

# South Dakota Annual Grant Application FY2026



SOUTH DAKOTA  
DEPARTMENT  
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

## Table of Contents

Updates to Triennial HSP .....	3
Project and Subrecipient Information .....	4
<b>Distracted Driving</b> .....	5
<b>Impaired Driving (Drug and Alcohol)</b> .....	5
<b>Motorcycle Safety</b> .....	13
<b>Non-Motorized (Pedestrians and Bicyclists)</b> .....	14
<b>Occupant Protection (Adult and Child Passenger Safety)</b> .....	15
<b>Program Admin and Support</b> .....	18
<b>Speed Management</b> .....	21
<b>Traffic Records</b> .....	22
<b>Young Drivers</b> .....	23
<b>Community Traffic Safety</b> .....	27
<b>Toxicology Lab Improvement</b> .....	28
<b>Post Crash Care</b> .....	28
<b>Planning and Administration (P&amp;A)</b> .....	29
Section 405 Grant Applications .....	30
Certifications and Assurances .....	32

## Updates to Triennial HSP

We are updating our Triennial HSP with a renewed focus on addressing impaired driving fatalities for FY2026. This change to our Triennial Highway Safety Plan can be contributed to our most recent annual report. We are not on track to reach our goals in a number of areas to include: C1-total number of fatalities, C2-serious injuries in traffic crashes, C3-fatalities/VMT, C5-alcohol impaired driving fatalities, C6-speeding related fatalities, C7-motorcycle fatalities, C8-unhelmeted motorcyclist, C9-driver age 20 or younger involved in fatal crashes and C10-pedestrian fatalities. In an effort to reach our goals, we have added additional law enforcement projects for overtime to conduct HVE and education efforts in all areas to include speed, seatbelt and specifically impaired driving enforcement. In addition to supporting these efforts, we have added a project to provide better, and more timely testing of BACs related to impaired driving. This project supports the addition of a forensic lab for BAC testing in the Sioux Falls area where a majority of the impaired driving offenses are located.

### **Countermeasure Strategy: Reduce impaired driving through effective prosecution.**

#### **Problem and link**

As stated on page 33 of the 2024-2026 Triennial Highway Safety Plan and recent crash data, alcohol related fatalities continue to be an issue. Effective prosecution of those intoxicated drivers will help remove them from the roadways. The ability to provide accurate and timely impairment data through forensic testing of blood will aid in prosecution of impaired drivers and the ability to implement the appropriate sanctions.

#### **Performance Targets and link between Strategy and Target:**

- C-5: Reduce alcohol impaired driving fatalities by 8.0% from 42.4 to 39.0 by 2026.
- C-9: Reduce drivers age 20 or younger involved in fatal crashes by 2.5% from 16.0 to 15.6 by 2026.

#### **Countermeasures and Justification:**

Uniform Guideline 8 for Impaired Driving, Criminal Justice System, states that highway safety program should include effective prosecution of impaired drivers and appropriate sanctions.

#### **Considerations to Determine Projects:**

- The consideration used to fund the strategy is based upon traffic safety data, impacted locations, solicitation of proposals and grant applications. Based on Uniform Guideline No. 8 for Impaired Driving, highway safety programs should include effective prosecution of impaired drivers and appropriate sanctions. Effective prosecution includes evidential tests and confirmatory tests for alcohol or other impairing drugs.

#### **Planned Activity in Countermeasure Strategy**

- Accurate data for effective prosecution

#### **Planned Activity Description**

Provide assistance to standup a forensic lab for blood alcohol testing in Sioux Falls to support the large volume of BAC testing in the metro area. This will help provide accurate data for good prosecution.

**Intended Subrecipient**

South Dakota Department of Health

**Funding**

Funding Source	Estimated Funding for FY26
IIJA 405d Impaired Mid	\$300,000.00

## Project and Subrecipient Information

**Program Areas**

- Distracted Driving
- Impaired Driving (Drug and Alcohol)
- Motorcycle Safety
- Non-motorized (Pedestrians and Bicyclist)
- Occupant Protection (Adult and Child Passenger Safety)
- Program Admin and Support (Other)
- Speed Management
- Traffic Records
- Young Drivers
- Community Traffic Safety
- Toxicology Lab Improvement
- Post Crash Care
- Planning & Administration

<b>Distracted Driving</b>	
Project Name	Generic Media-402
Project Description	
To educate the public on the dangers of distracted driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages throughout the state. The media contractor will use the NHTSA Communications Calendar and state developed public education materials. A variety of channels including, social media, video, display, audio, and disruptive tactics will be run during the national mobilizations using either NHTSA or state developed ads.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-11 and 2026-04-17
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	Project amount found on page 15
Eligible Use of Funds	PM – Paid Advertising
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Mass media campaigns are a widely accepted countermeasure strategy. NHTSA's published research on distracted driving has demonstrated the criticality of this program area.

