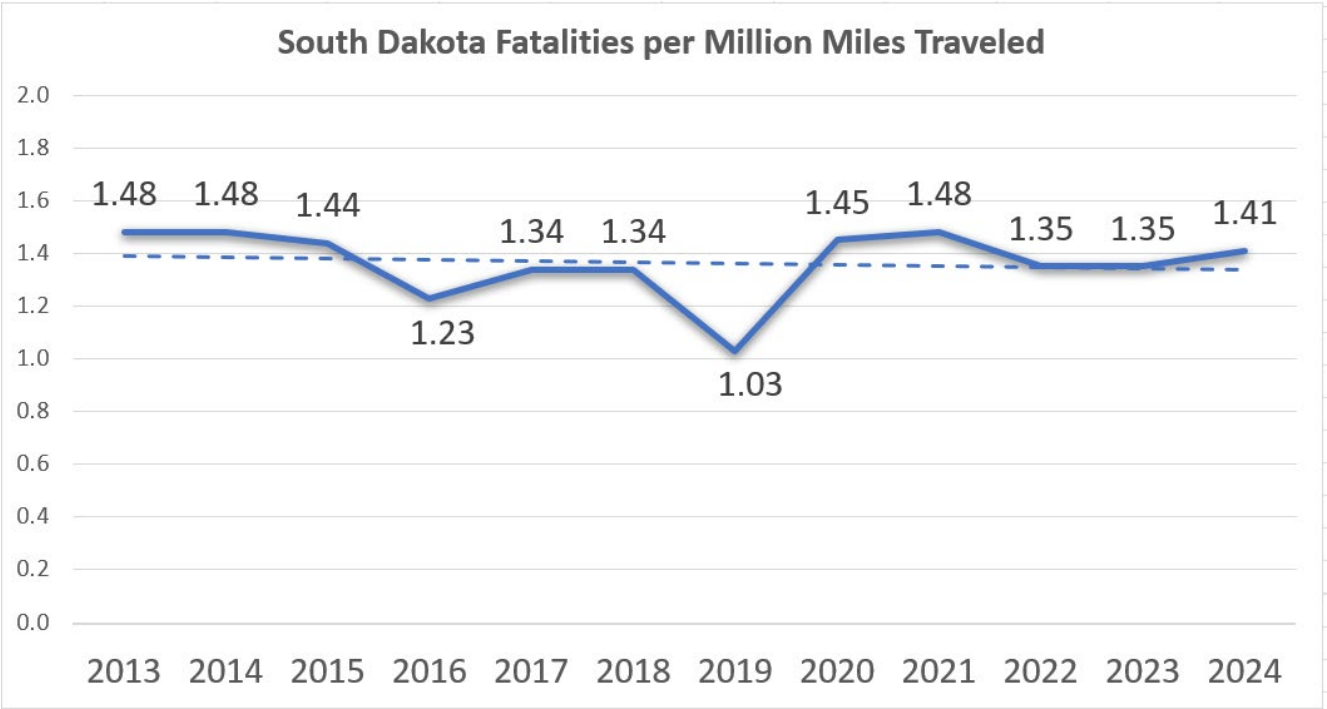
South Dakota Traffic crash Fatalities 2013-2024



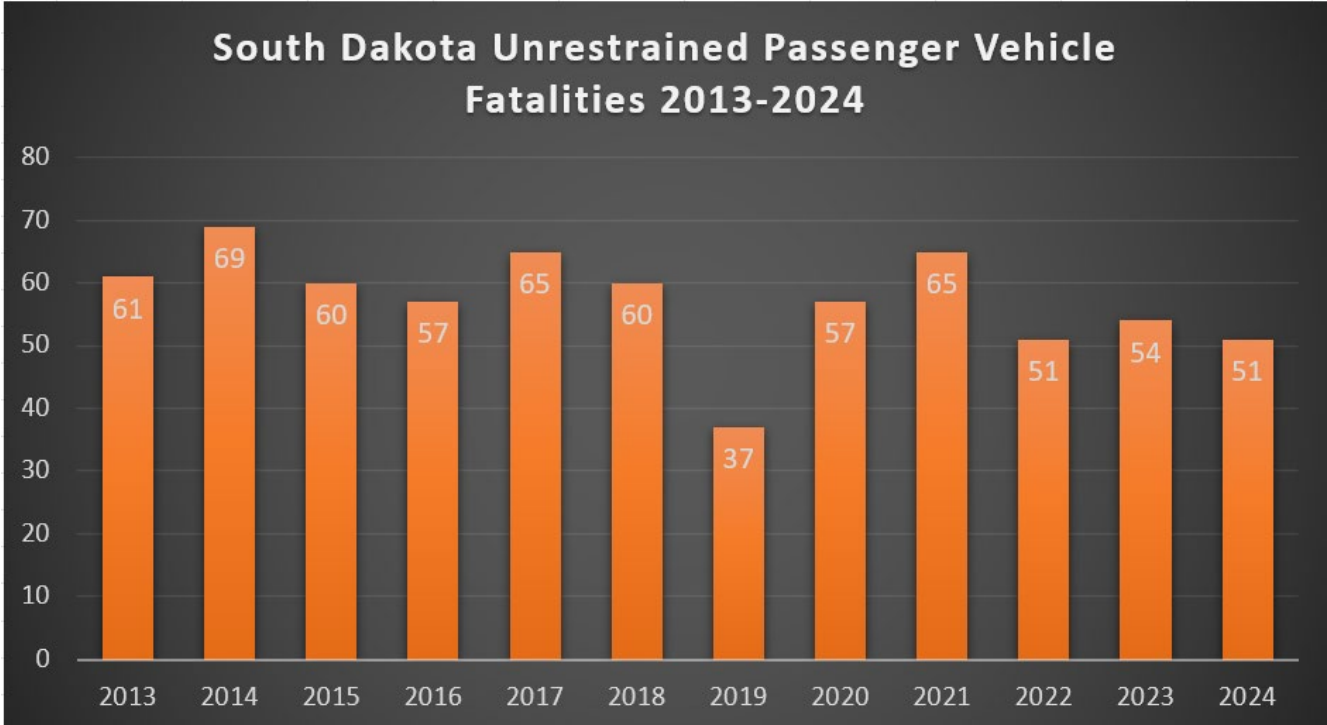
**SOUTH DAKOTA TRAFFIC CRASH SERIOUS INJURIES
2013-2024**



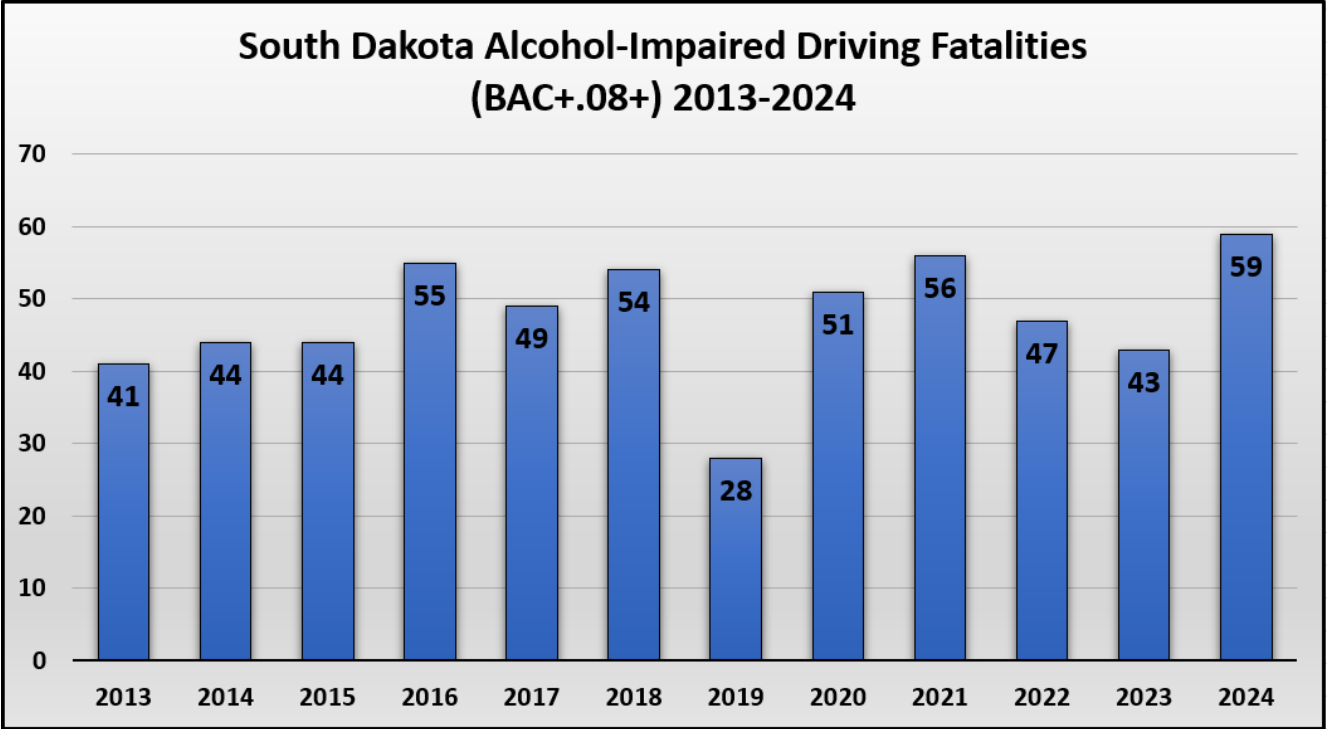
The South Dakota traffic crash fatality rate per 100 million miles traveled increased to the rate of 1.41 in 2024 compared to 1.35 in 2022 and 2023. South Dakota continues to see an increase in vehicle miles traveled.



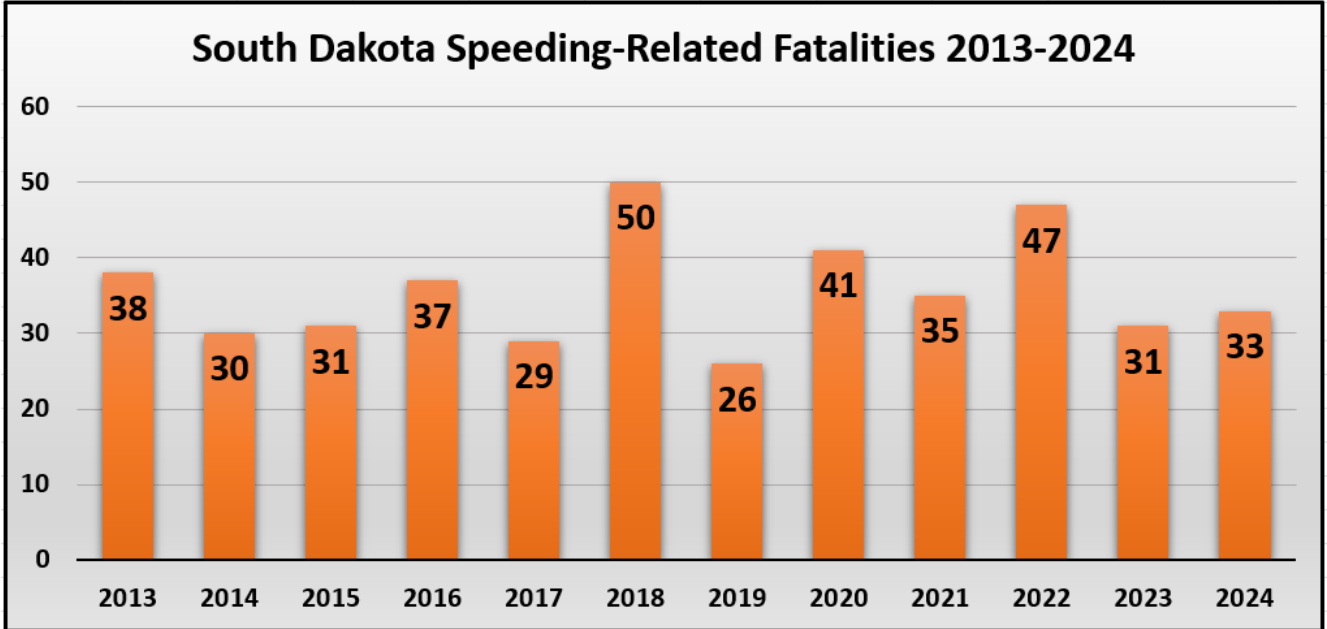
In 2024, over 50% of the motor vehicle occupants killed in traffic crashes were not wearing seat belts. Of the 94 fatalities where seat belt use was involved, 53 were not wearing seat belts.



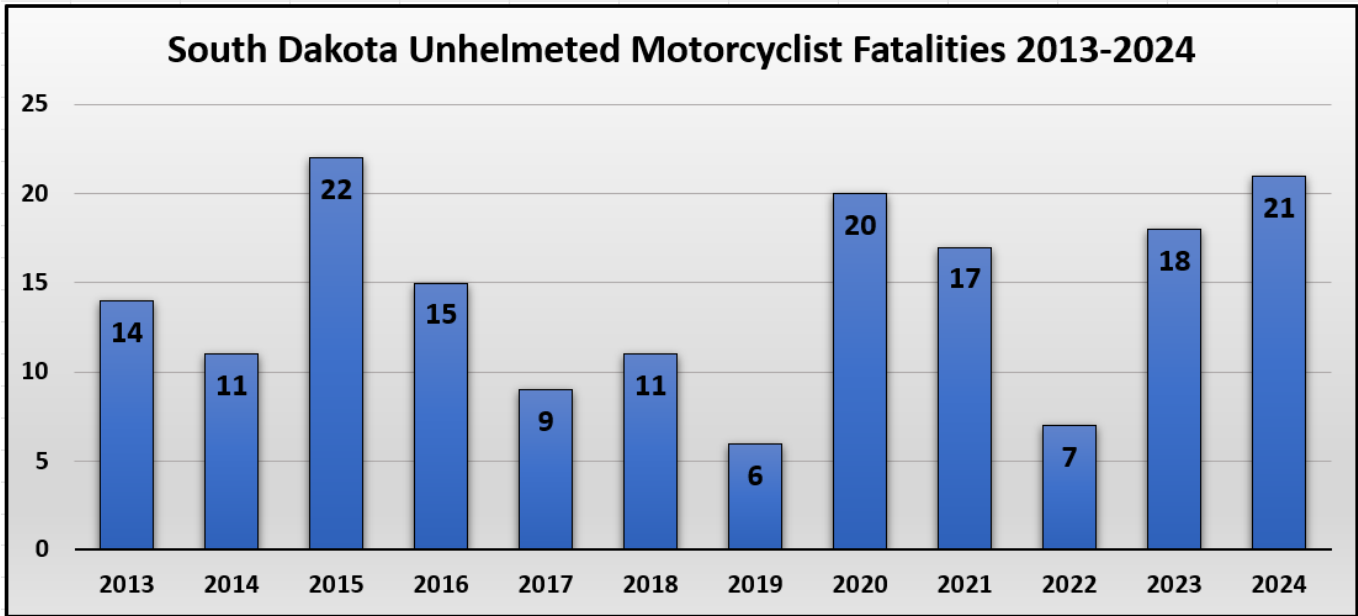
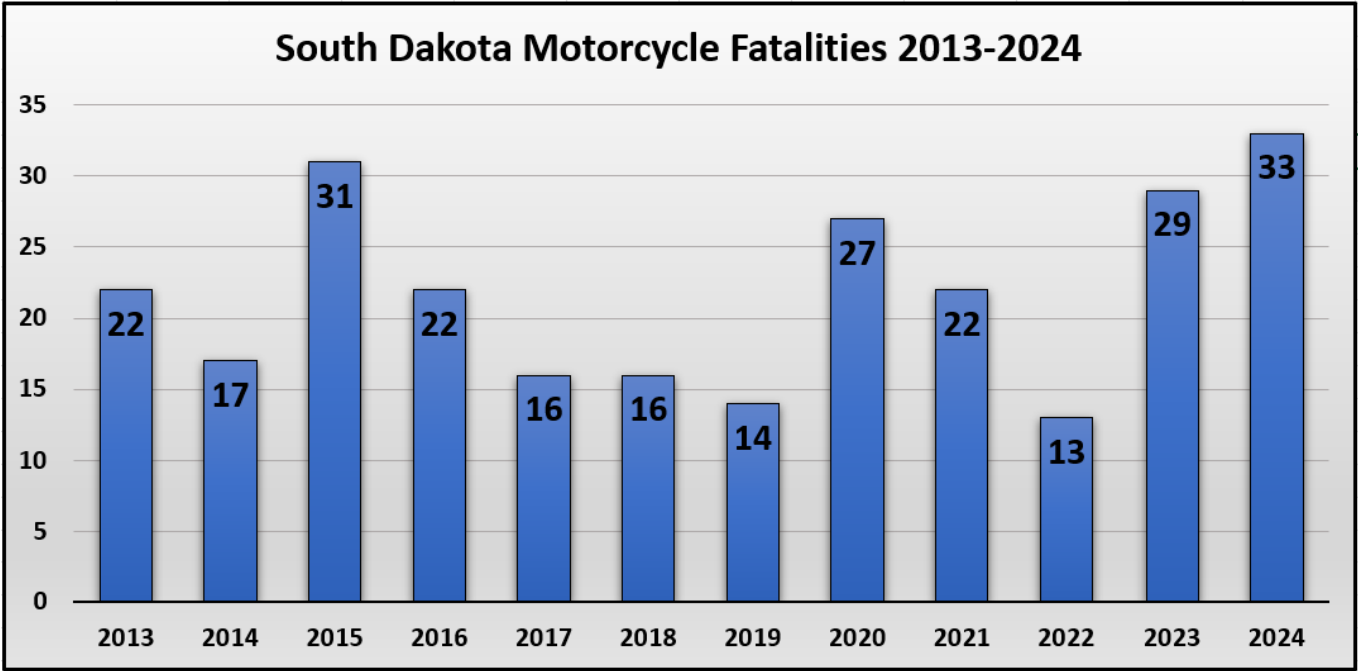
There was a total of 40 alcohol-related fatalities with a BAC=.08+ in 2024 compared to 24 in 2023. While one life lost to impaired driving is too many, the Office of Highway Safety continues to implement methods and strategies to have an influence on impaired driving in South Dakota.