<b>Impaired Driving (Drug and Alcohol)</b>	
Project Name	Impaired Driving High Visibility Enforcement
Project Description	
State and local law enforcement agencies will increase impaired driving enforcement statewide and at the local level to reduce the number crashes involving intoxicated drivers. Funds will be used for overtime to perform sobriety checkpoints, high visibility enforcement, alcohol enforcement, and saturation patrols, travel, in-car cameras, breath testing devices, and drug testing devices.	
Federal Funding Source(s)	Section 164AL & 405d
Subrecipient(s) and Project Agreement Numbers	Aberdeen Police Department – 2026-00-82 Aurora County Sheriff's Office – 2026-01-41 Belle Fourche Police Department – 2026-00-36 Bennett County Sheriff's Office – 2026-00-61 Beresford Police Department – 2026-01-45 Brookings County Sheriff's Office – 2026-01-13 Brookings Police Department – 2026-01-00 Brown County Sheriff's Office – 2026-00-59 Burke Police Department – 2026-00-54 Canton Police Department – 2026-01-24 Clark County Sheriff's Office – 2026-00-24 Clark Police Department – 2026-00-22 Clay County Sheriff's Office – 2026-00-76



	Corson County Sheriff's Office – 2026-01-36
	Custer County Sheriff's Office – 2026-01-10
	Davison County Sheriff's Office – 2026-00-77
	Day County Sheriff's Office – 2026-00-43
	Deadwood Police Department – 2026-00-64
	Dewey County Sheriff's Office – 2026-01-32
	Douglas County Sheriff's Office – 2026-01-22
	Edmunds County Sheriff's Office – 2026-00-89
	Fall River Sheriff's Office – 2026-01-02
	Gregory County Sheriff's Office – 2026-01-43
	Groton Police Department – 2026-00-73
	Hamlin County Sheriff's Office – 2026-01-31
	Hand County Sheriff's Office – 2026-00-48
	Hanson County Sheriff's Office – 2026-00-86
	Huron Police Department – 2026-01-34
	Hutchinson County Sheriff's Office – 2026-00-84
	Jackson County Sheriff's Office – 2026-01-04
	Jerauld County Sheriff's Office – 2026-00-37
	Kingsbury County Sheriff's Office – 2026-00-69
	Lake County Sheriff's Office – 2026-00-46
	Lead Police Department – 2026-01-06
	Lennox Police Department – 2026-01-37
	Lincoln County Sheriff's Office – 2026-01-03
	Marshall County Sheriff's Office – 2026-00-15
	Meade County Sheriff's Office – 2026-01-18
	Milbank Police Department – 2026-00-12
	Miller Police Department – 2026-01-09
	Miner County Sheriff's Office – 2026-00-29
	Minnehaha County Sheriff's Office – 2026-00-38
	Mobridge Police Department – 2026-00-50
	Moody County Sheriff's Office – 2026-00-41
	Oglala Sioux Tribe – DPS – 2026-01-26
	Pennington County Sheriff's Office – 2026-01-19
	**Rapid City Police Department – 2026-00-75
	Roberts County Sheriff's Office – 2026-00-03
	Sioux Falls Police Department – 2026-00-88
	Sisseton Police Department – 2026-00-07
	Sisseton Wahpeton Tribal Police Department – 2026-00-05
	SDSU Police Department – 2026-00-65
	Spink County Sheriff's Office – 2026-00-97
	Stanley County Sheriff's Office – 2026-00-80
	Sturgis Police Department – 2026-01-47
	Sully County Sheriff's Office – 2026-00-10
	Tea Police Department – 2026-00-35
	Turner County Sheriff's Office – 2026-01-39
	Vermillion Police Department – 2026-01-14

	Wagner Police Department – 2026-00-51 Walworth County Sheriff's Office – 2026-00-55 Watertown Police Department – 2026-00-20 Webster Police Department – 2026-00-18 Yankton Police Department – 2026-00-08 Yankton County Sheriff's Office – 2026-00-60 South Dakota Highway Patrol – 2026-00-96
Type of Organization	Local and State Law Enforcement
Amount of Federal Funds	\$937,585.75 – 405d-Imp & \$755,260.05 – 164AL
Eligible Use of Funds	M5HVE – High Visibility Enforcement ENF_AL – Alcohol Enforcement
P&A?	No
§1300.41(b)?	** Yes
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 2.2.1 Publicized Sobriety Checkpoints (CTW 5 ★) Chapter 1 – 2.2.2 High-Visibility Saturation Patrols (CTW 4 ★) Chapter 1 - 6.6.3 Alcohol Vendor Compliance Checks (CTW 3 ★)

Project Name	Alcohol Compliance
Project Description	
	Perform alcohol compliance check at the retail level in Mitchell, Yankton, Aurora County, Davison County and Miner County.
Federal Funding Source(s)	164AL
Subrecipient(s) and Project Agreement Numbers	Mitchell Police Department – 2026-00-14 Yankton Police Department – 2026-00-25
Type of Organization	Local Law Enforcement
Amount of Federal Funds	\$11,497.20
Eligible Use of Funds	ENF_AL
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 - 6.6.3 Alcohol Vendor Compliance Checks (CTW 3 ★)

Project Name	Impaired Driving Safety and Injury Prevention
Project Description	
	This project will provide statewide education on the dangers of alcohol and drugs and teach skills on decision making as they relate to driving while impaired. Statewide messaging will focus on the reduction of impaired drivers. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders.
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-02-13
Subrecipient(s)	South Dakota EMS for Children

Type of Organization	State Agency
Amount of Federal Funds	\$81,228.00
Eligible Use of Funds	M5OT – 405d Mid Other Based on Problem ID
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Uniform Guideline No. 8 for Impaired Driving, Prevention, states that highway safety program should include an impaired driving component that addresses highway safety activities related to impaired driving, including community-based programs.