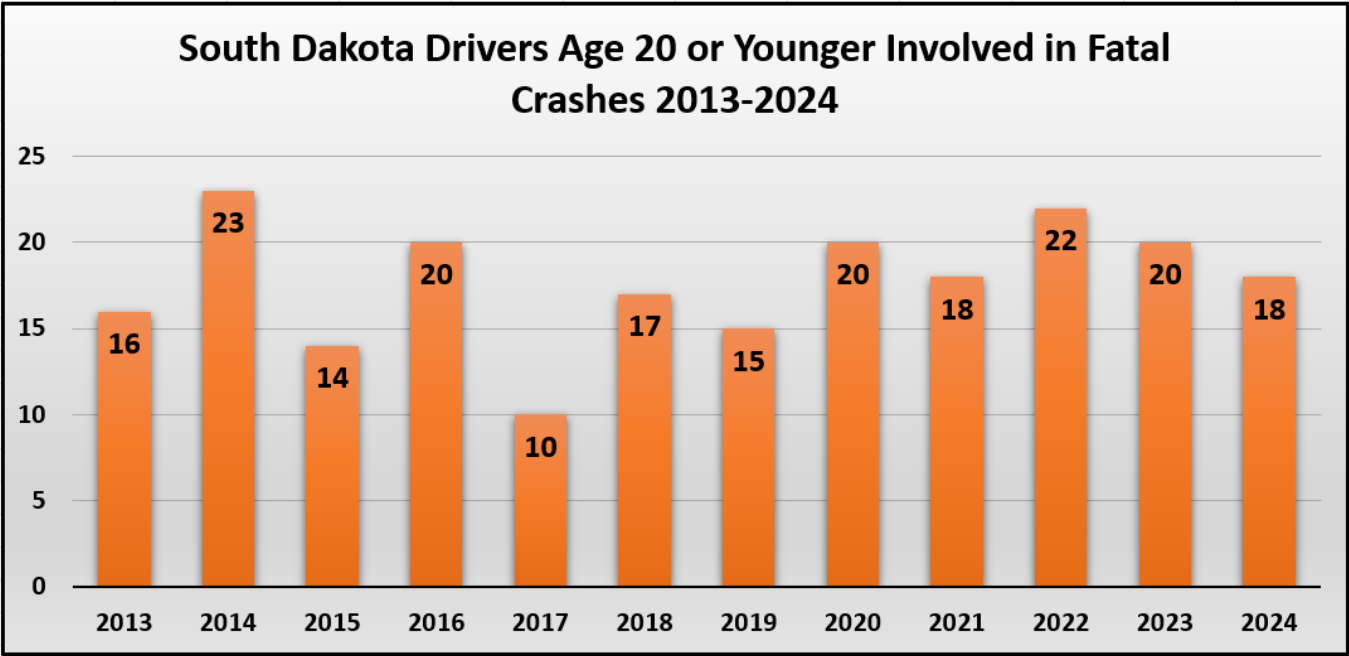
In 2024, speed was a contributing factor in 33 fatal crashes. The total number of speed-related fatalities saw a slight increase from 2023, which was 31, but below the 47 in 2022.



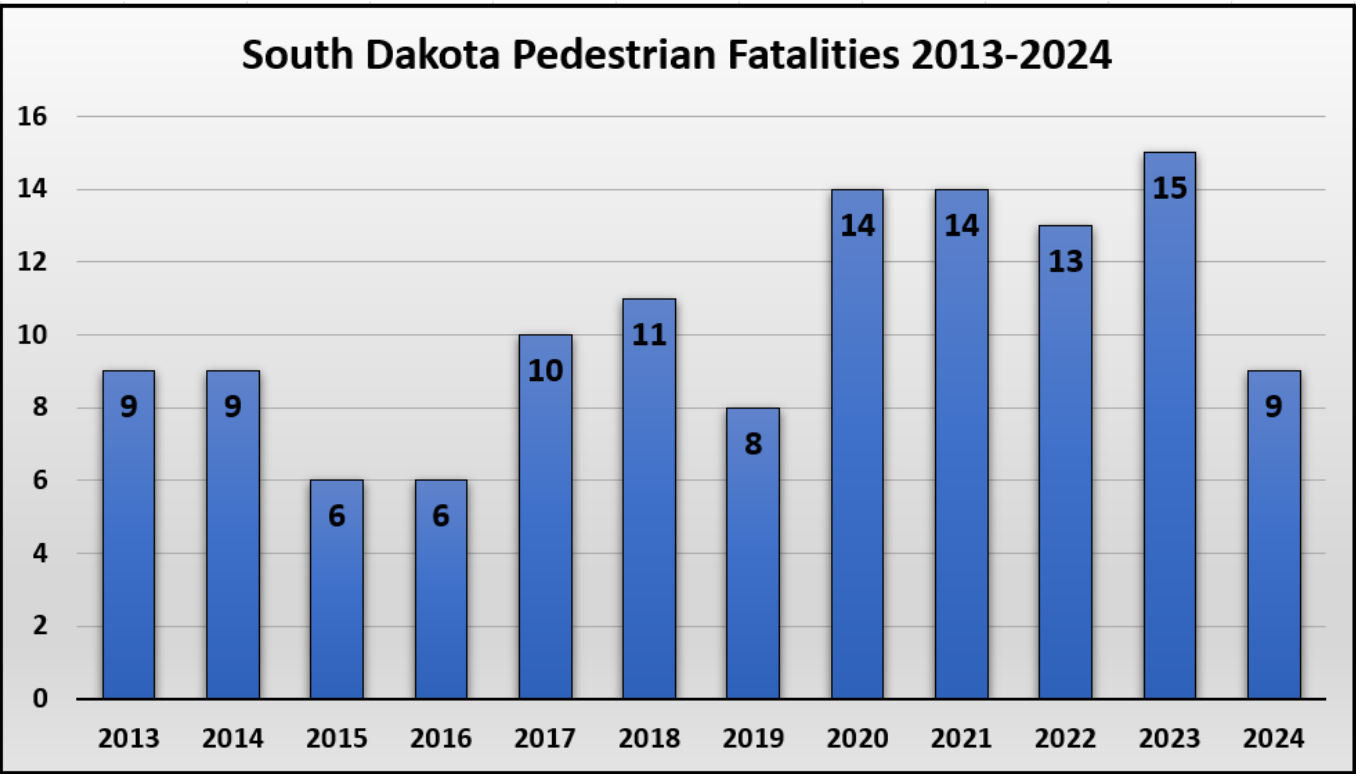
In 2024, the number of motorcycle crash fatalities increased from 29 in 2023 to 33. Of the 33 motorcycle fatalities in 2024, 32 were drivers and 1 was a motorcycle passenger. The number of unhelmeted motorcyclist fatalities increased from 18 in 2023 to 21 in 2024.



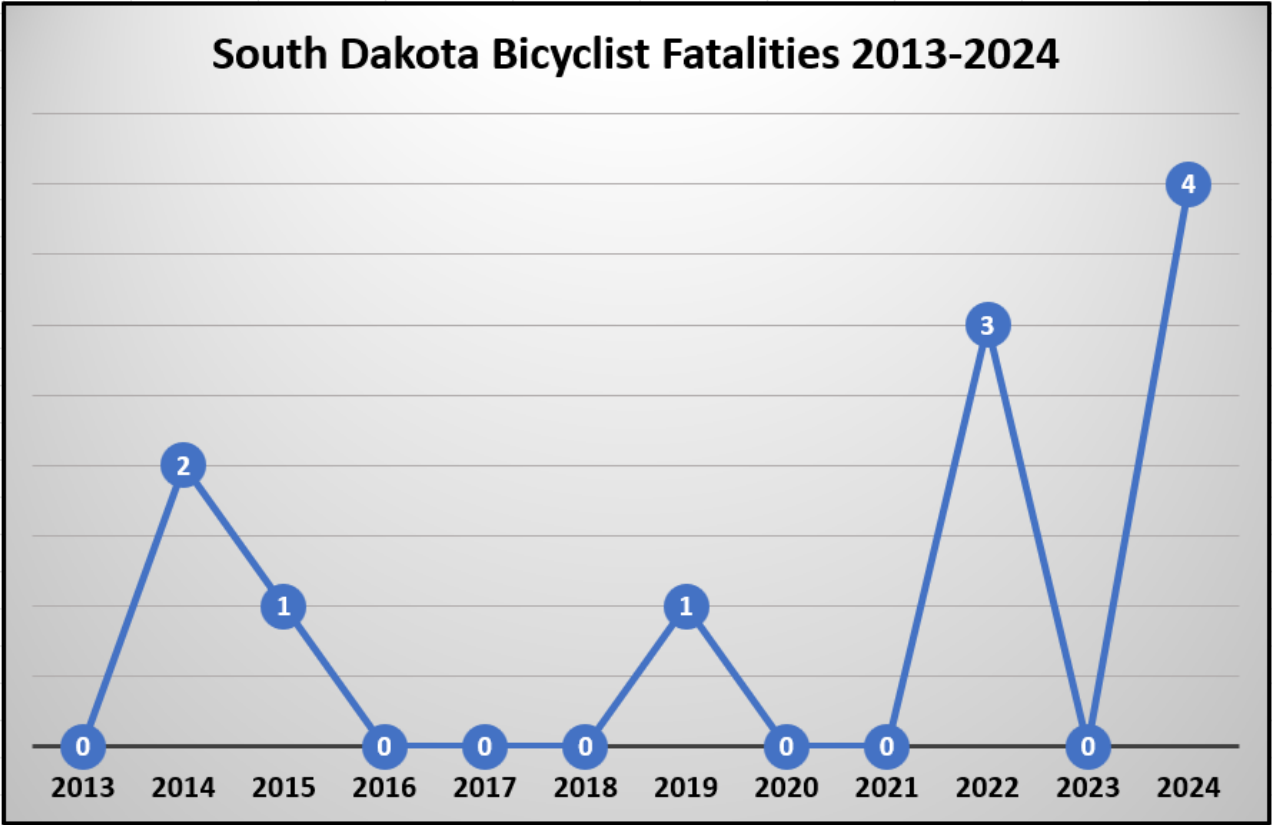
The number of drivers age 20 and younger involved in fatal crashes has gone up and down over the years. It is trending slightly upwards.



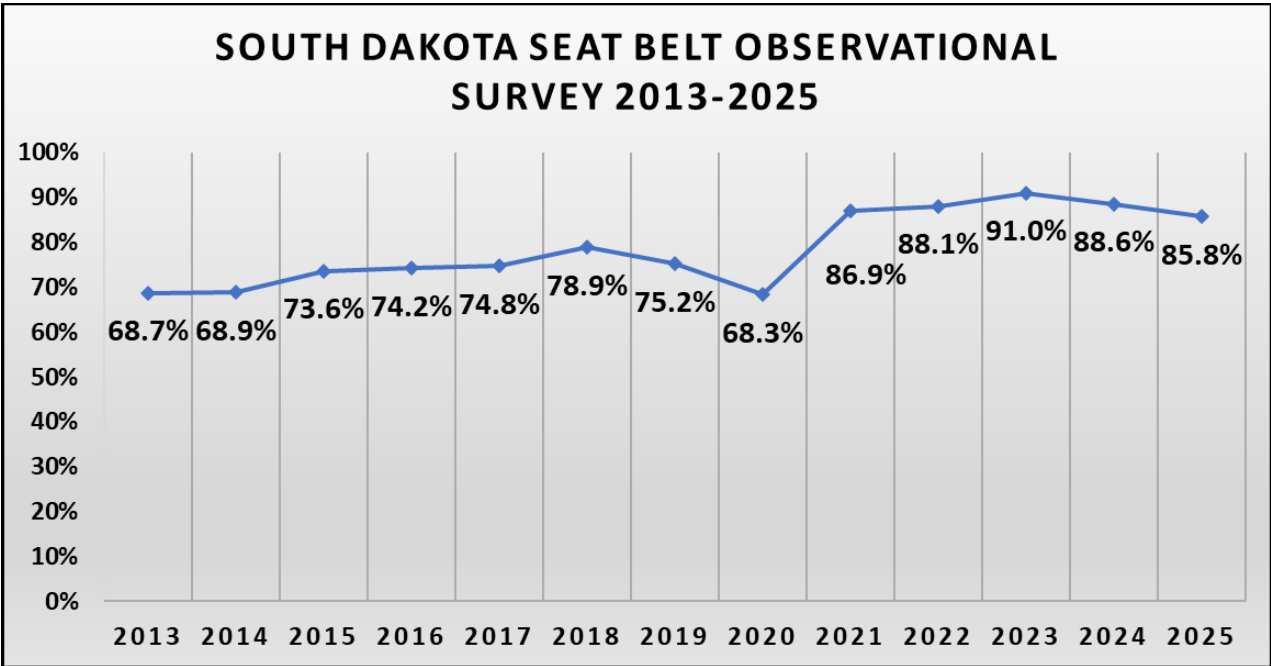
Pedestrian fatalities continue to be a small portion of all traffic related fatalities. The number of annual pedestrian fatalities decreased in 2024.



Bicyclist fatalities are highly uncommon in South Dakota. There were 4 bicyclist fatalities in 2024.



The most recent certified observational seat belt survey showed a decrease in the number of people wearing seat belts, from 88.6% in 2024 to 85.8 in 2025.



5-YEAR TARGET ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY25 AND FY24

Performance Measure (based on 5-year target period from 2022-2026)	FY2025			FY2024		
	Benchmark Value for FY25 HSP listed in 3HSP	FY25 Progress Results	On Track to Meet FY25 Targets (Red=N; Green=Y)	FY24 HSP Target Value	FY24 Final Results (based on 2020-2024 State Data)	Target Met
C-1) Total Traffic Fatalities	115	130.6		120	143	
C-2) *Serious Injuries in Traffic Crashes	515	548.1		635.9	577.6	
C-3) Fatalities/VMT	1.10	1.41		1.16	1.43	
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	50	53.2		54	55.6	
C-5) Alcohol-Impaired Driving Fatalities	35	43.8		39	51.2	
C-6) Speeding-Related Fatalities	31	35.8		32	37.4	
C-7) Motorcyclist Fatalities (FARS)	17	24.8		18	25	
C-8) Unhelmeted Motorcyclist Fatalities	11	16.6		12	17	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	15	19.2		16	19.6	
C-10) Pedestrian Fatalities	8	12.8		9	13	

C-11) Bicyclist Fatalities	1	1.2		1.0	1.4	
Distracted Driving Fatalities	5	5.2		7.5	5.6	

ANNUAL ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY25 AND FY24

FY2025				FY2024		
Performance Measure (based on annual target period)	Benchmark Value for FY25 HSP listed in 3HSP	FY25 Progress Results/Data Source	On Track to Meet FY25 Targets	FY24 HSP Target Value	FY24 Final Results/Data Source	Target Met
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	88.7%	85.8% 2025 Data		88.1	88.6 2024 State Survey	
Number of Law Enforcement Agencies Submitting Crash Reports Electronically	124	123 2023 Data		122	123 2023 State Data	

Notes: * C-2 data derived from 2019-2023 State Data

*State data was used for 2024 to demonstrate FY2025 progress results as 2024 FARS data not available at the time of submission.

FY2025 Highway Safety Goals and Outcomes

The Highway Safety Plan for FY2025 included the following goals. Progress on these goals is primarily shown using the five-year average of crash data from calendar years 2021-2025.

Overall Goals

C1 – Decrease the traffic fatalities five-year average to 123 or less for 2024-2026.

Outcome:

The number of traffic fatalities for the five-year (2021-2025) average was 136 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 115.

General Assessment:

While South Dakota traffic fatalities saw a slight increase from 2023 to 2024, preliminary numbers for 2025 are showing 108 fatalities compared to 133 at this time last year. Continued enforcement, education, and awareness will be imperative in order to achieve a downward trend in the five-year average.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- Community Outreach and Program Management
- Crash Report Data Collection Systems
- Driver Education Coordinator
- Electronic Grants Management System-EDGAR
- Health Connect of South Dakota
- Highway Emergency Responder Training Foundation
- Law Enforcement Liaisons
- Media
- Mountain Plains Evaluation-Traffic Records Coordinating Committee
- Planning & Administration
- South Dakota Office of the Attorney General, Division of Criminal Investigation
- University of South Dakota-Government Research Bureau

C2 – Decrease the serious traffic injuries five-year average to 540 or less for the 2024-2026 time period.