Project Name	Alternative Transportation
Project Description	
Provide support to remove drinking drivers from the roads in Brookings, Rapid City, and Vermillion by offering alternative transportation for a safe ride home. Provide ongoing awareness and education about binge drinking, drinking, and driving, as well as other alcohol-related items. Universities will collaborate with on and off campus entities to provide awareness materials throughout the year.	
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-02-31; 2026-02-08; 2026-02-22
Subrecipient(s)	South Dakota School of Mines and Technology South Dakota State University University of South Dakota
Type of Organization	State Agency
Amount of Federal Funds	\$179,962.45
Eligible Use of Funds	M5OT – 405d Mid Other Based on Problem ID
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 - 5.5.4 Alternative Transportation (CTW 3 ★)

Project Name	DRE Training
Project Description	
Law enforcement training will be provided to all interested law enforcement agencies across the state in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.	
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-00-94
Subrecipient(s)	South Dakota Highway Patrol
Type of Organization	State Law Enforcement
Amount of Federal Funds	\$255,182.60
Eligible Use of Funds	M5TR – 405d Mid Training
P&A?	No



§1300.41(b)?	Yes
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 7.7.1 Enforcement of Drug-Impaired Driving (CTW 3 ★)

Project Name	DUI 1 <sup>st</sup> Program
Project Description	South Dakota has implemented the South Dakota Public Safety DUI First Program across the state to provide consistent drinking and driving programming for DUI offenders with an emphasis on DUI 1st offenders. 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.
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-04-10
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$52,400.00
Eligible Use of Funds	M5CS – 405d Mid Court Support
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 4.4.1 Alcohol Problem Assessment and Treatment (CTW 4 ★)

Project Name	Traffic Safety Resource Prosecutor
Project Description	The Traffic Safety Resource Prosecutor Project will provide continued training and education that is necessary for prosecutors to effectively prosecute impaired driving cases. Training will provide prosecuting attorneys the most effective methods of investigating and prosecuting impaired drivers.
Federal Funding Source(s)	Section 405d 24-7
Project Agreement Number	2026-04-21
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$146,720.00
Eligible Use of Funds	F24CS – 405d 24-7 Court Support
P&A?	No
§1300.41(b)?	Yes
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 3.3.1 DWI Courts (Traffic Safety Resource Prosecutor) (CTW 4 ★)

Project Name	Alcohol Media – 405d
Project Description	To educate the public on the dangers of impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages throughout the state. The media contractor will use the NHTSA Communications Calendar and state developed public education materials. A variety of channels including, social media, video, display, audio, and disruptive tactics will be run during the national mobilizations using either NHTSA or state developed ads.
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-04-05 and 2026-04-16
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$1,050,882.00
Eligible Use of Funds	B5PEM
P&A?	No
§1300.41(b)?	Yes
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 5.5.2 Mass Media Campaigns (CTW 3 ★)

Project Name	South Dakota Broadcasters Association
Project Description	To educate the public on the dangers of impaired driving, the Office of Highway Safety will contract with the South Dakota Broadcasters Association to place pertinent educational messages throughout the state via traditional radio.
Federal Funding Source(s)	Section 164AL
Project Agreement Number	2026-04-19
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$209,600.00
Eligible Use of Funds	PM AL – Alcohol Paid Media
P&A?	No
§1300.41(b)?	Yes
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 5.5.2 Mass Media Campaigns (CTW 3 ★)

Project Name	Program Management – Community Outreach
Project Description	This project will provide technical assistance to highway safety stakeholders and initiatives statewide. Funds will support a Management Analyst and travel expenses to increase skills and knowledge necessary to support evidence-based programs.

Federal Funding Source(s)	Section 164AL
Project Agreement Number	2026-04-06
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$120,820.76
Eligible Use of Funds	164 PA
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 8 for Impaired Driving, Program Management and Strategic Planning, an effective impaired driving program should establish procedures to ensure that program activities are implemented as intended.

Project Name	Program Management – Law Enforcement Liaison
Project Description	Law Enforcement Liaisons (LEL) will assist local law enforcement agencies in the state to improve local highway safety through enforcement and public education. The LELs will encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in trainings, and be involved with national mobilizations including high visibility enforcement.
Federal Funding Source(s)	Section 164AL
Project Agreement Number	2026-04-14 and 2026-04-25
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$136,211.50
Eligible Use of Funds	164 PA
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 8 for Impaired Driving, Program Management and Strategic Planning, an effective impaired driving program should establish procedures to ensure that program activities are implemented as intended.

Project Name	Agate
Project Description	This project involves contracting with Agate Software to fund the Electronic Database for Grant Application and Reporting (EDGAR). EDGAR offers options for the advertisement, submittal, and review of subrecipient 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.
Federal Funding Source(s)	Section 164AL
Project Agreement Number	2026-04-03

Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$77,132.80
Eligible Use of Funds	164 PA
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 8 for Impaired Driving, Program Management and Strategic Planning, an effective impaired driving program should establish procedures to ensure that program activities are implemented as intended.

Project Name	University of South Dakota – Government Research Bureau
Project Description	This project involves contracting with the University of South Dakota’s Government Research Bureau to 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.
Federal Funding Source(s)	Section 164AL
Project Agreement Number	2026-04-23
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$14,148.00
Eligible Use of Funds	164 PA
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 8 for Impaired Driving, Program Management and Strategic Planning, an effective impaired driving program should establish procedures to ensure that program activities are implemented as intended.

Project Name	Impaired Driving Technical Assistance
Project Description	This project involves contracting with Mountain Plains Evaluation to provide technical assistance to the South Dakota Impaired Driving Task Force. The Task Force 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.
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-04-12
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency

Amount of Federal Funds	\$44,016.00
Eligible Use of Funds	M5IDC – 405d Mid ID Coordinator
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 8 for Impaired Driving, Program Management and Strategic Planning, an effective impaired driving program should establish procedures to ensure that program activities are implemented as intended.

<b>Motorcycle Safety</b>	
Project Name	Impaired Driving High Visibility Enforcement
Project Description	
State and local law enforcement agencies will increase impaired driving enforcement statewide and at the local level to reduce the number crashes involving intoxicated drivers. Funds will be used for overtime to perform sobriety checkpoints, high visibility enforcement, and saturation patrols, travel, in-car cameras, breath testing devices, and drug testing devices.	
Federal Funding Source(s)	Federal Funding Source(s) can be found on page 4
Subrecipient(s) and Project Agreement Numbers	Subrecipient(s) and Project Agreement Numbers can be found on page 4
Type of Organization	Local and State Law Enforcement
Amount of Federal Funds	Amount of Federal Funds can be found on page 4
Eligible Use of Funds	Eligible Use of Funds can be found on page 4
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 2.2.1 Publicized Sobriety Checkpoints (CTW 5 ★) Chapter 1 – 2.2.2 High-Visibility Saturation Patrols (CTW 4 ★)

Project Name	Motorcycle Media, Education and Training
Project Description	
All other key components of a statewide comprehensive motorcycle safety program, including media, education and training are state funded.	
Funding Source(s)	State Funds
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	N/A
Eligible Use of Funds	N/A
P&A?	No
§1300.41(b)?	N/A
Countermeasure Strategy or Strategies for Programming Funds	N/A



<b>Non-Motorized (Pedestrians and Bicyclists)</b>	
Project Name	Bicycle Safety
Project Description	
This project involves promoting overall injury prevention within the state, focusing efforts toward educating motorists and bicyclists about the rules of the road and best practices. Geographic locations will be identified as priority areas and continue statewide outreach efforts with like-minded partners to develop and foster sustainable community safety and injury prevention campaigns and programs.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-12
Subrecipient(s)	South Dakota EMS for Children
Type of Organization	State Agency
Amount of Federal Funds	\$106,428.00
Eligible Use of Funds	PS – Pedestrian/Bicycle Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	<p>Chapter 9 - 1.1.4 Cycling Skills Clinics, Bike Fairs, Bike Rodeos (CTW 1 ★)</p> <p>Chapter 9 - 1.1.3 Bicycle Safety Education for Children (CTW 2 ★)</p> <p>Chapter 9 - 3.3.2 Promote Bicycle Helmet Use With Education (CTW 2 ★)</p> <p>Based on Uniform Guideline No. 14 for Pedestrian and Bicycle Safety, Communication and Outreach Program, States should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community.</p>

Project Name	Pedestrian Safety
Project Description	
This project involves promoting overall injury prevention within the state, focusing efforts toward educating motorists and pedestrians about the rules of the road and best practices. Geographic locations will be identified as priority areas and continue statewide outreach efforts with like-minded partners to develop and foster sustainable community safety and injury prevention campaigns and programs.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-18
Subrecipient(s)	South Dakota Safety Council
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$42,837.50
Eligible Use of Funds	PS – Pedestrian/Bicycle Safety
P&A?	No
§1300.41(b)?	No

Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 14 for Pedestrian and Bicycle Safety, Communication and Outreach Program, States should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community.
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<b>Occupant Protection (Adult and Child Passenger Safety)</b>	
Project Name	Occupant Safety and Injury Prevention
Project Description	This project involves providing educational and awareness materials/resources compiled from a variety of local and national sources. Statewide messaging will address proper occupant restraint use for all ages. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address local traffic safety issues to help meet the target/objective and work toward a reduction in unrestrained killed/injured occupants. Assisting rural and frontier ambulance services in meeting national standards by placing pediatric safety equipment and training will support existing goals and objectives for many of our current health initiatives. Education and awareness components across South Dakota are essential elements for increasing proper use of occupant restraints and supporting the efforts of like-minded safety partners to improve the health and well-being of our child and adult populations.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-14
Subrecipient(s)	South Dakota EMS for Children
Type of Organization	State Agency
Amount of Federal Funds	\$152,418.00
Eligible Use of Funds	OP – Safety Belts
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 2 – 6.6.1 Strategies for Older Children (CTW 3 ★) Chapter 2 – 6.6.2 Strategies for Child Restraint and Booster Seat Use (CTW 3 ★)  Based on Uniform Guideline No. 20 for Occupant Protection, Outreach Program, states that highway safety programs should incorporate a variety of outreach programs to achieve statewide community involvement.