Outcome:

The number of serious traffic injuries for the five-year (2021-2025) average was 593.2. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2022-2026) average goal of 515.

General Assessment:

Injury crash prevention and fatal crash prevention often go together. Crash reduction programs, however, depend on the ongoing effort in other program areas.

It should also be noted that the higher number of serious traffic injuries allows for greater statistical allowances in data. For example, when a state has a relatively low fatality count, such as South Dakota, the addition of a small handful of fatal crashes is a statistical issue. The South Dakota Office of Highway Safety will continue to explore program opportunities to reduce injury crashes. This will have a corresponding effect on fatal and injury crash numbers.

C3 – Decrease the five-year average fatalities/VMT to an average rate of 1.17 or less for 2024-2026.

Outcome:

The traffic fatality rate as a function of VMT for the five-year (2020-2024) average was 1.41. The fatality rate is currently in progress and difficult to estimate if South Dakota is on track to meet the five-year (2020-2024) average goal of 1.16.

General Assessment:

The Office of Highway Safety has some control over this number, but this goal is almost entirely dependent on vehicle miles traveled by the motoring public. It is the common wisdom of traffic safety professionals that VMT's ebb and flow with the economy. So, while an improvement in fatality counts may be made by the Highway Safety Office, the outcome of this measure is dependent on economic factors outside the control of the state.

C4 – Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to 53.8 or less for 2024-2026.

Outcome:

The number of unrestrained passenger vehicle occupant fatalities for the five-year (2021-2025) average was 55.6 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 50.

General Assessment:

South Dakota is a secondary enforcement state and because of that highway safety efforts need to be largely focused on educational messages and teaching the next generation the value of buckling up. NHTSA may argue that secondary enforcement doesn't mean 'zero enforcement' and South Dakota agrees. The stark reality is that enforcement is complicated as a secondary issue. Continued enforcement and education are needed in order to get the five-year average trending toward our goal.

Despite a lack of primary enforcement and a substantial fine for not wearing a seat belt, it remains the duty of the Office of Highway Safety to increase seat belt usage. This will be a continued multi-front project because of the east/west river composite of the state. Adding the nine tribes to the messaging also creates a challenge.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- Law Enforcement Programs/Overtime
- Media
- Seat Belt Survey

- Emergency Medical Services for Children

C5 – Reduce alcohol impaired driving fatalities to 39 or less for 2024-2026.

Outcome:

The number of alcohol impaired driving fatalities for the five-year (2021-2025) average was 47.2 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 35.

General Assessment:

The South Dakota Office of Highway Safety strongly believes that funding a wide range of impaired driving programs will have a positive effect on fatality and injury crash numbers. The ‘frontier’ mentality that it is acceptable to drink, and drive has been addressed in many of the Highway Safety Office’s media messages. In order to reach as many drivers as possible, messaging focused on “in-moment” placements where the message can immediately impact behavior. There was also a focus on events and major holidays when there is more traffic on the roads and more drunk drivers behind the wheel.

South Dakota continues to have success with the DUI First educational materials. These materials are an attempt by our office to standardize the curriculum of those who are charged with their first DUI and attend an educational program as part of their overall sentence. This has been a statistical success.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- Impaired Driving Training Opportunities
- Law Enforcement Programs/Overtime
- Law Enforcement Equipment
- Media
- Mountain Plains Evaluation – Impaired Driving Technical Assistance & DUI 1st Program
- Prosecutor’s DUI Conference (Spring & Fall)
- Traffic Safety Resource Prosecutor
- South Dakota Broadcasters Association
- South Dakota Emergency Medical Services for Children
- South Dakota Highway Patrol Drug Recognition Expert (DRE) Training
- South Dakota School of Mines and Technology
- South Dakota State University
- University of South Dakota

C6 – Decrease the speeding related fatalities five-year average to 32 or less for 2024-2026.

Outcome:

The number of speeding related fatalities for the five-year (2021-2025) average was 32.8 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 31.

General Assessment:

Speed related fatalities remain a very real problem in South Dakota. The state continues to allocate resources to speed enforcement. Being a very rural state with long stretches of wide-open roadways, the ability to speed has always been an issue. Law enforcement personnel cannot effectively cover the many hundreds of square miles of state roadways simultaneously, which results in the need to educate the public of the dangers. Continued partnerships with law enforcement and increased education and awareness are needed in order to see a downward trend in the five-year average.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- Law Enforcement Equipment
- Law Enforcement Programs/Overtime
- Media

C7 – Decrease motorcyclist fatalities to 18.4 or less for 2024-2026.

Outcome:

The number of motorcyclist fatalities for the five-year (2021-2025) average was 24 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 17.

General Assessment:

South Dakota has experienced an increase in motorcycle fatalities in 2024. Preliminary numbers for 2025 show a decrease in motorcycle fatalities. The State of South Dakota works diligently to keep this number as low as possible, but the effort is complicated by the annual Sturgis Motorcycle Rally which brings hundreds of thousands of motorcycle enthusiasts to the state each year. Continued education and awareness aimed at both motorcycle riders and motor vehicle drivers are imperative in order to see a downward trend in the five-year average.

C8 – Decrease unhelmeted, motorcyclist fatalities to 12.3 or less for 2024-2026.

Outcome:

The number of unhelmeted motorcyclist fatalities for the five-year (2021-2025) average was 15 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 11.

General Assessment:

Although the motorcycle safety and training program are funded by state funds each year, the goals cited in C7 and C8 are dependent on motorcyclist activities from visitors to the state and citizens of South Dakota. The Office of Highway Safety has an ongoing educational website (RideSafeSD.com) that is actively marketed to individuals with an interest in motorcycle-related activities. Again, this activity is largely funded from state-based revenues. South Dakota has determined that the application process for \$405 funds targeted for motorcycle safety to be far too cumbersome for the amount of funding provided.

C9 – Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 15.6 or less for 2024-2026.

Outcome:

The number of drivers age 20 or younger involved in fatal crashes for the five-year (2021-2025) average was 18 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 15.

General Assessment:

Speed, unbelted drivers, and alcohol use are all factors in this performance goal. The Highway Safety Office and the South Dakota Broadcasters Association deploys a campaign each year focused on getting young drivers to pledge to being safe drivers. The Driver Education Coordinator is always examining factors that are missing in South Dakota's driver education programs. Other initiatives are underway in an effort to push this number in a downward direction. Additional work needs to be done on this front, but with one of the lowest legal driving ages in the United States (14 for an instructional permit); South Dakota has significant challenges ahead. Continued education and awareness aimed at teen drivers are imperative in order to see a downward trend in the five-year average.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- Community Organized Resources in Education (C.O.R.E.)
- Lawrence County Teen Court
- South Central Alcohol Task Force
- South Dakota Driver Education Association
- Students Against Destructive Decisions (SADD)

C10 – Decreased pedestrian fatalities five-year average of 9 fatalities or less for 2024-2026.

Outcome:

The number of pedestrian fatalities for the five-year (2021-2025) average was 11.2 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 8.

General Assessment:

Fatalities in this category are historically tribal in nature. That makes it difficult to treat the problem with an over-arching fix. Statistically speaking, South Dakota does not experience a large number of pedestrian fatalities. Preliminary numbers for 2025 are showing continued decrease in pedestrian fatalities, however the five-year average will exceed the goal for FY2025. It is imperative that educational messaging is aimed at motor vehicle drivers as well as the non-motorized population. Education and awareness are needed to increase pedestrian safety and decrease pedestrian fatalities.

The Highway Safety Office funded the following programs to assist in achieving this goal.

- South Dakota Safety Council

C11 – Maintain bicyclist fatalities five-year average of 1 fatality or less for 2024-2026.

Outcome:

The number of bicyclist fatalities for the five-year (2021-2025) average was 1.4 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 1.0.

General Assessment:

South Dakota historically has a low number of bicycle fatalities. While the Office of Highway Safety does not typically have a specific media campaign addressing bicycle safety, partnerships with subrecipients allow for targeted education and awareness. Increased educational messaging and awareness are essential to increase bicycle safety and decrease bicycle fatalities.

We funded the following programs to assist in achieving this goal.

- South Dakota Emergency Medical Services for Children

B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 89.0% by December 31, 2026.

Outcome:

The statewide observed seat belt usage for 2025 is reported at 85.8% which is a decrease from the use rate of 88.6% in 2024. South Dakota has not met the annual target goal for 2025 of 88.7%. The seat belt use rate has been certified by NHTSA Headquarters.

General Assessment:

South Dakota continues to address occupant protection. The Office of Highway Safety recognizes there are many challenges and works within appropriate boundaries to make a difference. In the coming months and year, continued partnerships with law enforcement and increased education and awareness are imperative to see an increase in the five-year average. Despite a lack of primary enforcement, the Highway Safety Office recognizes the importance of continued education and awareness regarding seat belt use.

Distracted Driving Fatalities – Reduce the five-year average for distracted driving fatalities to 5.0 or less for 2020-2024.

Outcome:

The number of distracted driving fatalities for the five-year (2021-2025) average was 5.6 fatalities. Based on preliminary data, South Dakota is currently not on track to meet the five-year (2021-2025) average goal of 5.

General Assessment:

Often distraction can be hard to investigate unless there is some level of self-admittance. In looking at more in-depth data, lane departure continues to be an issue on South Dakota roadways. Lane departure can be anything from running off the road to crossing the center line. The assertion can be made drivers are experiencing some level of distraction.

Number of Law Enforcement Agencies Submitting Crash Reports Electronically – Increase the number of law enforcement agencies that submit crash reports electronically from 121 to 124 for 2025.

Outcome:

South Dakota has met the annual goal of 122 law enforcement agencies submitting crash reports electronically.

The results achieved during FY2025 for the three required activity performance measures are listed below.

- Impaired Driving Citations: 620
- Occupant Protection Citations: 3,072
- Speed Citations: 15,929

FY2025 Public Participation & Engagement

Public Participation and Engagement

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

As part of South Dakota's Triennial Highway Safety Plan for FY2024-2026, the South Dakota Office of Highway Safety (SDOHS) has prioritized effective coordination with community partners to improve highway safety outcomes. The goal of this effort is to foster active engagement with a wide range of stakeholders, gather valuable community feedback, and ensure that strategies and countermeasures are tailored to address the specific needs and challenges faced by different communities across the state.

Engaging Affected Communities Through Data-Driven Outreach

As part of the Triennial Highway Safety Plan, the SDOHS identified key communities based on crash types and geographic areas with a focus on high-risk populations and locations. These efforts not only address the leading causes of crashes but also seek to engage communities directly impacted by these issues.

Motorcyclist Community Engagement:

Recognizing that motorcyclists are disproportionately involved in fatal crashes, the SDOHS worked with the A.B.A.T.E. (A Brotherhood for Awareness, Training and Education) organization to directly engage the motorcyclist community. This collaboration has continued the expanded first aid training for motorcyclists and first responders, in partnership with Accident Scene Management. These efforts aim to improve emergency response and reduce fatalities among motorcyclists.

Engaging Tribal Communities:

South Dakota's Tribal populations have historically been overrepresented in traffic fatalities, and addressing this issue is a priority within the Triennial Highway Safety Plan. To better understand the challenges faced by tribal communities, the SDOHS encouraged participation in the state's highway safety workshops. These workshops were conducted in four different locations across the state, with a focus on engaging individuals from diverse backgrounds. Crash data was presented, and participants were invited to share their concerns, provide feedback, and suggest solutions to improve roadway safety. Additional feedback was collected through QR codes that included open-ended questions, allowing participants to voice their opinions on traffic behaviors and concerns in their communities.

Furthering this engagement, the Director and staff attended the Tribal Transportation Safety Summit in Flandreau in October 2024. This summit provided an opportunity for the SDOHS to directly engage with tribal officials and gain insights into the unique transportation challenges facing these communities. Tribes presented projects and strategies to address transportation safety issues in their communities, and discussions focused on ways to improve data collection on crashes, which is essential for developing targeted countermeasures. Improving data collection will enable more accurate identification of high-risk areas and allow for better-targeted interventions.

Staff from the Office of Highway Safety along with state of South Dakota Department of Transportation, Federal Highway Administration, Rosebud Sioux Tribe, and other community members conducted a roadway safety audit in May on US Highway 18 west of Mission. Feedback was provided from the tribe, surrounding communities, and employees from the correctional facility. Possible countermeasures were discussed, and DOT produced a report outlining the findings.

Influence of Public Participation on Countermeasure Strategies

The public participation and engagement efforts described above have significantly influenced the design and implementation of countermeasure strategies under the Triennial Highway Safety Plan. Key themes and issues raised through community feedback such as the importance of motorcycle safety training and enhanced data collection for tribal populations have been integrated into the state's overall strategy for improving road safety.

For example:

- Motorcycle safety: The collaboration with A.B.A.T.E. and first responders has informed the development of motorcycle safety programs, including increased availability of first aid training and resources for motorcyclists.
- Tribal engagement: The feedback from tribal representatives has led to better targeted interventions on reservations, with a particular focus on improving crash data collection, which will allow the SDOHS to identify specific risks and develop effective countermeasures for these communities.

Conclusion

South Dakota's efforts to engage with diverse communities, including motorcyclists and tribal populations, are central to the success of the Triennial Highway Safety Plan. Through ongoing public participation and feedback, the SDOHS has been able to better understand the needs and concerns of these communities and implement countermeasure strategies that directly address their specific traffic safety challenges. By increasing the quantity and quality of engagements, expanding outreach to new partners, and improving communication channels, South Dakota is continuing to build a data-driven approach to improving highway safety outcomes.



FY2025 Law Enforcement Community Collaboration & Evidence Based Enforcement

Law Enforcement Community Collaboration

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501



South Dakota's traffic enforcement strategies are built on a foundation of community collaboration, evidence-based enforcement, and support from the Office of Highway Safety to local law enforcement agencies. For example, Clay County Sheriff's Office and the Brookings Police Department are two of the many law enforcement agencies throughout South Dakota that are committed to engaging with their communities and using data to make informed traffic safety decisions.

State Support to Law Enforcement Subrecipients

The South Dakota Office of Highway Safety plays a crucial role in supporting its law enforcement subrecipients through funding, resources, and guidance. Through programs like the Highway Safety Grant Program and our strong Law Enforcement Liaison project, local agencies are provided with the necessary financial and technical resources to enhance their traffic enforcement efforts, implement community education programs, and engage in high-visibility enforcement campaigns.

In 2025, during the annual grant training and application workshops, community collaboration continued to be a topic of discussion. Local law enforcement agencies were encouraged to explore ways to work with their communities to address traffic safety issues effectively. Following these workshops, the Law Enforcement Liaisons (LEL) facilitated continued conversations with their respective agencies, focusing on best practices in community engagement. To ensure ongoing accountability, agencies were asked to include community collaboration efforts into their monthly traffic safety reports. These reports are reviewed by the law enforcement liaisons, who provide follow-up questions and clarification where needed to ensure that community involvement is meaningful and impactful.

By providing financial assistance and technical support, the state ensures that local law enforcement agencies have the resources needed to effectively reduce traffic-related injuries and fatalities, while promoting transparency and community collaboration.

Community Collaboration Efforts

In December 2024, personnel from the Clay County Sheriff's Office met with city officials and community members during a city council meeting in Irene, a smaller municipality within their jurisdiction. During this meeting, residents and council members expressed concerns regarding vehicles speeding through town on SD Highway 46. Working collaboratively with the city council and in response to citizen feedback, the Clay County Sheriff's Office developed and implemented a plan to increase stationary patrol presence within the city of Irene. Deputies now patrol the area a minimum of twice daily, typically for one to two hours per shift, as a proactive effort to address speeding concerns and enhance traffic safety for the community.

In June 2025, personnel from the Brookings Police Department participated in Safety Town to educate local youth on various aspects of community safety. Instruction included traffic safety topics such as

recognizing stop signs and safely crossing streets. Officers utilized a Safety Mat device, which was purchased with Highway Safety funds from the previous year, to support this instruction. This activity was community supported in part by using peer to peer mentorship. Young teenagers were paired with youth as they practiced being pedestrians and motorists.

Additionally, officers participated in a Bike Rodeo to educate youth on summer bicycle safety. A bicycle safety course was established, guiding participants through key skills including stopping at stop signs, using proper hand signals, and maintaining balance while riding. Officers also discussed applicable traffic laws for bicyclists and emphasized pedestrian safety.

Evidence-Based Enforcement Activities

Both agencies and other law enforcement agencies in South Dakota are encouraged to utilize evidence-based enforcement strategies to reduce traffic-related injuries and fatalities. Many conducted sobriety checkpoints and saturation patrols during national high-visibility campaigns aimed at reducing impaired driving, increasing seat belt usage and addressing speeding. These high-visibility enforcement activities, driven by crash and citation data, are designed to deter risky behaviors such as speeding and impaired driving by increasing the perceived likelihood of detection and enforcement.

Supporting Data Collection and Analysis

The Clay County Sheriff's Office is a great example of using data and community feedback to adjust enforcement strategies while responding to local safety concerns. Many of the agencies involved in the Highway Safety grant programs use data to support their enforcement and education efforts while engaging with their communities. These agencies actively collect and analyze data to ensure that enforcement efforts are effective.

Informing Traffic Enforcement Policies and Activities

The data and feedback collected during community events is used to inform traffic enforcement policies and help refine strategies for safer roadways. In particular, the feedback from the Irene community about speeding led to increased monitoring and enforcement in these high-priority areas. The Safety Town program in Brookings underscores the importance of early intervention and education in shaping future safe driving behaviors, ensuring long-term reductions in traffic-related injuries.

These community engagement efforts not only address immediate safety concerns but also contribute to the development of evidence-based policies that promote long-term public safety and build trust between law enforcement and the communities they serve.



FY2025 Unattended Passenger Summary

Unattended Passenger

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Project Numbers: 2025-03-11

This project is meant to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle. A professional advertising firm was used to develop and place pertinent educational messages and materials throughout the state. A portion of grant funds received under Section 402 was used to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

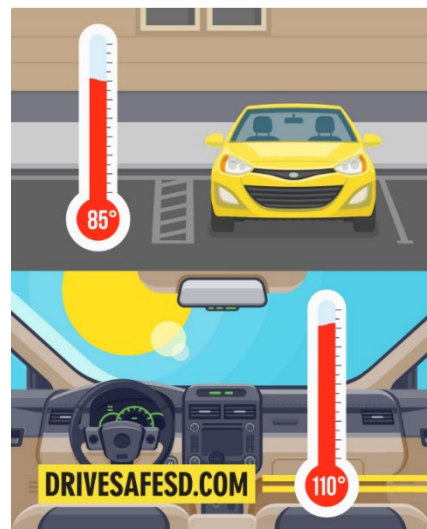
This project was funded with 402 federal funds.



Plan Up Front for Backseat Riders

Extreme temps are dangerous for children, and hundreds tragically die each year after being left in parked vehicles. Needing a reminder is normal, but forgetting can be fatal – make sure you have a plan to keep your kids safe no matter the time of year.

[LEARN MORE](#)





PLAN AHEAD FOR BACKSEAT RIDERS

According to the National Highway Traffic Safety Administration, more than 970 children have died of heatstroke because they were forgotten or trapped in a hot vehicle. Kids' body temperatures rise 3-5x faster than adults, and hot car deaths can happen in temperatures as low as 60 degrees.

**It's tragic—and it can happen to anyone.
So make a plan up front for backseat riders.**

- Leave a personal item like a shoe, cell phone, purse, wallet or backpack in the backseat.
- Set a recurring alarm on your phone to check the backseat in the morning and after work.
- Ask your daycare to call if your child doesn't arrive.
- Keep your child's shoe in your lap while driving.
- Don't rely solely on vehicle sensors.
- Many kids are forgotten when there's a change in routine, like a parent doing daycare drop-off who typically doesn't. Be aware, and use a reminder system.
- If you notice a child alone in a car, call 911.

DRIVESAFESD.COM

MORE WAYS TO KEEP KIDS SAFE

Beware of Hypothermia in Cold Cars

A cold vehicle is just as dangerous as a hot one. Never leave your child unattended, no matter the season or the length of time you'll be gone.

Prevent Back-over & Front-over Fatalities

Kids are harder to see around cars, especially SUVs, crossovers and pick-ups with larger blind spots. And it's not just back-overs you need to worry about. Many kids are hurt or killed in "front-over" incidents—when a driver is slowly moving forward but doesn't see a child right in front of them.

- Check around your vehicle before you get in, walking fully around the perimeter.
- Don't use your phone, and turn your radio off.
- Roll down the window to listen for kids.
- Check your mirrors frequently.
- Slow down and be prepared to stop.
- Be aware of neighborhood children who might be riding bikes or playing nearby.
- Teach your children not to play near cars.

Choose the Right Child Seat

The right car seat can mean the difference between life or death in a crash. Check out NHTSA's car seat guidelines to ensure your kiddo is using the right seat for their height, weight and age.



FY2025 Project Agreement Annual Report Summaries

Community Organized Resources for Educating Our Youth (C.O.R.E.)

Contact Information: Rick McPherson
Community Organized Resources in Education (C.O.R.E.)
22732 Rando Court
Box Elder, SD 57719

Project Numbers: 2025-02-04

This project aims to reduce underage driver fatalities by 6% (from 17 to 16). This goal will be achieved through statewide implementation of the C.O.R.E. Freshman Impact program, expanded partnerships with underserved Native Nations, and the use of South Dakota's first Mobile Virtual Driving Lab in schools, Driver's Education, and Diversion programs. Program effectiveness will be measured through participant surveys assessing knowledge, behavior change, and satisfaction.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

C.O.R.E. (Community Organized Resources for Educating Youth) achieved significant outcomes in FFY25, reducing fatalities among drivers aged 20 and younger in South Dakota to seven—a 58% decrease from the prior year—with alcohol-involved fatalities down 75% and unbelted driver fatalities down 50%. These results were supported by 10 Freshman Impact programs reaching 1,317 students from 55 high schools across 31 counties, with approximately 800 volunteers. Students participated in interactive, law enforcement-supervised activities addressing impaired driving, distracted driving, speed, and seatbelt use, including UTV simulations with Fatal Vision Goggles, virtual driving simulator modules, and Battle of the Belts competitions. Evaluations indicated 69% of students intended to reduce risk-taking behaviors, with 270 specifically noting improvements in impaired, distracted, or unsafe driving practices. The Mobile Virtual Driving Simulator Lab further reinforced safe driving concepts for 127 middle and high school students. These initiatives demonstrate C.O.R.E.'s measurable impact in reducing teen risk-taking and preventing traffic fatalities statewide.

Community Outreach and Program Management

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Numbers: 2025-03-06 and 2025-03-07

This project supported a Management Analyst to provide technical assistance to statewide and local highway safety projects. The Analyst assisted the Director of the Office of Highway Safety with writing federal grant applications, reports, project applications and agreements, project monitoring, technical assistance to project directors, and budget management.

This project was funded with Section 402 and 164AL federal funds.

Project Contribution to Highway Safety Target:

This project provides administrative oversight and support.

Crash Report Data Collection System

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Number: 2025-03-08

The Law Enforcement Officer System (LEOS) enables electronic crash report submission and electronic ticketing for law enforcement. LEOS greatly reduces the time for a crash report to be entered into the state crash database and eliminates many errors in crash reporting. This results in better information in the state crash database.

This project was funded with Section 405c federal funds.

Project Contribution to Highway Safety Target:

Affinity Global Solutions is a contractor that provides LEOS training, installation, and weekly maintenance for more than 120 local governmental law enforcement agencies.

Driver Education Coordinator

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Number: 2025-03-09

This project supported a Driver Education Coordinator to provide coordination and support for the driver education process in South Dakota. The Driver Education Coordinator serves as the primary point-of-contact for any school district administrator or driver education instructor. This position also works to create and maintain a comprehensive database of active driver education instructors across the state.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

This project provides administrative oversight and support.

DUI 1st Program

Contact Information: Roland Loudenburg
Mountain Plains Evaluation
PO Box 530

201 N Main St
Salem, SD 57058

Project Number: 2025-03-10

South Dakota has implemented the South Dakota Public Safety DUI 1st Program across the state to provide consistent drinking and driving programming for DUI offenders with an emphasis on DUI 1st offenders. In FY2025, a contract with Mountain Plains Evaluation again provided evaluation of the 1st Offender Curriculum; this evaluation measured the impact of the programs in reducing recidivism of driving under the influence.

In an attempt to reduce the number of re-offenses for first time DUI offenders, South Dakota developed a twelve hour, standardized, evidence-based curriculum for first time DUI offenders that included education and cognitive-behavioral components. A cadre of providers from across the state have been trained through 2-day certification training and annual refresher training. In addition, providers are required to implement the program consistent with outlined standards to maintain program fidelity. The providers coordinate with the courts for referral of first DUI offenders. Reduction in recidivism rates have been documented for individuals that completed the course when compared to DUI 1st Offenders that did not complete the course. A post 1st Offender course survey, one-year after the course, shows positive behavior change and recidivism rates are much lower for course participants. Additionally, a key important component of implementation of the curriculum is to ensure that all sites are implementing the model in a consistent manner across the state. The evaluators participate in project steering committee meetings, conduct site visits, and monitor program implementation to assess the implementation and fidelity of the model.

In FY2025, there were 144 DUI 1st Offender courses offered with 982 individuals that completed the course. The project is working to increase referrals from the courts system to the program.

This project was funded with Section 405d-Imp federal funds.

Project Contribution to Highway Safety Target:

Course Participants recidivate at a slower rate than non-course participants when viewed by year of offense. Individuals participating in the DUI 1st course completed several forms that provided information used to evaluate change in knowledge and attitude in the form of a pre and post-test. Analysis of program data has documented consistent and lower recidivism rates for program participants compared to controls. Substantial reduction in recidivism has been documented in the initial years after the offence for those participating in the course compared to those who do not. At five-years post arrest, program participants have a recidivism rate of 20.7% compared to 24.5% of controls, a 15.5% decrease in the recidivism rate. The trend indicates that the effect of the program diminishes with time; however, even after five-years the percentage of cases that have recidivated is less than the percentage of controls that have recidivated.

Emergency Medical Services for Children – Bike Safety

Contact Information: Corolla Lauck
EMS for Children
1400 W 22nd St
Sioux Falls, SD 57105

Project Number: 2025-02-21

South Dakota EMS for Children (SD EMSC) will reduce bicycle injuries and fatalities by delivering at least 10 educational events by September 30, 2025, providing evidence-based resources, promoting helmet use, and educating bicyclists, caregivers, and motorists on rules of the road and safe practices. Efforts will prioritize high-risk areas, leverage statewide partnerships, and be evaluated through ongoing activity tracking and crash data comparisons to guide and strengthen future bicycle safety initiatives.

This project is funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

South Dakota EMS for Children exceeded the objective to provide 10 educational events by implementing a comprehensive statewide approach. This included 35 helmet fitting events, providing properly fitted helmets and safety resources to children, and 50 Bike Rodeos guided by the “Don’t Thump Your Melon” curriculum, resulting in 2,696 helmets distributed statewide. Additionally, 34 Driver’s Education presentations reached 854 students, teaching safe road-sharing practices, helmet use, and South Dakota’s 3’-6’ passing law, with pre- and post-surveys confirming comprehension. Program staff also promoted bike safety through marketing campaigns, conference booths, and professional development at the LifeSavers Conference.

These efforts contributed to measurable improvements in statewide bicycle safety. FFY25 reported one fatality and 101 injuries from bicycle crashes, down from three fatalities and 110 injuries in FFY24. By exceeding the number of planned events and engaging students, families, and communities in hands-on safety activities, South Dakota EMS for Children effectively increased public awareness, reinforced safe riding behaviors, and demonstrated significant progress in reducing bicycle injuries and fatalities.

Emergency Medical Services for Children – Impaired Driving Prevention

Contact Information: Corolla Lauck
EMS for Children
1400 W 22nd St
Sioux Falls, SD 57105

Project Number: 2025-02-23

South Dakota EMS for Children (SD EMSC) will conduct at least 10 statewide, evidence-based education and injury prevention events by September 30, 2025, focusing on youth and drivers under age 44 who account for over half of drinking drivers involved in crashes. Efforts will emphasize targeted sober-driving messaging, stakeholder partnerships, and sustained outreach in high-risk areas, with progress measured through crash data comparisons and quarterly reporting.

This project is funded with Section 405-d Imp federal funds.

Project Contribution to Highway Safety Target:

South Dakota EMS for Children exceeded the FY25 Impaired Driving Grant goal, delivering 34 presentations to 854 students statewide. This was more than triple the planned 10 events. Using Choices, Chances, Decisions and Stop the Bleed programs, students learned impaired driving laws, the importance of a designated driver, and crash consequences. Additional efforts included high-risk period marketing campaigns and statewide program delivery. These initiatives coincided with

measurable results: impaired driving fatalities dropped from 51 to 42, and injuries decreased from 597 to 426, demonstrating significant progress in reducing impaired driving across South Dakota.

Emergency Medical Services for Children – Occupant Safety

Contact Information: Corolla Lauck
EMS for Children
1400 W 22nd St
Sioux Falls, SD 57105

Project Number: 2025-02-22

South Dakota EMS for Children (SD EMSC) will provide at least 10 educational events by September 30, 2025, promoting proper occupant restraint, pediatric safe transport, post-crash care, and life-saving interventions such as Stop the Bleed. These efforts leverage statewide partnerships with EMS providers, law enforcement, schools, and community organizations to influence driver and caregiver behavior, enhance safety across rural, frontier, and tribal communities, and measure success through crash data comparisons and ongoing program evaluation.

This project is funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

South Dakota EMS for Children exceeded the FY25 goal by delivering 34 educational events statewide, reaching 854 Driver's Education students. Using Choices, Chances, Decisions and Stop the Bleed programs, students received hands-on training, vehicle kits, and instruction on seat belt laws, crash consequences, and personal responsibility, while Pediatric Champions and community partners supported delivery. Additional efforts included EMS provider training on pediatric restraints, distribution of 593 "Growing on the Go" car seat resources, marketing campaigns, and presentations at the State Driver's Education Instructor Conference. These activities coincided with measurable safety improvements: unrestrained occupant fatalities decreased from 52 in FFY24 to 49 in FFY25, demonstrating SD EMS for Children's success in increasing awareness, reinforcing proper restraint use, and reducing injuries and fatalities statewide.

Electronic Grants Management System – EDGAR

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Numbers: 2025-03-03 and 2025-03-04

EDGAR (Electronic Database for Grant Application and Reporting) offers 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 subrecipients 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 manual notifications from the Highway Safety Office.

This project was funded with Section 402 and 164AL federal funds.

Project Contribution to Highway Safety Target:

There are currently 111 law enforcement agencies registered with EDGAR to either manage their Highway Safety grant or report monthly traffic data. There are currently 79 state, community coalitions, and non-profit organizations registered with EDGAR.

Health Connect of South Dakota

Contact Information: Fran Rice
Health Connect of South Dakota
2011 West 26th Street, Suite 203
Sioux Falls, SD 57105

Project Numbers: 2025-02-06

This project aims to reduce fatalities related to distracted or alcohol-impaired driving from seven to six in the Sioux Empire Metropolitan Area, which includes Lincoln, McCook, Minnehaha, and Turner counties. This goal will be achieved through youth-led peer-to-peer distracted driving prevention activities, multiple community sobriety events, and outreach efforts at local fairs and festivals. Progress will be measured using state crash data and documentation of completed outreach and prevention activities.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

The primary objective was to reduce traffic fatalities in the Sioux Empire due to alcohol or distracted driving from seven in FFY25 to six by September 30, 2025. Based on data from the South Dakota Accident Records Department, this goal was achieved. Six alcohol-related fatalities were reported. Two each in Lincoln, McCook, and Minnehaha counties. Turner County had zero. No distracted driving fatalities were reported in any of the Sioux Empire counties during FFY25.

To meet grant objectives, Health Connect conducted multiple outreach and prevention activities throughout the year, including two community sobriety events, peer-to-peer youth distracted driving education, presence at local fairs and the Health Connect Festival, and distribution of SD Office of Highway Safety materials at community events. Additionally, youth and adult participants created radio broadcast messages aired through Midwest Communications, Sunny Radio, and Results Radio.

Highway Emergency Responder Training Foundation

Contact Information: Andy Wicks
Highway Emergency Responder Foundation
1402 26th Street SE
Watertown, SD 57201

Project Numbers: 2025-02-02

This project will train more than 110 tow operators, highway responders, and fire professionals in Traffic Incident Management, equipment proficiency, electric vehicle hazards, and recovery techniques. The goal is to reduce responder injuries, fatalities, and secondary crashes during

roadside and work zone incidents in South Dakota by minimizing exposure time and improving incident clearance safety. These targeted trainings will increase responder awareness and efficiency, reduce clearance time, and enhance safety for both responders and the traveling public.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

The project successfully delivered four specialized training modules to professional roadway responders, demonstrating strong presenter capability and effective curriculum deployment. The Fire Rigging Awareness Training met its numerical goal, providing participants with essential skills in stabilization, rigging, and weight assessment to enhance safety at motor vehicle incidents. The Hybrid/EV Training exceeded expectations in participation and engagement, delivering high-voltage safety and mitigation information to a diverse audience including fire, tow, and government personnel. The Heavy-Duty Level I Training effectively engaged participants in advanced recovery, rigging analysis, and quick clearance strategies for commercial vehicles, while the Light-Duty Level II Training equipped operators with critical Traffic Incident Management (TIM) safety skills and light-duty rigging knowledge for everyday traffic incidents. Overall, the project met or exceeded performance targets, successfully advancing the professional development of tow operators and emergency roadway responders and reinforcing safe, efficient traffic incident response.