Project Name	Seat Belt Survey
Project Description	This project involves contracting with North Dakota State University – Upper Great Plains Transportation Institute to conduct the annual observational seat belt survey. A separate contract will be executed with an entity to complete the seat belt observations. The seat belt survey project will follow guidelines provided by NHTSA.

Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-20
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$88,592.68
Eligible Use of Funds	OP – Safety Belts
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	<p>An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 is a requirement under Section 402.</p> <p>Based on Uniform Guideline No. 20 for Occupant Protection, Data and Program Evaluation, each state should access and analyze reliable data for problem identification and program planning.</p>

Project Name	Occupant Protection High Visibility Enforcement
Project Description	<p>State and local law enforcement will perform high visibility enforcement needed to achieve significant and lasting increases in the reduction of unrestrained passenger vehicle occupant fatalities. Unrestrained fatalities represent a significant portion of South Dakota's total traffic fatalities. Choosing a location that has a high-volume traffic area and is supported by crash data will assist law enforcement on where to deploy resources that will make the biggest impact.</p>
Federal Funding Source(s)	Section 402
Subrecipient(s) and Project Agreement Numbers	<p>Aberdeen Police Department – 2026-00-79  Aurora County Sheriff's Office – 2026-01-40  Belle Fourche Police Department – 2026-00-34  Bennett County Sheriff's Office – 2026-01-48  Brown County Sheriff's Office – 2026-00-58  Canton Police Department – 2026-01-27  Clay County Sheriff's Office – 2026-00-78  Corson County Sheriff's Office – 2026-00-74  Custer County Sheriff's Office – 2026-00-23  Davison County Sheriff's Office – 2026-00-56  Dewey County Sheriff's Office – 2026-00-49  Douglas County Sheriff's Office – 2026-01-42  Edmunds County Sheriff's Office – 2026-00-90  Fall River County Sheriff's Office – 2026-01-33  Gettysburg Police Department – 2026-00-21  Groton Police Department – 2026-00-71  Hand County Sheriff's Office – 2026-00-47  Hanson County Sheriff's Office – 2026-00-87  Hughes County Sheriff's Office – 2026-01-08</p>

	Huron Police Department – 2026-01-35 Hutchinson County Sheriff's Office – 2026-00-83 Jackson County Sheriff's Office – 2026-01-05 Jerauld County Sheriff's Office – 2026-00-45 Lennox Police Department – 2026-01-38 Lincoln County Sheriff's Office – 2026-00-67 Miller Police Department – 2026-00-13 Oglala Sioux Tribe – 2026-01-20 Pennington County Sheriff's Office – 2026-00-63 Pierre Police Department – 2026-00-53 Rapid City Police Department – 2026-01-29 Roberts County Sheriff's Office – 2026-00-04 Sioux Falls Police Department – 2026-00-91 South Dakota Highway Patrol – 2026-00-95 South Dakota School of Mines & Technology Police Department – 2026-01-07 Spink County Sheriff's Office – 2026-00-93 Stanley County Sheriff's Office – 2026-00-81 Sully County Sheriff's Office – 2026-00-31 Tripp Police Department – 2026-00-57 Turner County Sheriff's Office – 2026-01-23 Vermillion Police Department – 2026-01-15 Wagner Police Department – 2026-00-52 Walworth County Sheriff's Office – 2026-00-92 Whitewood Police Department – 2026-01-25 Yankton County Sheriff's Office – 2026-01-06
Type of Organization	Local and State Law Enforcement
Amount of Federal Funds	\$884,517.55
Eligible Use of Funds	OP – Safety Belts
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 2 – 2.2.1 Short-Term, High-Visibility Seat Belt Law Enforcement (CTW 5 ★) Chapter 2 – 2.2.3 Sustained Enforcement (CTW 3 ★) Based on Uniform Guideline No. 20 for Occupant Protection, Enforcement Program, states that each State should conduct frequent, high visibility enforcement efforts.

Project Name	Generic Media – 402
Project Description	To educate the public on the importance of wearing a seat belt, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages throughout the state. The media contractor will use the NHTSA Communications Calendar and state developed public education materials. A variety of channels including,

social media, video, display, audio, and disruptive tactics will be run during the national mobilizations using either NHTSA or state developed ads. This project will also be used to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-11 and 2026-04-17
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$946,082.00
Eligible Use of Funds	PM – Paid Advertising
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 2 – 3.3.1 Supporting Enforcement (CTW 5 ★) 50 Chapter 2 – 3.3.2 Strategies for Low-Belt-Use Groups (CTW 4 ★)  Based on Uniform Guideline No. 20 for Occupant Protection, Communication Program, recommends States develop and implement a comprehensive communications program.

Program Admin and Support	
Project Name	Traffic Enforcement Training for South Dakota Law Enforcement Officers
Project Description	
This project involves funding specialized training in motorcycle crash reconstruction investigation, advanced crash investigation and DWI Detection & SFST Instructor Development training opportunities to law enforcement officers throughout South Dakota.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-02
Subrecipient(s)	South Dakota Attorney General's Office – Law Enforcement Training
Type of Organization	State Agency
Amount of Federal Funds	\$24,960.00
Eligible Use of Funds	AI – Crash Investigation, AL – Impaired Driving
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 18 for Motor Vehicle Crash Investigation and Incident Reporting, states need accurate crash report data for planning, evaluating, and furthering highway safety program goals.  Based on Uniform Guideline No. 8 for Impaired Driving Program Management and Strategic Planning, an effective



	impaired driving program includes qualified instructors to deliver impaired driving enforcement to law enforcement officer.
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Project Name	Agate
Project Description	This project involves contracting with Agate Software to fund the Electronic Database for Grant Application and Reporting (EDGAR). EDGAR offers options for the advertisement, submittal, and review of subrecipient 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.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-04
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$43,387.20
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	The consideration used to fund the strategy is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years. An effective highway safety program should establish procedures to ensure that program activities are implemented as intended.

Project Name	University of South Dakota – Government Research Bureau
Project Description	This project involves contracting with the University of South Dakota’s Government Research Bureau to 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.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-24
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$16,977.60
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	The consideration used to fund the strategy is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years. An effective highway safety

	program should establish procedures to ensure that program activities are implemented as intended.
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Project Name	Program Management – Community Outreach
Project Description	
This project will provide technical assistance to highway safety stakeholders and initiatives statewide. Funds will support a Management Analyst and travel expenses to increase skills and knowledge necessary to support evidence-based programs.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-07
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$67,961.67
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	The consideration used to fund the strategy is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years. An effective highway safety program should establish procedures to ensure that program activities are implemented as intended.

Project Name	Program Management – Law Enforcement Liaison
Project Description	
Law Enforcement Liaisons (LEL) will assist local law enforcement agencies in the state to improve local highway safety through enforcement and public education. LELs will encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in trainings, and be involved with national mobilizations including high visibility enforcement.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-13 and 2026-04-15
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$76,618.96
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	The consideration used to fund the strategy is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years. An effective highway safety program should establish procedures to ensure that program activities are implemented as intended.

<b>Speed Management</b>	
Project Name	Speeding High Visibility Enforcement
Project Description	State and local law enforcement will perform high visibility enforcement needed to achieve significant and lasting increases in the reduction of speeding related fatalities. Choosing a location that has a high-volume traffic area and is supported by crash data will assist law enforcement on where to deploy resources that will make the biggest impact.
Federal Funding Source(s)	Section 402
Subrecipient(s) and Project Agreement Numbers	Beresford Police Department – 2026-01-44 Brookings County Sheriff's Office – 2026-01-12 Brookings Police Department – 2026-00-98 Clark County Sheriff's Office – 2026-00-26 Day County Sheriff's Office – 2026-00-44 Deadwood Police Department – 2026-00-72 Hamlin County Sheriff's Office – 2026-01-28 Kingsbury County Sheriff's Office – 2026-00-68 Lake County Sheriff's Office – 2026-01-01 Lake Norden Police Department – 2026-00-33 Lead Police Department – 2026-01-11 Madison Police Department – 2026-01-21 Marshall County Sheriff's Office – 2026-00-16 Meade County Sheriff's Office – 2026-01-30 Milbank Police Department – 2026-00-11 Miner County Sheriff's Office – 2026-00-30 Minnehaha County Sheriff's Office – 2026-00-40 Mitchell Police Department – 2026-00-62 Moody County Sheriff's Office – 2026-00-39 Potter County Sheriff's Office – 2026-01-17 Sisseton-Wahpeton Tribal Police Department – 2026-00-06 SDSU Police Department – 2026-00-66 Sturgis Police Department – 2026-01-46 Tea Police Department – 2026-00-42 Webster Police Department – 2026-00-17 Yankton Police Department – 2026-00-09
Type of Organization	Local and State Law Enforcement
Amount of Federal Funds	\$124,178.00
Eligible Use of Funds	SC – Speed Management
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 3 – 2.2.2 High Visibility Enforcement (CTW 2 ★)  Based on Uniform Guideline No. 19 for Speed 55 Management, Enforcement Countermeasures, states enforcement is critical to achieve compliance with speed limits.

Project Name	Generic Media-402
Project Description	
	To educate the public on the dangers of speeding, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages throughout the state. The media contractor will use the NHTSA Communications Calendar and state developed public education materials. A variety of channels including, social media, video, display, audio, and disruptive tactics will be run during the national mobilizations using either NHTSA or state developed ads.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-11 and 2026-04-17
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	Project amount found on page 15
Eligible Use of Funds	PM – Paid Advertising
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Mass media campaigns are a widely accepted countermeasure strategy. NHTSA's published research on distracted driving has demonstrated the criticality of this program area.