Impaired Driving Technical Assistance

Contact Information: Roland Loudenburg
Mountain Plains Evaluation
PO Box 530
201 N Main St
Salem, SD 57058

Project Number: 2025-03-12

In FY2025, the Highway Safety Office executed a contract with Mountain Plains Evaluation to aid with the Impaired Driving Technical Assistance group.

This project is funded with Section 405d-Imp federal funds.

Project Contribution to Highway Safety Target:

The South Dakota Impaired Driving Technical Assistance is required to continue to review state impaired driving data, identify priorities, monitor project implementation, and review progress in conjunction with the Office of Highway Safety and other stakeholders across the state with a vested interest in reducing impaired driving. The South Dakota Impaired Driving Plan presents a synopsis of impaired driving indicators and statistics relevant to impaired driving in South Dakota, outlines areas of concerns, identifies priority areas for future programming, and outlines a process upon which the South Dakota Impaired Driving Technical Assistance can guide and inform the Office of Highway Safety in implementing and prioritizing funding for programming (that is evidence based) to reduce impaired driving in South Dakota.

Law Enforcement Equipment

Contact Information: Office of Highway Safety

Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Law enforcement agencies that identified highway safety problems through analysis of crash reports and/or citation history were invited to apply for support to purchase specific equipment to address those problems. Funding was used to support equipment purchased for the Highway Patrol, sheriff's offices, and police departments including radar/lidar units, speed signs and speed trailers for speed enforcement (Section 402 dollars), in-car video cameras, oral fluid and breath testing devices (Section 405d-Imp dollars) to enhance prosecution of impaired driving cases.

Project Contribution to Highway Safety Target:

The Office of Highway Safety, using crash and citation data, determines which law enforcement agencies should be awarded grants to purchase equipment which will ultimately be used to drive down fatalities and injuries.

Law Enforcement Liaisons

Contact Information: Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Number: 2025-03-13; 2025-03-14; 2025-03-15

Two individuals with law enforcement experience provided liaison services between the Office of Highway Safety and local law enforcement agencies. In FY2025, the Law Enforcement Liaisons (LELs) worked with law enforcement agencies to promote targeted traffic enforcement, high visibility mobilizations, and public education. The LELs monitor grant funded activities, provide resource materials to all agencies, and monitor traffic enforcement data submitted by law enforcement agencies.

In FY2025, the LELs made contact with nearly all county sheriff's offices and city police departments. The LELs provided technical assistance and resources to the following agencies that received NHTSA funding in FY2025: one state police office, 33 sheriff offices, 32 police departments, one University police, and two tribal law enforcement agencies.

These projects were funded with Section 402 and 405-d Imp federal funds.

Project Contribution to Highway Safety Target:

This project provides administrative oversight and support.

Law Enforcement Overtime

Contact Information: Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Funds were allocated for overtime to support sobriety checkpoints and saturation patrols during the national high-visibility impaired driving and seat belt mobilizations. Overtime was also used to do sustained traffic enforcement during high-risk time frames identified in the project applications from law enforcement agencies. To qualify for overtime, agencies were required to identify a highway safety problem that could be addressed by enhancing traffic

patrols. High-visibility enforcement deters speeding and impaired driving by convincing the public that highways are monitored, and offenders will be punished thereby reducing crashes.

Overtime was funded with Section 402, 164AL, and 405d-lmp federal funds as appropriate to the activity performed.



Project Contribution to Highway Safety Target:

The Office of Highway Safety, using crash and citation data, determines which law enforcement agencies should be awarded grants to fund overtime enforcement activities which will ultimately be used to drive down fatalities and injuries.

Lawrence and Schiller, Media Contractor

Contact Information: Jamie Hegge
Lawrence & Schiller
3932 South Willow Avenue
Sioux Falls, SD 57105

Project Numbers: 2025-03-16; 2025-03-17

Lawrence and Schiller is a full-service advertising agency that assists the Office of Highway Safety in all of its advertising, social media, and other safety messaging activities.

This contract was funded through Section 164AL and 402 federal funds and through donated bonus ad placement.

Project Contribution to Highway Safety Target:

This project focused on public messaging of safety campaigns.

Lawrence County Teen Court

Contact Information: Alexandra Lux
Lawrence County Teen Court
68 Sherman Street Suite 213
Deadwood, SD 57732

Project Numbers: 2025-02-29

Northern Hills Diversion will provide evidence-based education, counseling, and restorative justice programming to youth offenders and volunteers, ensuring assessment of substance abuse risk, skill-building for safe driving behaviors, and opportunities for positive peer influence in Lawrence, Meade, and Butte Counties. By engaging at least 30% of diversion participants and supporting public awareness campaigns for distracted driving and seatbelt use, the program aims to reduce recidivism and improve safe driving behaviors. Progress will be measured through case completion data, recidivism rates, and participant competency assessments, and quarterly reporting.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

During FFY25, Northern Hills Diversion provided safe driving and substance abuse education to diversion youth, achieving strong outcomes despite a slight decrease in participation due to fewer driving-related offenses. While 26% of youth received the Safe Driving program, an additional 52 youth participated in Alive@25 training. All youth sentenced for impairment-related offenses (100%) were assessed for warning signs of alcohol or drug abuse and completed services with certified chemical dependency counselors. Additionally, 100% of diversion youth were provided opportunities to learn about the effects of substance abuse and develop skills for healthier, productive lives. Program performance exceeded expectations in several key areas to include: 93% of youth successfully completed their sentences within 120 days, and 90% did not reoffend within six months of completion. All youth offenders and volunteers received evidence-based materials on distracted driving and seatbelt use. Northern Hills Diversion also participated in National Distracted Driving Awareness Month events in Lawrence County, distributing materials to over 700 youth. The program continues to demonstrate measurable impact in promoting safe driving and responsible behaviors among diversion youth.

Media

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Project Numbers: 2025-03-05; 2025-03-11

This project is meant to raise awareness through education regarding all on Highway Safety issues. The Office of Highway Safety 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.

This project was funded with 164AL and 402 federal funds.

Project Contribution to Highway Safety Target:

This project focused on public messaging of safety campaigns.

Planning and Administration

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Project Number: 2025-03-18

Funding for this project was provided by Section 402 federal funds and state match.

Project Contribution to Highway Safety Target:

This project provides administrative oversight and support.

Traffic Safety Resource Prosecutor

Contact Information: Robert Weinmeister
Office of Highway Safety
Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Project Numbers: 2025-03-21

The Traffic Safety Resource Prosecutor provides technical assistance and training to law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers.

This project was funded with Section 405d-24/7 federal funds.

Project Contribution to Highway Safety Target:

Continued technical assistance and training to law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers.

Seat Belt Survey – Administration and Analysis

Contact Information: Upper Great Plains Transportation Institute
North Dakota State University
NDSU Dept. 2880 PO Box 6050
Fargo, ND 58108-6050

Project Number: 2025-03-20

In FY2025, the Office of Highway Safety contracted with Upper Great Plains Transportation Institute, North Dakota State University (NDSU) to administer and analyze data for the annual seat belt survey. The survey was administered in partnership with the EMS Association, described below. The seat belt portion of the survey was administered with established guidance from NHTSA including site selection, the manual and training for observers, coding forms, and schedule for observations.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

NDSU received the data from the SD EMS Association, described below, performed the analysis, and produced the final report on the results of the survey. The seat belt usage rate in South Dakota decreased from 88.6% in 2024 to 85.8% in 2025.

Seatbelt Survey – Observational

Contact Information: Katherine Benton
SD EMS Association
9001 N Kiwanis Ave
Sioux Falls, SD 57107

Project Number: 2025-03-20

The Office of Highway Safety contracted with the SD EMS Association for the observation portion of the annual seatbelt survey. The Association provided EMT's to perform the observations at pre-determined sites and times. The data was gathered according to NHTSA protocols and provided to UGPTI for analysis (see above).

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

In 2025 the seat belt usage rate in South Dakota was 85.8%. These surveys provide a guidepost for future enforcement and messaging campaigns.

South Dakota Broadcasters Association

Contact Information: Steve Willard, President
South Dakota Broadcasters Association
106 W Capitol Ave, Suite 7
Pierre, SD 57501

Project Number: 2025-03-19

This is a nationally unique project that utilizes "paid public service announcements" placed on every broadcast station in South Dakota through the State Broadcasters Association. The contract with SDBA generates a minimum of 3 to 1 in match. In other words, for everyone paid announcement, the broadcast stations place another 3+ announcements in their schedules. The match activity is well-documented by broadcast affidavits.

This project was funded with Section 164AL federal funds.

Project Contribution to Highway Safety Target:

This project focused on public messaging of safety campaigns.

South Dakota Driver Education Association

Contact Information: Ryan Decker
South Dakota Driver Education Association

Project Number: 2025-02-30

South Dakota DEA will reduce fatal and injury crashes involving drivers ages 14–18 by improving the delivery of driver education through evidence-based best practices. Strategies include providing annual instructor training through the South Dakota Driver Education Association (SDDEA) and supporting statewide implementation of newly developed Classroom and Behind-the-Wheel instructional standards that promote responsible driving behaviors. Progress will be evaluated through statistical comparisons of teen crash data across federal fiscal years and assessment of instructor adoption of standardized curricula statewide.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

In FY2025, SDDEA hosted the annual South Dakota Driver's Education Conference in Pierre, providing instructors with training on teaching students with varying abilities, including cognitive and physical disabilities, best practices for classroom and behind-the-wheel instruction, and current trends in driver safety. Additionally, a member attended the ADTSEA National Conference to gather insights on national trends and inform future state conferences. These efforts equip instructors with the skills and resources needed to prepare young drivers to make safer decisions behind the wheel, including reducing distracted and impaired driving and improving roadway interactions.

As a result of these initiatives, fatal and injury crashes involving drivers aged 14–18 decreased from 617 in FY2024 to 459 in FY2025. SDDEA continues to explore ways to expand instructor engagement, provide targeted training in high-need areas, and develop online resources and connections with ADTSEA to further support instructors. These ongoing efforts aim to sustain and enhance safety improvements for this high-risk driver population.

South Dakota Safety Council

Contact Information: Roxanna McKenna

Project Number: 2025-02-20

The Safety Village of South Dakota will address children, teens, adults, and individuals with intellectual disabilities through evidence-based programs, hands-on activities, and partnerships with law enforcement and community organizations. These efforts aim to promote safe walking behaviors, increase awareness of rules of the road, and foster sustainable community injury prevention campaigns, with progress tracked through crash data comparisons and quarterly reporting.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

During the 2025 grant period, the South Dakota Safety Council delivered 32 pedestrian safety education activities, exceeding the required number of in-person events and supporting statewide pedestrian safety goals. Programming reached children, teens, parents, and educators through

school-based events, community safety fairs, daycare presentations, and youth programs. Additional outreach included elementary school health and wellness fairs, after-school and summer care programs, Alive @ 25 classes, and community events such as Halloween safety activities and public safety days. The Safety Council conducted 3,535 pedestrian safety conversations using approved materials and messaging, including Stop, Look, and Listen; Be Seen, Be Safe; and Be Aware.

In addition to in-person education, a coordinated pedestrian safety awareness campaign was implemented through social media, print, and outdoor advertising, achieving a combined estimated reach of 138,841 impressions. Ongoing collaboration with the Sioux Falls Pedestrian Committee further strengthened program delivery and message consistency. Feedback from children, parents, and educators indicated strong engagement and understanding of pedestrian safety concepts, demonstrating effective use of grant-funded activities to advance pedestrian safety awareness.

South Dakota Office of the Attorney General, Division of Criminal Investigation (DCI)

Contact Information: Hank Prim / LaDonna Holm
South Dakota Office of the Attorney General, DCI
1302 E Hwy. 34, Suite 2
Pierre, SD 57501

Project Number: 2025-02-03

South Dakota Attorney General Office will provide advanced-level training not offered at the basic academy, including Traffic Crash Reconstruction, Heavy Truck Reconstruction, and Police Traffic Laser/Radar Instructor courses. These efforts will enhance investigative accuracy, speed enforcement effectiveness, and courtroom preparedness, supporting statewide crash reduction and traffic safety outcomes.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

The South Dakota Attorney General Office successfully completed all approved project activities. Three advanced traffic safety courses were delivered in 2025, strengthening statewide law enforcement capacity in crash investigation and traffic enforcement. A total of 56 officers completed specialized training in traffic crash reconstruction, radar and laser speed enforcement instruction, and applied data analysis for crash investigations. These trainings enhanced officers' technical skills, instructional capacity, and ability to support roadway safety and judicial outcomes. All FY25 grant objectives were fully met.

South Dakota School of Mines and Technology

Contact Information: Duane Kavanaugh
School of Mines and Technology
501 E St Joseph St
Rapid City, SD 57701

Project Number: 2025-02-25

School of Mines and Technology will provide targeted education on the risks of alcohol and drug use to improve student decision-making and reduce impaired driving in Pennington County. Achieved through multiple campus interventions, including social media campaigns, tabling events, mocktail demonstrations, experiential activities with Fatal Vision goggles, and promotion of the “Safe Rides” program. Program effectiveness will be tracked through participant evaluations, activity documentation, and crash data comparisons to ensure measurable reductions in impaired driving.

This project is funded with Section 405d-Imp federal funds.

Project Contribution to Highway Safety Target:

During the grant year, prevention efforts targeting college students with interactive impaired driving stations, Fatal Vision goggles demonstrations, and “Turn n/ Learn” games at campus tabling’s. Safe Ride materials were distributed across South Dakota School of Mines & Technology, Black Hills State University, and Western Dakota Technical College. Collaboration with Rapid Taxi and the Executive Wellness Committee improved the Safe Rides Home program, while Drive Safe/Highway Safety messaging was featured on athletic game boards and via student emails reaching approximately 2,000 students.

These efforts align with positive trends in traffic safety data. In Rapid City, total fatalities dropped from 9 in FFY2022 to 2 in FFY2025, and total injuries decreased from 819 to 599. Alcohol-related fatalities remained steady at 1, with 71 alcohol-related injuries in FFY2025. In Pennington County, drivers under 21 involved in fatal crashes fell from 3 in FFY2022 to 1 in FFY2025. Drug and alcohol involved crashes among drivers under 25 totaled 238 including 2 fatalities (FFY2022-FFY2025). The combination of expanded prevention programming, targeted messaging, and increased student engagement contributed to measurable reductions in crashes, injuries and fatalities among young drivers.

South Dakota State University

Contact Information: Mariah Weber
 South Dakota State University
 1440 N Campus Drive, Room 104, Box 2818
 Brookings, SD 57007

Project Number: 2025-02-07

The SDSU’s Rabbit Ride program aims to reduce alcohol-related injuries and fatalities in Brookings by 30%, from 3 to 2, through weekend transportation services, student monitor training, and use of the MyRide app for efficient route management. Effectiveness will be evaluated by comparing injury/fatality crashes and program participation across FFY2025, alongside quarterly and annual reports.

This project was funded with Section 405d-Imp federal funds.

Project Contribution to Highway Safety Target:

During FFY25, the city of Brookings reported zero alcohol-related fatalities and four alcohol-related injuries. While the goal of further reducing injuries was not fully met, the absence of fatalities represents a significant safety milestone and demonstrates measurable progress toward a safer, more responsible community.

The Rabbit Ride program transported 20,525 riders during FFY25, a 34.7% increase from 15,240 riders in FFY24, reflecting strong community engagement and program growth. This increase highlights the program's effectiveness in providing a safe alternative to impaired driving. Together, the elimination of fatalities and the expanded use of Rabbit Ride highlight Brookings' ongoing commitment to preventing alcohol-related incidents and promoting a culture of safety.

Students Against Destructive Decisions (SADD)

Contact Information: Lauren Zimmerman Meade
SADD, Inc.
1701 Rhode Island Ave NW
Washington, DC 20036

Project Numbers: 2025-02-09

In FY25, South Dakota Students Against Destructive Decisions (SADD) will reduce fatal and serious injury crashes among young drivers. This will be achieved by expanding peer-to-peer, evidence-informed traffic safety education, strengthening partnerships with law enforcement, community coalitions, and driving schools in high-risk counties. These efforts will build youth leadership capacity, increase statewide reach of teen traffic safety initiatives, and promote safer driving behaviors related to seat belt use, impaired driving, speeding, and distraction.

This project was funded with Section 402 federal funds.

Project Contribution to Highway Safety Target:

In FY25, SADD supported 26 active chapters and expanded access to teen traffic safety programming through outreach and monthly communications. SADD exceeded performance targets by delivering 54 teen traffic safety events statewide, reaching more than 9,000 individuals. Programming addressed key emphasis areas to include distracted driving, occupant protection, and impaired driving through initiatives such as: TextLess Live More, Rock the Belt, Freshman Impact, and the *Hang Up and Drive* tour.

SADD exceeded partnership goals by collaborating with more than 20 local, state, tribal, and nonprofit partners to support implementation across priority and non-priority counties. Evaluation activities included documentation of all events, participant tracking through the MySADD platform, and ongoing stakeholder feedback. Monthly newsletters reached 103 registered students and advisors, and a distracted driving survey (300+ responses) demonstrated strong baseline awareness while identifying continued need for targeted education to inform program improvements.