<b>Traffic Records</b>	
Project Name	Traffic Records Coordinating Committee (TRCC) Coordinator
Project Description	
	This project involves contracting with Mountain Plains Evaluation to provide support to the South Dakota Office of Highway Safety to aid in coordination and facilitation of the Traffic Records Coordinating Committee.
Federal Funding Source(s)	Section 405c
Project Agreement Number	2026-04-22
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$27,248.00
Eligible Use of Funds	B3SP – 405c Supporting Professionals
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 10 for Traffic Records, Traffic Records System Management, a data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. A Traffic Records Coordinating Committee (TRCC) includes members who are collectors and users of traffic records related data that share in the goal of reducing traffic fatalities.

Project Name	Crash Report Data Collection Systems
Project Description	
This project involves contracting with Affinity Global Solutions to update and maintain the electronic crash report data collection systems. The timeliness, accuracy, and uniformity of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the record to become part of the state crash record system.	
Federal Funding Source(s)	Section 405c
Project Agreement Number	2026-04-08
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$366,800.00
Eligible Use of Funds	B3SA – 405c Software or applications
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 10 for Traffic Records, Traffic Records System Information Quality, traffic records information should be maintained in a form that is of high quality and readily accessible to stakeholders who have a vested interest in reducing traffic safety crashes.

<b>Young Drivers</b>	
Project Name	Driver Education Coordinator
Project Description	
This project involves funding a Driver Education Coordinator to provide coordination and technical assistance 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 who has questions and create and maintain a comprehensive database of active driver education instructors across the state.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-09
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$46,688.40
Eligible Use of Funds	DE – Driver Education
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 6 – 2.2.1 Pre-Licensure Driver Education (CTW 2 ★)  Based on Uniform Guideline No. 4 for Driver Education, Program Management, states should provide training and



	technical assistance to instructors of drive education to ensure consistency and quality.
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Project Name	SDDEA Conference
Project Description	
This project will offer best practices training to driver education instructors through an annual conference sponsored by the SD Driver Education Association, forming a committee to study the efficacy of establishing nationally recognized driver education standards in South Dakota, and by forming a committee to encourage and equip state instructors to implement the Classroom and Behind the Wheel standards.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-07
Subrecipient(s)	South Dakota Driver Education Association
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$16,660.00
Eligible Use of Funds	DE – Driver Education
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 6 – 2.2.1 Pre-Licensure Driver Education (CTW 2 ★)  Based on Uniform Guideline No. 4 for Driver Education, Program Management, states should provide training and technical assistance to instructors of drive education to ensure consistency and quality.

Project Name	Driver Education for at Risk Populations
Project Description	
This project will offer best practice training of driver's education among at-risk populations with limited English following driver education standards in South Dakota.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-10
Subrecipient(s)	Lutheran Social Services of South Dakota
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$50,806.77
Eligible Use of Funds	DE – Driver Education
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 6 – 2.2.1 Pre-Licensure Driver Education (CTW 2 ★)  Based on Uniform Guideline No. 4 for Driver Education, Program Management, states should provide training and technical assistance to instructors of driver education to ensure consistency and quality.

Project Name	Youth Highway Safety: Partnering with Schools and Communities to Reduce Fatalities in South Dakota Underage Drivers
Project Description	In order to reach those young drivers, this project will provide students and family members across South Dakota with lifesaving information from EMT and first responders; including the effects of alcohol impairment on driving safety, distracted driving and the lifesaving benefits of seat belt use. Utilize a LX49C Full Cab Virtual Trainer and Virtual Driving Essentials experience for trainings, education, and simulated driving scenarios.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-05
Subrecipient(s)	Community Organized Resources in Education (C.O.R.E.)
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$40,580.19
Eligible Use of Funds	TSP – Teen Safety Program
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 6.6.5 Youth Programs (CTW 2 ★) Chapter 2 – 7.7.1 School-Based Programs (CTW 3 ★)  School-based programs are contained within numerous Uniform Guidelines.

Project Name	Northern Hills Diversion
Project Description	This project will use evidence-based models to positively impact youth behaviors by promoting safe driving behaviors.
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-30
Subrecipient(s)	Lawrence County Teen Court
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$13,545.00
Eligible Use of Funds	TSP – Teen Safety Program
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 6.6.5 Youth Programs (CTW 2 ★) Chapter 2 – 7.7.1 School-Based Programs (CTW 3 ★)  School-based programs are contained within numerous Uniform Guidelines.

Project Name	Using Countermeasures That Work to Reduce Teen Crashes: South Dakota SADD
Project Description	
This project will work to engage current South Dakota SADD chapters and work to add additional chapters while conducting peer-to-peer traffic safety events at a school or community level.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-20
Subrecipient(s)	SADD, Inc.
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$102,877.41
Eligible Use of Funds	TSP – Teen Safety Program
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 6.6.5 Youth Programs (CTW 2 ★) Chapter 2 – 7.7.1 School-Based Programs (CTW 3 ★)  School-based programs are contained within numerous Uniform Guidelines.