Traffic Records Coordinating Committee (TRCC)

Contact Information: Robert Weinmeister/Roland Loudenburg
Office of Highway Safety
Department of Public Safety
118 W Capitol Ave
Pierre, SD 57501

Project Number: 2025-03-22

The Traffic Records Coordinating Committee meets regularly to discuss ways to improve the traffic record system and coordinate the factions involved. Some of the topics of discussion include integration of case data from the United Judicial System with driver licensing records as well as linking NEMSIS and trauma system data, reducing the number of unknown roads in the state roadway inventory, enforcing suspended and revoked drivers' licenses, electronic citations, and expansion of LEOS to local law enforcement.

This project was funded by Section 405c federal funds.

Project Contribution to Highway Safety Target:

This project coordinates the sharing and implementation of roadway safety data activity.

University of South Dakota – Government Research Bureau

Contact Information: Robert Weinmeister/Dr. Ed Gerrish
USD Government Research Bureau
PO Box 530
Vermillion, SD 57069

Project Numbers: 2025-03-23 and 2025-03-24

The University of South Dakota's Government Research Bureau will analyze crash data and overlap with geographic and sociodemographic data, establish a plan, and facilitate stakeholder engagement, and assist with updates to the Triennial Highway Safety Plan.

This project was funded with Section 402 and 164AL federal funds.

Project Contribution to Highway Safety Target:

The Triennial Highway Safety Plan documents a three-year period of the State's highway safety program that is data-driven in establishing performance targets and selecting the countermeasure strategies for programming funds to meet those performance targets.

University of South Dakota – Student Counseling Center

Contact Information: Madison Harrington
USD: Student Counseling Center
414 East Clark Street, Cook House
Vermillion, SD 57069

Project Numbers: 2025-02-18

The program will provide ongoing alcohol education through campaigns, evidence-based programs, and parent-focused resources while promoting Safe Rides to encourage responsible choices. Effectiveness will be tracked by comparing crash data to the Safe Ride schedule to ensure student safety.

This project was funded with Section 405d-Imp federal funds.

Project Contribution to Highway Safety Target:

The FY25 Safe Rides Program continued to promote student safety by providing reliable late-night transportation and reducing alcohol-related crashes. Operating Fridays and Saturdays during fall and spring semesters, with expanded service for high-traffic events like USD Homecoming, the program maintained zero reported student injuries during scheduled Safe Rides nights. Collaboration with Southeast Public Transit, campus partnerships, and targeted alcohol-education programs reinforced safe behaviors and increased program visibility across campus.

Ridership reached 11,852, a 26% increase over the previous year, reflecting growing utilization. Outreach through social media, tabling, printed materials, and campus events boosted awareness, while challenges such as weather-related cancellations and limited driver availability during peak events were effectively managed. Student Government Association support funded early-semester services, further enhancing participation.

FY2025 Planned Activities Not Implemented

Cheyenne River Tribal Police Department

Contact Information: Don Farlee
2105 D Street
Eagle Butte, SD 57625

Project Number: 2025-00-49 and 2025-00-50

Reason project was not implemented:

The Cheyenne River Tribal Police Department choose not to implement the project due to staffing changes.

City of Elk Point Police Department

Contact Information: Neilson Conley
106 W. Pleasant Street
Elk Point, SD 57025

Project Number: 2025-00-54

Reason project was not implemented:

The Elk Point Police Department choose not to implement the project due to staffing changes of the project director and short staffing due to departures from the agency.

Rosebud Sioux Tribe Law Enforcement Services

Contact Information: Steve Denoyer
101 E. Frontage Road
Rosebud, SD 57570

Project Number: 2025-01-11

Reason project was not implemented:

The Rosebud Sioux Tribe Law Enforcement Services requested equipment and because we were unable to fund their equipment request, they chose not to accept the grant.

Avon Police Department

Contact Information: Theodore Smith
116 N. Main Street
Avon, SD 57315

Project Number: 2025-00-30

Reason project was not implemented:

The Avon Police Department Chief of Police left the agency and therefore the project was not implemented.

Wagner Police Department

Contact Information: Damon Griffith
 60 S. Main Avenue
 Wagner, SD 57380

Project Number: 2025-01-07

Reason project was not implemented:

The Wagner Police Department experienced manpower issues and therefore did not implement the project.

City of Hot Springs Police Department

Contact Information: Ross Norton
 201 N. River Street
 Hot Springs, SD 57747

Project Number: 2025-00-63

Reason project was not implemented:

The Hot Springs Police Department did not work any overtime or purchase awarded equipment due to staffing changes and injuries which prevented them from being able to work the overtime in the grant. Therefore, the awarded funding was not utilized.

Office of Rural Health/Emergency Medical Services

Contact Information: Marty Link
 4101 W 38th Street
 Sioux Falls, SD 57106

Project Number: 2025-02-31

Reason project was not implemented:

The project originally proposed hiring a consultant to link trauma and EMS motor vehicle response data utilizing Telemedicine in Motion. However, budget constraints and reduced federal funding led to the decision to complete this work internally, and no highway safety funds were used. Anticipated limitations in sustaining Telemedicine in Motion through general funds further supported this approach. Additionally, other federal funding reductions temporarily paused the trauma registry, and upon securing alternative funding and transitioning to a new vendor, data linkage efforts were required to restart, resulting in adjusted implementation timelines.

FY2025 Mobilization Activity

December 2024 Mobilization – Holiday Season Impaired Driving

	State Police	County Sheriff's Offices	Police Departments	Other Agencies
Participating Agencies	1	33	33	1
Reporting Agencies	1	33	33	1

Enforcement Activity:	
Number of Enforcement Hours	2053
Number of Checkpoints	23
Number of Saturation Patrols	266

Citation Information:	
DUI Arrests	431
Drug Arrests	836
Seatbelt Citations	684
Child Safety Seat Citations	29
Speeding Citations	2537
Felony Arrests	502
Recovered Stolen Vehicles	95
Fugitives Apprehended	108
Suspended Licenses	264
Uninsured Motorists	615
Reckless Driving	27
Other Arrests	2543

Paid Media:	
TV Ads	\$31,265.00
Radio Ads	\$26,180.04
Print Ads	\$1,008.00
Billboards	\$804.35
Social Media	\$7,368.53

Earned Media:	
Press Conferences	0
TV News Stories	1
Radio News Stories	18
Print News Stories	16
Other News Stories	74

May 2025 Mobilization – Click It or Ticket

	State Police	County Sheriff's Offices	Police Departments	Other Agencies
Participating Agencies	1	33	32	1
Reporting Agencies	1	33	32	1

Enforcement Activity:	
Number of Enforcement Hours	1507
Number of Checkpoints	17
Number of Saturation Patrols	189

Citation Information:	
DUI Arrests	250
Drug Arrests	631
Seatbelt Citations	655
Child Safety Seat Citations	35
Speeding Citations	4552
Felony Arrests	320
Recovered Stolen Vehicles	47
Fugitives Apprehended	148
Suspended Licenses	201
Uninsured Motorists	426
Reckless Driving	33
Other Arrests	1777

Paid Media:	
TV Ads	\$16,228.00
Radio Ads	\$3,749.52
Print Ads	\$2,575.64
Billboards	\$497.00
Social Media	\$2,216.90
Out-of-Home	\$9,998.82

Earned Media:	
Press Conferences	2
TV News Stories	5
Radio News Stories	17
Print News Stories	14
Other News Stories	78

August 2025 Mobilization – Drive Sober or Get Pulled Over

	State Police	County Sheriff's Offices	Police Departments	Other Agencies
Participating Agencies	1	34	32	1
Reporting Agencies	1	34	32	1

Enforcement Activity:	
Number of Enforcement Hours	1964
Number of Checkpoints	24
Number of Saturation Patrols	300

Citation Information:	
DUI Arrests	293
Drug Arrests	799
Seatbelt Citations	631
Child Safety Seat Citations	39
Speeding Citations	3288
Felony Arrests	457
Recovered Stolen Vehicles	45
Fugitives Apprehended	223
Suspended Licenses	346
Uninsured Motorists	597
Reckless Driving	57
Other Arrests	2334

Paid Media:	
TV Ads	\$0.00
Radio Ads	\$19,162.29
Print Ads	\$1,352.00
Billboards	\$1,934.31
Social Media	\$4,486.59

Earned Media:	
Press Conferences	2
TV News Stories	4
Radio News Stories	7
Print News Stories	7
Other News Stories	69

FY2025 Expenditures

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Federal Reimbursement Voucher

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Federal Reimbursement Voucher

Page: 1

2025-FINAL

Report Date: 01/13/2026

Reimbursement Info: Total: \$.00

Posted: 01/13/2026

Claim Period: 09/28/2025 - 09/30/2025

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
FAST Act 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2025-25-00-00	405D Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	M5HVE-2025-25-00-35	South Dakota Highway Patrol	\$173,933.62	\$.00	\$173,933.62	\$173,933.62	\$173,933.62	\$.00
	405d Mid HVE Total		\$173,933.62	\$.00	\$173,933.62	\$173,933.62	\$173,933.62	\$.00
	FAST Act 405d Impaired Driving Mid Total		\$173,933.62	\$.00	\$173,933.62	\$173,933.62	\$173,933.62	\$.00
FAST Act 405d 24-7 Sobriety								
405d 24-7 Court Support								
	F24CS-2025-25-00-00	405 D 24-7 Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	F24CS-2025-25-03-21	Traffic Safety Resource Prosecutor	\$6,601.92	\$.00	\$6,601.92	\$6,601.92	\$6,601.92	\$.00
	405d 24-7 Court Support Total		\$6,601.92	\$.00	\$6,601.92	\$6,601.92	\$6,601.92	\$.00
	FAST Act 405d 24-7 Sobriety Total		\$6,601.92	\$.00	\$6,601.92	\$6,601.92	\$6,601.92	\$.00
IIJA NHTSA 402								
Planning and Administration								
	PA-2025-25-00-00	402 Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	PA-2025-25-03-18	P	\$136,845.62	\$.00	\$249,354.26	\$136,845.62	\$136,845.62	\$.00
	Planning and Administration Total		\$136,845.62	\$.00	\$249,354.26	\$136,845.62	\$136,845.62	\$.00
Emergency Medical Services								
	EM-2025-25-02-31	Office Of Rural Health - EMS	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
	Emergency Medical Services Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Safety Belts								
	OP-2025-25-00-02	Davison Co SO	\$7,923.18	\$7,923.18	\$7,923.18	\$7,923.18	\$7,923.18	\$.00
	OP-2025-25-00-03	Pennington Co SO	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$.00
	OP-2025-25-00-13	Hutchinson Co SO	\$21,225.07	\$21,225.07	\$21,225.07	\$21,225.07	\$21,225.07	\$.00
	OP-2025-25-00-20	Lincoln Co SO	\$8,819.66	\$8,819.66	\$8,819.66	\$8,819.66	\$8,819.66	\$.00
	OP-2025-25-00-31	Brown Co SO	\$24,228.00	\$24,228.00	\$24,228.00	\$24,228.00	\$24,228.00	\$.00
	OP-2025-25-00-32	Hughes Co SO	\$11,941.94	\$11,941.94	\$11,941.94	\$11,941.94	\$11,941.94	\$.00
	OP-2025-25-00-34	South Dakota Highway Patrol	\$341,414.00	\$341,414.00	\$341,414.00	\$341,414.00	\$341,414.00	\$.00

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Federal Reimbursement Voucher

OP-2025-25-00-39	Jackson CO SO	\$13,882.29	\$13,882.29	\$13,882.29	\$13,882.29	\$13,882.29	\$13,882.29	\$13,882.29	\$0.00
OP-2025-25-00-42	Lead PD	\$11,471.71	\$11,471.71	\$11,471.71	\$11,471.71	\$11,471.71	\$11,471.71	\$11,471.71	\$0.00
OP-2025-25-00-45	Hanson Co SO	\$12,772.99	\$12,772.99	\$12,772.99	\$12,772.99	\$12,772.99	\$12,772.99	\$12,772.99	\$0.00
OP-2025-25-00-55	Vermillion PD	\$1,133.83	\$1,133.83	\$1,133.83	\$1,133.83	\$1,133.83	\$1,133.83	\$1,133.83	\$0.00
OP-2025-25-00-56	Campbell CO SO	\$10,526.28	\$10,526.28	\$10,526.28	\$10,526.28	\$10,526.28	\$10,526.28	\$10,526.28	\$0.00
OP-2025-25-00-65	Gettysburg PD	\$7,714.09	\$7,714.09	\$7,714.09	\$7,714.09	\$7,714.09	\$7,714.09	\$7,714.09	\$0.00
OP-2025-25-00-67	Huron PD	\$20,251.95	\$20,251.95	\$20,251.95	\$20,251.95	\$20,251.95	\$20,251.95	\$20,251.95	\$0.00
OP-2025-25-00-68	Corson Co SO	\$34,673.39	\$34,673.39	\$34,673.39	\$34,673.39	\$34,673.39	\$34,673.39	\$34,673.39	\$0.00
OP-2025-25-00-73	Yankton Co SO	\$8,841.20	\$8,841.20	\$8,841.20	\$8,841.20	\$8,841.20	\$8,841.20	\$8,841.20	\$0.00
OP-2025-25-00-81	Douglas Co SO	\$3,794.56	\$3,794.56	\$3,794.56	\$3,794.56	\$3,794.56	\$3,794.56	\$3,794.56	\$0.00
OP-2025-25-00-87	Beresford PD	\$8,763.75	\$8,763.75	\$8,763.75	\$8,763.75	\$8,763.75	\$8,763.75	\$8,763.75	\$0.00
OP-2025-25-00-90	Milbank PD	\$4,436.00	\$4,436.00	\$4,436.00	\$4,436.00	\$4,436.00	\$4,436.00	\$4,436.00	\$0.00
OP-2025-25-00-94	Mobridge PD	\$7,066.62	\$7,066.62	\$7,066.62	\$7,066.62	\$7,066.62	\$7,066.62	\$7,066.62	\$0.00
OP-2025-25-00-98	Oglala Sioux Tribe-DPS	\$1,566.23	\$1,566.23	\$1,566.23	\$1,566.23	\$1,566.23	\$1,566.23	\$1,566.23	\$0.00
OP-2025-25-00-99	Sturgis PD	\$13,693.24	\$13,693.24	\$13,693.24	\$13,693.24	\$13,693.24	\$13,693.24	\$13,693.24	\$0.00
OP-2025-25-01-00	Meade Co SO	\$10,842.04	\$10,842.04	\$10,842.04	\$10,842.04	\$10,842.04	\$10,842.04	\$10,842.04	\$0.00
OP-2025-25-01-10	Turner CO SO	\$7,153.57	\$7,153.57	\$7,153.57	\$7,153.57	\$7,153.57	\$7,153.57	\$7,153.57	\$0.00
OP-2025-25-02-22	SD EMS for Children	\$157,561.49	\$157,561.49	\$157,561.49	\$157,561.49	\$157,561.49	\$157,561.49	\$157,561.49	\$0.00
OP-2025-25-03-20	Seatbelt Survey	\$89,642.00	\$0.00	\$89,642.00	\$89,642.00	\$89,642.00	\$89,642.00	\$89,642.00	\$0.00
Safety Belts Total		\$849,339.08	\$759,697.08	\$849,339.08	\$849,339.08	\$849,339.08	\$849,339.08	\$849,339.08	\$0.00
<i>Pedestrian/Bicycle Safety</i>									
PS-2025-25-02-20	South Dakota Safety Council	\$25,846.54	\$0.00	\$25,846.54	\$25,846.54	\$25,846.54	\$25,846.54	\$25,846.54	\$0.00
PS-2025-25-02-21	SD EMS for Children-Bicycle Safety	\$111,495.54	\$111,495.54	\$111,495.54	\$111,495.54	\$111,495.54	\$111,495.54	\$111,495.54	\$0.00
Pedestrian/Bicycle Safety Total		\$137,342.08	\$111,495.54	\$137,342.08	\$137,342.08	\$137,342.08	\$137,342.08	\$137,342.08	\$0.00
<i>Crash Investigation</i>									
AI-2025-25-02-03	Attorney General's Office - DCI	\$48,191.20	\$0.00	\$48,191.20	\$48,191.20	\$48,191.20	\$48,191.20	\$48,191.20	\$0.00
Crash Investigation Total		\$48,191.20	\$0.00	\$48,191.20	\$48,191.20	\$48,191.20	\$48,191.20	\$48,191.20	\$0.00
<i>Driver Education</i>									
DE-2025-25-02-30	SD Driver Education Association	\$7,759.18	\$0.00	\$7,759.18	\$7,759.18	\$7,759.18	\$7,759.18	\$7,759.18	\$0.00
DE-2025-25-03-09	Driver Education Coordinator	\$32,831.73	\$32,573.21	\$32,831.73	\$32,831.73	\$32,831.73	\$32,831.73	\$32,831.73	\$0.00
Driver Education Total		\$40,590.91	\$32,573.21	\$40,590.91	\$40,590.91	\$40,590.91	\$40,590.91	\$40,590.91	\$0.00
<i>Speed Management</i>									
SC-2025-25-00-04	Yankton PD	\$2,865.60	\$2,865.60	\$2,865.60	\$2,865.60	\$2,865.60	\$2,865.60	\$2,865.60	\$0.00
SC-2025-25-00-05	Lake Norden PD	\$5,863.67	\$5,863.67	\$5,863.67	\$5,863.67	\$5,863.67	\$5,863.67	\$5,863.67	\$0.00
SC-2025-25-00-06	Tea PD	\$6,304.20	\$6,304.20	\$6,304.20	\$6,304.20	\$6,304.20	\$6,304.20	\$6,304.20	\$0.00
SC-2025-25-00-10	Rapid City PD	\$124,611.39	\$124,611.39	\$124,611.39	\$124,611.39	\$124,611.39	\$124,611.39	\$124,611.39	\$0.00
SC-2025-25-00-11	South Dakota State University PD	\$6,616.81	\$6,616.81	\$6,616.81	\$6,616.81	\$6,616.81	\$6,616.81	\$6,616.81	\$0.00
SC-2025-25-00-12	Hamlin Co SO	\$12,397.03	\$12,397.03	\$12,397.03	\$12,397.03	\$12,397.03	\$12,397.03	\$12,397.03	\$0.00
SC-2025-25-00-15	Burke PD	\$8,023.45	\$8,023.45	\$8,023.45	\$8,023.45	\$8,023.45	\$8,023.45	\$8,023.45	\$0.00
SC-2025-25-00-17	Miller PD	\$4,590.23	\$4,590.23	\$4,590.23	\$4,590.23	\$4,590.23	\$4,590.23	\$4,590.23	\$0.00
SC-2025-25-00-18	Roberts Co SO	\$10,400.00	\$10,400.00	\$10,400.00	\$10,400.00	\$10,400.00	\$10,400.00	\$10,400.00	\$0.00
SC-2025-25-00-19	Sisseton PD	\$9,600.00	\$9,600.00	\$9,600.00	\$9,600.00	\$9,600.00	\$9,600.00	\$9,600.00	\$0.00
SC-2025-25-00-22	Sisseton Wahpeton Tribal PD	\$7,191.43	\$7,191.43	\$7,191.43	\$7,191.43	\$7,191.43	\$7,191.43	\$7,191.43	\$0.00
SC-2025-25-00-24	Clark Co SO	\$792.49	\$792.49	\$792.49	\$792.49	\$792.49	\$792.49	\$792.49	\$0.00
SC-2025-25-00-25	Whitewood PD	\$5,833.13	\$5,833.13	\$5,833.13	\$5,833.13	\$5,833.13	\$5,833.13	\$5,833.13	\$0.00
SC-2025-25-00-27	Day Co SO	\$3,536.29	\$3,536.29	\$3,536.29	\$3,536.29	\$3,536.29	\$3,536.29	\$3,536.29	\$0.00

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Federal Reimbursement Voucher

SC-2025-25-00-28	Webster PD	\$4,850.00	\$4,850.00	\$4,850.00	\$4,850.00	\$4,850.00	\$4,850.00	\$4,850.00	\$0.00
SC-2025-25-00-37	Sioux Falls PD	\$306,126.59	\$306,126.59	\$306,126.59	\$306,126.59	\$306,126.59	\$306,126.59	\$306,126.59	\$0.00
SC-2025-25-00-38	Mitchell PD	\$10,353.18	\$10,353.18	\$10,353.18	\$10,353.18	\$10,353.18	\$10,353.18	\$10,353.18	\$0.00
SC-2025-25-00-41	Miner Co SO	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$0.00
SC-2025-25-00-44	Watertown PD	\$11,408.76	\$11,408.76	\$11,408.76	\$11,408.76	\$11,408.76	\$11,408.76	\$11,408.76	\$0.00
SC-2025-25-00-46	Madison PD	\$5,391.39	\$5,391.39	\$5,391.39	\$5,391.39	\$5,391.39	\$5,391.39	\$5,391.39	\$0.00
SC-2025-25-00-47	Potter Co SO	\$881.26	\$881.26	\$881.26	\$881.26	\$881.26	\$881.26	\$881.26	\$0.00
SC-2025-25-00-48	Belle Fourche PD	\$18,009.32	\$18,009.32	\$18,009.32	\$18,009.32	\$18,009.32	\$18,009.32	\$18,009.32	\$0.00
SC-2025-25-00-50	Cheyenne River Tribal PD	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SC-2025-25-00-51	Pierre PD	\$3,824.12	\$3,824.12	\$3,824.12	\$3,824.12	\$3,824.12	\$3,824.12	\$3,824.12	\$0.00
SC-2025-25-00-52	Butte County SO	\$171.93	\$171.93	\$171.93	\$171.93	\$171.93	\$171.93	\$171.93	\$0.00
SC-2025-25-00-58	Spink Co SO	\$8,019.10	\$8,019.10	\$8,019.10	\$8,019.10	\$8,019.10	\$8,019.10	\$8,019.10	\$0.00
SC-2025-25-00-59	Moody Co SO	\$4,150.18	\$4,150.18	\$4,150.18	\$4,150.18	\$4,150.18	\$4,150.18	\$4,150.18	\$0.00
SC-2025-25-00-60	Lake Co SO	\$2,901.28	\$2,901.28	\$2,901.28	\$2,901.28	\$2,901.28	\$2,901.28	\$2,901.28	\$0.00
SC-2025-25-00-61	Stanley Co SO	\$11,444.43	\$11,444.43	\$11,444.43	\$11,444.43	\$11,444.43	\$11,444.43	\$11,444.43	\$0.00
SC-2025-25-00-66	Edmunds Co SO	\$42,852.53	\$42,852.53	\$42,852.53	\$42,852.53	\$42,852.53	\$42,852.53	\$42,852.53	\$0.00
SC-2025-25-00-71	Brookings Co SO	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$22,000.00	\$0.00
SC-2025-25-00-76	Sully Co SO	\$3,046.73	\$3,046.73	\$3,046.73	\$3,046.73	\$3,046.73	\$3,046.73	\$3,046.73	\$0.00
SC-2025-25-00-77	Minnehaha Co SO	\$18,036.00	\$18,036.00	\$18,036.00	\$18,036.00	\$18,036.00	\$18,036.00	\$18,036.00	\$0.00
SC-2025-25-00-83	Faulk Co SO	\$5,320.80	\$5,320.80	\$5,320.80	\$5,320.80	\$5,320.80	\$5,320.80	\$5,320.80	\$0.00
SC-2025-25-00-84	Clay Co SO	\$14,984.23	\$14,984.23	\$14,984.23	\$14,984.23	\$14,984.23	\$14,984.23	\$14,984.23	\$0.00
SC-2025-25-00-85	Groton PD	\$13,460.92	\$13,460.92	\$13,460.92	\$13,460.92	\$13,460.92	\$13,460.92	\$13,460.92	\$0.00
SC-2025-25-00-88	Clark PD	\$1,910.43	\$1,910.43	\$1,910.43	\$1,910.43	\$1,910.43	\$1,910.43	\$1,910.43	\$0.00
SC-2025-25-00-89	Brookings PD	\$11,800.00	\$11,800.00	\$11,800.00	\$11,800.00	\$11,800.00	\$11,800.00	\$11,800.00	\$0.00
SC-2025-25-00-92	Marshall Co SO	\$6,992.42	\$6,992.42	\$6,992.42	\$6,992.42	\$6,992.42	\$6,992.42	\$6,992.42	\$0.00
SC-2025-25-00-93	Lennox PD	\$4,149.99	\$4,149.99	\$4,149.99	\$4,149.99	\$4,149.99	\$4,149.99	\$4,149.99	\$0.00
SC-2025-25-01-01	Canton PD	\$1,751.17	\$1,751.17	\$1,751.17	\$1,751.17	\$1,751.17	\$1,751.17	\$1,751.17	\$0.00
SC-2025-25-01-02	Summerset PD	\$5,286.34	\$5,286.34	\$5,286.34	\$5,286.34	\$5,286.34	\$5,286.34	\$5,286.34	\$0.00
SC-2025-25-01-03	Aurora County Sheriff	\$4,761.95	\$4,761.95	\$4,761.95	\$4,761.95	\$4,761.95	\$4,761.95	\$4,761.95	\$0.00
Speed Management Total		\$760,510.77	\$760,510.77	\$760,510.77	\$760,510.77	\$760,510.77	\$760,510.77	\$760,510.77	\$0.00
Roadway Safety									
RS-2025-25-02-06	Health Connect of South Dakota	\$23,000.00	\$0.00	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00	\$23,000.00	\$0.00
RS-2025-25-03-04	Agate-402	\$32,507.37	\$0.00	\$32,507.37	\$32,507.37	\$32,507.37	\$32,507.37	\$32,507.37	\$0.00
RS-2025-25-03-07	Community Outreach-402	\$126,879.56	\$0.00	\$126,879.56	\$126,879.56	\$126,879.56	\$126,879.56	\$126,879.56	\$0.00
RS-2025-25-03-13	Law Enforcement Liaison	\$58,914.65	\$0.00	\$58,914.65	\$58,914.65	\$58,914.65	\$58,914.65	\$58,914.65	\$0.00
RS-2025-25-03-15	Law Enforcement Liaison (FT)	\$70,834.45	\$0.00	\$70,834.45	\$70,834.45	\$70,834.45	\$70,834.45	\$70,834.45	\$0.00
RS-2025-25-03-24	USD Government Research-402	\$16,857.40	\$0.00	\$16,857.40	\$16,857.40	\$16,857.40	\$16,857.40	\$16,857.40	\$0.00
Roadway Safety Total		\$328,993.43	\$0.00	\$328,993.43	\$328,993.43	\$328,993.43	\$328,993.43	\$328,993.43	\$0.00
Paid Advertising									
PM-2025-25-03-11	Generic Media-402	\$346,805.27	\$0.00	\$346,805.27	\$346,805.27	\$346,805.27	\$346,805.27	\$346,805.27	\$0.00
PM-2025-25-03-17	Main Advertising Contract-402	\$398,571.52	\$0.00	\$398,571.52	\$398,571.52	\$398,571.52	\$398,571.52	\$398,571.52	\$0.00
Paid Advertising Total		\$745,376.79	\$0.00	\$745,376.79	\$745,376.79	\$745,376.79	\$745,376.79	\$745,376.79	\$0.00
Teen Safety Program									
TSP-2025-25-02-04	Community Organized Resources for Educat	\$54,124.46	\$38,790.50	\$54,124.46	\$54,124.46	\$54,124.46	\$54,124.46	\$54,124.46	\$0.00
TSP-2025-25-02-09	SADD, Inc.	\$112,456.44	\$112,456.44	\$112,456.44	\$112,456.44	\$112,456.44	\$112,456.44	\$112,456.44	\$0.00
TSP-2025-25-02-29	Lawrence County Teen Court	\$8,267.37	\$8,267.37	\$8,267.37	\$8,267.37	\$8,267.37	\$8,267.37	\$8,267.37	\$0.00

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		Federal Reimbursement Voucher					
Teen Safety Program Total		\$174,848.27	\$159,514.31	\$174,848.27	\$174,848.27	\$174,848.27	\$.00
Management of Highway Incidents							
HI-2025-25-02-02	Highway Emergency Responder Training Fou	\$48,900.00	\$.00	\$48,900.00	\$48,900.00	\$48,900.00	\$.00
Management of Highway Incidents Total		\$48,900.00	\$.00	\$48,900.00	\$48,900.00	\$48,900.00	\$.00
NHTSA 402 Match							
MATCH-2025-25-00-00	402 Total State Match	\$.00	\$.00	\$972,692.61	\$.00	\$.00	\$.00
NHTSA 402 Match Total		\$.00	\$.00	\$972,692.61	\$.00	\$.00	\$.00
Uncommitted							
X-2025-25-00-00	402 Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA NHTSA 402 Total		\$3,270,938.15	\$1,823,790.91	\$4,356,139.40	\$3,270,938.15	\$3,270,938.15	\$.00
IIJA 164 Transfer Funds							
164 Planning and Administration							
164PA-2025-25-03-03	Agate-164	\$13,674.58	\$.00	\$13,674.58	\$13,674.58	\$13,674.58	\$.00
164PA-2025-25-03-06	Community Outreach-164AL	\$54,379.63	\$.00	\$54,379.63	\$54,379.63	\$54,379.63	\$.00
164PA-2025-25-03-14	Law Enforcement Liaison (FT)	\$30,352.84	\$.00	\$30,352.84	\$30,352.84	\$30,352.84	\$.00
164PA-2025-25-03-23	USD Government Research-164	\$7,224.60	\$.00	\$7,224.60	\$7,224.60	\$7,224.60	\$.00
164 Planning and Administration Total		\$105,631.65	\$.00	\$105,631.65	\$105,631.65	\$105,631.65	\$.00
Alcohol Paid Media							
PM_AL-2025-25-03-05	Alcohol Media-164AL	\$230,241.80	\$.00	\$230,241.80	\$230,241.80	\$230,241.80	\$.00
PM_AL-2025-25-03-16	Main Advertising Contract-164AL	\$529,906.66	\$.00	\$529,906.66	\$529,906.66	\$529,906.66	\$.00
PM_AL-2025-25-03-19	SD Broadcasters	\$201,200.00	\$.00	\$201,200.00	\$201,200.00	\$201,200.00	\$.00
Alcohol Paid Media Total		\$961,348.46	\$.00	\$961,348.46	\$961,348.46	\$961,348.46	\$.00
Funds Uncommitted to Projects							
UP_164-2025-25-00-00	164 Bill Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Funds Uncommitted to Projects Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 164 Transfer Funds Total		\$1,066,980.11	\$.00	\$1,066,980.11	\$1,066,980.11	\$1,066,980.11	\$.00
IIJA 405c Data Program							
405c Data Program							
M3DA-2025-25-03-08	Crash Report Data Collection Systems	\$141,486.44	\$.00	\$141,486.44	\$141,486.44	\$141,486.44	\$.00
405c Data Program Total		\$141,486.44	\$.00	\$141,486.44	\$141,486.44	\$141,486.44	\$.00
405c Data Uncommitted							
M3X-2025-25-00-00	405c Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Data Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Software or applications							
B3SA-2025-25-03-08	Crash Report Data Collection Systems	\$43,950.00	\$.00	\$43,950.00	\$43,950.00	\$43,950.00	\$.00
405c Software or applications Total		\$43,950.00	\$.00	\$43,950.00	\$43,950.00	\$43,950.00	\$.00
405c Supporting Professionals							
B3SP-2025-25-03-22	TRCC Coordinator	\$5,308.10	\$.00	\$5,308.10	\$5,308.10	\$5,308.10	\$.00
405c Supporting Professionals Total		\$5,308.10	\$.00	\$5,308.10	\$5,308.10	\$5,308.10	\$.00
IIJA 405c Data Program Total		\$190,744.54	\$.00	\$190,744.54	\$190,744.54	\$190,744.54	\$.00

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Federal Reimbursement Voucher

IIJA 405d Impaired Driving Mid**405d Mid HVE**

M5HVE-2025-25-00-07	Tea Police Department	\$9,386.52	\$.00	\$9,386.52	\$9,386.52	\$9,386.52	\$.00
M5HVE-2025-25-00-08	Davison County Sheriff's Office	\$40,863.69	\$.00	\$40,863.69	\$40,863.69	\$40,863.69	\$.00
M5HVE-2025-25-00-09	South Dakota State University Police Dep	\$15,296.06	\$.00	\$15,296.06	\$15,296.06	\$15,296.06	\$.00
M5HVE-2025-25-00-14	Mitchell Police Department	\$6,163.27	\$.00	\$6,163.27	\$6,163.27	\$6,163.27	\$.00
M5HVE-2025-25-00-16	Roberts County Sheriff's Office	\$9,140.61	\$.00	\$9,140.61	\$9,140.61	\$9,140.61	\$.00
M5HVE-2025-25-00-21	Yankton Police Department	\$7,309.05	\$.00	\$7,309.05	\$7,309.05	\$7,309.05	\$.00
M5HVE-2025-25-00-23	Sisseton Wahpeton Tribal Police Dept.	\$3,712.24	\$.00	\$3,712.24	\$3,712.24	\$3,712.24	\$.00
M5HVE-2025-25-00-26	Day County Sheriff's Office	\$6,110.44	\$.00	\$6,110.44	\$6,110.44	\$6,110.44	\$.00
M5HVE-2025-25-00-35	South Dakota Highway Patrol	\$280,524.05	\$.00	\$280,524.05	\$280,524.05	\$280,524.05	\$.00
M5HVE-2025-25-00-40	Vermillion Police Department	\$2,182.92	\$.00	\$2,182.92	\$2,182.92	\$2,182.92	\$.00
M5HVE-2025-25-00-43	Sioux Falls Police Department	\$143,669.37	\$.00	\$143,669.37	\$143,669.37	\$143,669.37	\$.00
M5HVE-2025-25-00-49	Cheyenne River Tribal Police Dept.	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5HVE-2025-25-00-53	Pennington County Sheriff's Office	\$14,414.28	\$.00	\$14,414.28	\$14,414.28	\$14,414.28	\$.00
M5HVE-2025-25-00-62	Stanley County Sheriff's Office	\$142.51	\$.00	\$142.51	\$142.51	\$142.51	\$.00
M5HVE-2025-25-00-63	Hot Springs Police Department	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5HVE-2025-25-00-69	Lincoln County Sheriff's Office	\$13,276.54	\$.00	\$13,276.54	\$13,276.54	\$13,276.54	\$.00
M5HVE-2025-25-00-70	Corson County Sheriffs Office	\$9,841.70	\$.00	\$9,841.70	\$9,841.70	\$9,841.70	\$.00
M5HVE-2025-25-00-72	Brookings County Sheriffs Office	\$18,968.73	\$.00	\$18,968.73	\$18,968.73	\$18,968.73	\$.00
M5HVE-2025-25-00-78	Minnehaha County Sheriff's Office	\$14,692.60	\$.00	\$14,692.60	\$14,692.60	\$14,692.60	\$.00
M5HVE-2025-25-00-80	South Dakota Highway Patrol	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5HVE-2025-25-00-82	Douglas County Sheriff's Office	\$17,012.26	\$.00	\$17,012.26	\$17,012.26	\$17,012.26	\$.00
M5HVE-2025-25-00-86	Campbell County Sheriff's Office	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
M5HVE-2025-25-00-91	Lennox Police Department	\$8,301.90	\$.00	\$8,301.90	\$8,301.90	\$8,301.90	\$.00
M5HVE-2025-25-00-95	Oglala Sioux Tribe Department Of Public	\$6,223.03	\$.00	\$6,223.03	\$6,223.03	\$6,223.03	\$.00
M5HVE-2025-25-00-96	Lead Police Department	\$20,741.54	\$.00	\$20,741.54	\$20,741.54	\$20,741.54	\$.00
M5HVE-2025-25-00-97	Brookings Police Department	\$7,520.00	\$.00	\$7,520.00	\$7,520.00	\$7,520.00	\$.00
M5HVE-2025-25-01-05	Sturgis Police Department	\$8,137.89	\$.00	\$8,137.89	\$8,137.89	\$8,137.89	\$.00
M5HVE-2025-25-01-06	Summerset Police Department	\$5,623.50	\$.00	\$5,623.50	\$5,623.50	\$5,623.50	\$.00
M5HVE-2025-25-01-08	Belle Fourche Police Department	\$8,456.67	\$.00	\$8,456.67	\$8,456.67	\$8,456.67	\$.00
M5HVE-2025-25-01-09	Clark Police Dept	\$836.69	\$.00	\$836.69	\$836.69	\$836.69	\$.00
405d Mid HVE Total		\$678,548.06	\$.00	\$678,548.06	\$678,548.06	\$678,548.06	\$.00

405d Mid ID Coordinator

M5IDC-2025-25-03-12	Impaired Driving Technical Assistance	\$24,798.97	\$.00	\$24,798.97	\$24,798.97	\$24,798.97	\$.00
405d Mid ID Coordinator Total		\$24,798.97	\$.00	\$24,798.97	\$24,798.97	\$24,798.97	\$.00

405d Mid Court Support

M5CS-2025-25-03-10	DUI 1st Program	\$48,758.02	\$.00	\$48,758.02	\$48,758.02	\$48,758.02	\$.00
405d Mid Court Support Total		\$48,758.02	\$.00	\$48,758.02	\$48,758.02	\$48,758.02	\$.00

405d Mid Training

M5TR-2025-25-00-33	South Dakota Highway Patrol-DRE	\$99,842.08	\$.00	\$99,842.08	\$99,842.08	\$99,842.08	\$.00
405d Mid Training Total		\$99,842.08	\$.00	\$99,842.08	\$99,842.08	\$99,842.08	\$.00

405d Mid Other Based on Problem ID

M5OT-2025-25-02-07	South Dakota State University	\$113,519.90	\$.00	\$113,519.90	\$113,519.90	\$113,519.90	\$.00
M5OT-2025-25-02-18	University of South Dakota	\$35,538.48	\$.00	\$35,538.48	\$35,538.48	\$35,538.48	\$.00
M5OT-2025-25-02-23	SD EMS for Children	\$79,056.52	\$.00	\$79,056.52	\$79,056.52	\$79,056.52	\$.00

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		Federal Reimbursement Voucher					
M5OT-2025-25-02-25	SD School of Mines and Technology	\$10,357.03	\$.00	\$10,357.03	\$10,357.03	\$10,357.03	\$.00
405d Mid Other Based on Problem ID Total		\$238,471.93	\$.00	\$238,471.93	\$238,471.93	\$238,471.93	\$.00
405d Impaired Driving Mid Uncommitted							
M5X-2025-25-00-00	405D Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d Impaired Driving Mid Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405d Impaired Driving Mid Total		\$1,090,419.06	\$.00	\$1,090,419.06	\$1,090,419.06	\$1,090,419.06	\$.00
IIJA 405d 24-7 Sobriety							
405d 24-7 Court Support							
F24CS-2025-25-03-21	Traffic Safety Resource Prosecutor	\$12,673.71	\$.00	\$12,673.71	\$12,673.71	\$12,673.71	\$.00
405d 24-7 Court Support Total		\$12,673.71	\$.00	\$12,673.71	\$12,673.71	\$12,673.71	\$.00
405d 24-7 Sobriety Uncommitted							
F24X-2025-25-00-00	405 D 24-7 Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d 24-7 Sobriety Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405d 24-7 Sobriety Total		\$12,673.71	\$.00	\$12,673.71	\$12,673.71	\$12,673.71	\$.00
SUPPLEMENTAL IIJA NHTSA 402							
Impaired Driving							
AL-2025-25-00-00	402 Project Development Supplemental	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Impaired Driving Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
Paid Advertising							
PM-2025-25-03-17	Main Advertising Contract-402	\$128,310.48	\$.00	\$128,310.48	\$128,310.48	\$128,310.48	\$.00
Paid Advertising Total		\$128,310.48	\$.00	\$128,310.48	\$128,310.48	\$128,310.48	\$.00
SUPPLEMENTAL IIJA NHTSA 402 Total		\$128,310.48	\$.00	\$128,310.48	\$128,310.48	\$128,310.48	\$.00
SUPPLEMENTAL IIJA 405c Data Program							
405c Data Program							
M3DA-2025-25-03-08	Crash Report Data Collection Systems	\$44,413.56	\$.00	\$44,413.56	\$44,413.56	\$44,413.56	\$.00
405c Data Program Total		\$44,413.56	\$.00	\$44,413.56	\$44,413.56	\$44,413.56	\$.00
405c Data Uncommitted							
M3X-2025-25-00-00	405C Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Data Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Software or applications							
B3SA-2025-25-03-08	Crash Report Data Collection Systems	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405c Software or applications Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL IIJA 405c Data Program Total		\$44,413.56	\$.00	\$44,413.56	\$44,413.56	\$44,413.56	\$.00
SUPPLEMENTAL IIJA 405d Impaired Driving Mid							
405d Impaired Driving Mid Uncommitted							
M5X-2025-25-00-00	405D Project Development	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
405d Impaired Driving Mid Uncommitted Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
SUPPLEMENTAL IIJA 405d Impaired Driving Mid Total		\$.00	\$.00	\$.00	\$.00	\$.00	\$.00

1/13/26, 1:46 PM

Federal Reimbursement Voucher

SUPPLEMENTAL IIJA 405d 24-7 Sobriety

405d 24-7 Court Support

F24CS-2025-25-03-21	Traffic Safety Resource Prosecutor	\$7,980.60	\$.00	\$7,980.60	\$7,980.60	\$7,980.60	\$.00
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405d 24-7 Court Support Total

\$7,980.60	\$.00	\$7,980.60	\$7,980.60	\$7,980.60	\$.00
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405d 24-7 Sobriety Uncommitted

F24X-2025-25-00-00	405d 27-7 Development Project	\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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405d 24-7 Sobriety

\$.00	\$.00	\$.00	\$.00	\$.00	\$.00
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Uncommitted Total

SUPPLEMENTAL IIJA 405d 24-

\$7,980.60	\$.00	\$7,980.60	\$7,980.60	\$7,980.60	\$.00
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7 Sobriety Total

NHTSA Total

\$5,992,995.75	\$1,823,790.91	\$7,078,197.00	\$5,992,995.75	\$5,992,995.75	\$.00
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Total

\$5,992,995.75	\$1,823,790.91	\$7,078,197.00	\$5,992,995.75	\$5,992,995.75	\$.00
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I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

State Official:

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

FY2025 Social and Digital Media

From impactful campaigns and record-setting contests to unforgettable events and innovative executions, the Office of Highway Safety hit the road and steered Drive Safe SD toward the future in 2024.

Each campaign, conversation, and connection we made this year brought us one step closer to our goal: eliminating traffic fatalities in South Dakota. We've shown that saving lives doesn't have to be dead serious — that public safety campaigns can be catchy, memorable, and pretty fun.



DRAW THE LINE

WEAR YOUR SEAT BELT

DRIVESAFESD.COM



YOU'VE GOT SOMEPLACE TO BE

BUCKLE UP FOR A DRIVER'S ED. REFRESHER

We've all got someplace to be this season. The only way to get there is by driving safely. This quick refresher will ensure you, your passengers and everyone else on the road has a safer summer.

So, sit down, strap up and listen in. No pencil required.

DRIVESAFESD.COM



DITCH THE DISTRACTIONS

KEEP YOUR EYES
ON THE ROAD

DRIVESAFESD.COM



GOT SOMEPLACE TO BE?

**SLOW
DOWN**

GET THERE SAFE

DRIVESAFESD.COM





**ON WINTER
ROADS,
LEAVE EXTRA**

SLOW DOWN.

DRIVESAFESD.COM

SPACE.

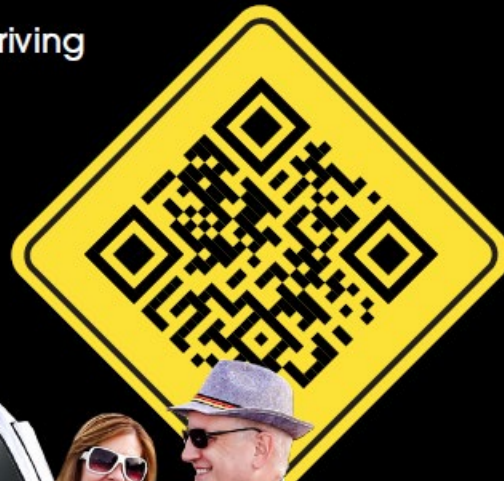
BROUGHT TO YOU BY THE SOUTH DAKOTA OFFICE OF HIGHWAY SAFETY

TAKE A RIDE NOT A CHANCE.

USE A DESIGNATED DRIVER.

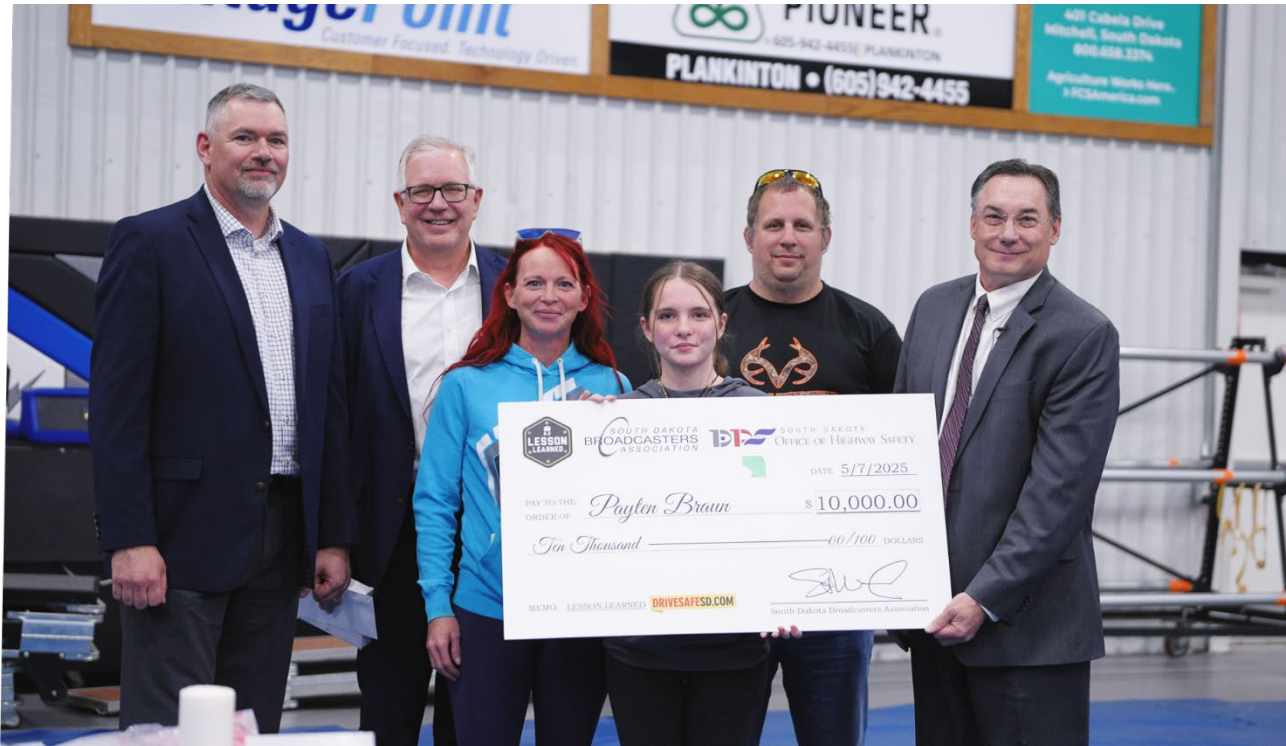
Scan to sign up for safe-driving
reminders and sobriety
checkpoint alerts.

[DRIVESAFESD.COM](https://drivesafesd.com)



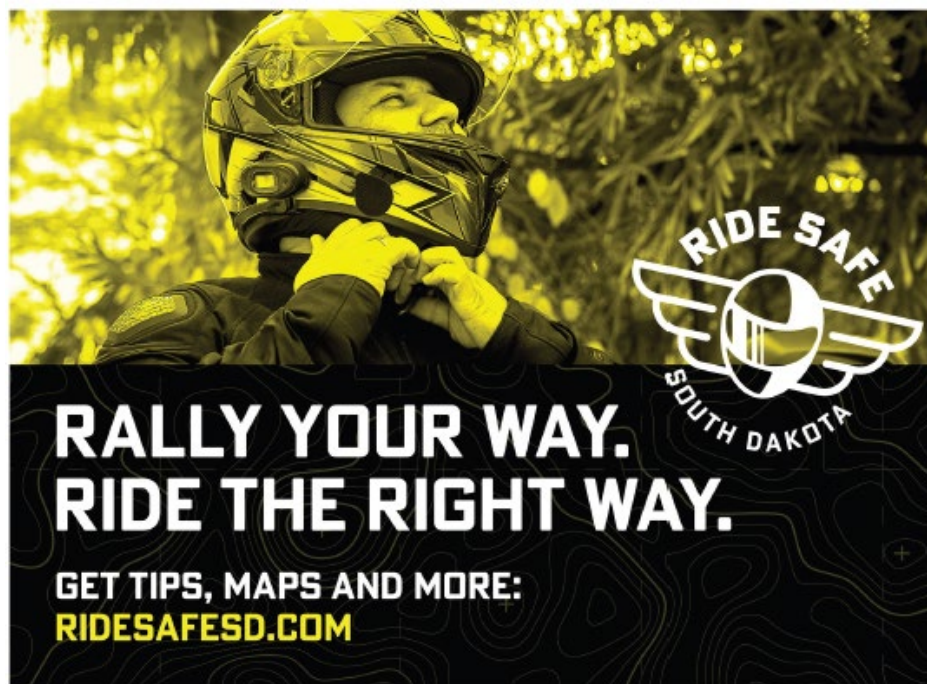
FY2025 Events and Campaigns

From March 3rd to April 30th, the Office of Highway Safety and the South Dakota Broadcasters Association ran the Lesson Learned SD campaign for the ninth year in a row. The Lesson Learned program is a way to encourage young drivers to start using the habits that will help make them safe drivers. Participants answered safe driving questions on the Lesson Learned SD website and were entered into the drawing. There were 5,788 students that participated from 174 South Dakota high schools. The winning student won \$10,000 and another \$10,000 for the school, courtesy of the South Dakota Broadcasters Association.





The 85th annual Sturgis Motorcycle Rally was held August 1st-10th. Over 530,000 motorcycle enthusiasts traveled to Sturgis, SD estimated to be up 14% from 2024. The South Dakota Office of Highway Safety utilized various out-of-home media tactics in order to educate motorists and motorcyclists the importance of driving and riding safe. Digital billboards displaying real-time Rally fatalities were used to remind drivers and riders to be safe on the roadways.



ENJOY THE RALLY. STAY OFF THE TALLY.

2024

155

DUIs

1455

CITATIONS

12

DEATHS



**KEEP YOUR
RIDING CLEAN**



RIDESAFESD.COM

The Office of Highway Safety's DriveSafeSD.com logo was all over the golf course at the Sanford International which was held September 13th-15th. This included live coverage displaying the logo on the Golf Channel.