Project Name	Drunk, Drugged, and Distracted Driving Awareness
Project Description	
This project will develop awareness tool kits for youth organizations along with promoting safe hosting and designated drivers, empowering youth as traffic safety advocates for distracted driving and alcohol awareness.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-25
Subrecipient(s)	Human Service Agency
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$10,500.00
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 6.6.5 Youth Programs (CTW 2 ★) Chapter 2 – 7.7.1 School-Based Programs (CTW 3 ★)  School-based programs are contained within numerous Uniform Guidelines.

<b>Community Traffic Safety</b>	
Project Name	Health Connect of South Dakota Safety Projects
Project Description	
This project includes providing community events and community outreach prevention activities on the importance of not driving while impaired, wearing a seat belt and the dangers of distracted driving. Awareness materials and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. To include implementing youth driving prevention activities through a Teen Advisory Board.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-09 & 2026-02-19
Subrecipient(s)	Health Connect of South Dakota
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$19,250.00
Eligible Use of Funds	RS – Roadway Safety
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Chapter 1 – 6.4 Other Minimum Legal Drinking Age 21 Law Enforcement (CTW 3 ★)

Project Name	Highway Emergency Responder Training
Project Description	
This project will provide training to tow and recovery personnel in South Dakota in Traffic Incident Management and equipment proficiency in light and heavy duty and provide hybrid and electric vehicle training.	
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-02-28
Subrecipient(s)	HERT Foundation
Type of Organization	Non-Profit Entity
Amount of Federal Funds	\$26,300.00
Eligible Use of Funds	HI – Management of Highway Incidents
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 16 for Management of Highway Incidents, states the importance removing remnants of wreckage and debris resulting from motor vehicle crashes in a quick and safe manner.

<b>Toxicology Lab Improvement</b>	
Project Name	Blood Alcohol Pilot Lab
Project Description	Provide assistance to stand up a forensic lab for blood alcohol testing in Sioux Falls to support the large volume of BACs in the metro area. This will decrease turnaround times for testing and provide better support by chemists.
Federal Funding Source(s)	Section 405d
Project Agreement Number	2026-02-24
Subrecipient(s)	South Dakota Department of Health
Type of Organization	State Agency
Amount of Federal Funds	\$281,048.00
Eligible Use of Funds	B5BAC
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Uniform Guideline 8 for Impaired Driving, Criminal Justice System, states that highway safety program should include effective prosecution of impaired drivers and appropriate sanctions. Effective prosecution includes evidential tests and confirmatory tests for alcohol or other impairing drugs.

<b>Post Crash Care</b>	
Project Name	EMS Data
Project Description	This project will focus on an improved trauma registry which is a crucial tool for improving trauma care, especially in rural areas related to motor vehicle crashes. Research shows it significantly reduces mortality—by up to 30%—and improves outcomes through optimized EMS protocols and standardized care across both urban and rural hospitals. It supports injury prevention efforts to include improving vehicle crashes-related trauma care. The registry enhances rural healthcare delivery through improved EMS response and telehealth-supported care, enabling local hospitals to manage trauma more effectively. Additionally, it improves systemwide performance by reducing transfer times and addressing trauma care gaps across the state.
Federal Funding Source(s)	Section 402
Project Agreement Number	2025-02-27
Subrecipient(s)	South Dakota Department of Health – Office of Rural Health
Type of Organization	State Agency
Amount of Federal Funds	\$51,900.00
Eligible Use of Funds	EM – Emergency Medical Services
P&A?	No
§1300.41(b)?	No
Countermeasure Strategy or Strategies for Programming Funds	Based on Uniform Guideline No. 10 for Traffic Records, Traffic Records System Information Quality, traffic records information should be maintained in a form that is of high quality and readily accessible to stakeholders who have a vested interest in reducing traffic safety crashes.



<b>Planning and Administration (P&amp;A)</b>	
Project Name	Planning and Administration
Project Description	<p>This project provides the necessary staff time and expenses that are directly related to the planning, development, coordination, monitoring, auditing, public information and evaluation of projects including the development of the Highway Safety Plan and annual reports. Staff and percentage of time supported through P&amp;A include the Director of Highway Safety (100%) and a portion of fiscal staff. Funding is provided to support program staff, salaries, benefits, travel to highway safety related trainings, and office expenses. The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises program staff for the Office of Highway Safety/Accident Records. The Secretary of the Department of Public Safety has the overall responsibility for the coordination of South Dakota's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&amp;A) activities shall not exceed 50% of the total cost of such activities or the application sliding scale rate (54.88% for South Dakota) in accordance with 23USC120. The federal contribution for P&amp;A cannot exceed 10% of the total 402 funds the state receives. Accordingly, state funds have been budgeted to cover 45.12% of P&amp; A costs.</p>
Federal Funding Source(s)	Section 402
Project Agreement Number	2026-04-18
Subrecipient(s)	South Dakota Department of Public Safety – Office of Highway Safety
Type of Organization	State Agency
Amount of Federal Funds	\$199,120.00
Eligible Use of Funds	PA – Planning and Administration
P&A?	Yes
§1300.41(b)?	No

Project Name	Holding Accounts
Project Description	
Project Development	
Federal Funding Source(s)	
Section 164AL	\$4,630,255.53
Section 402	\$2,454,702.36
Section 405c	\$739,518.22
Section 405d-Imp	\$4,800,281.31
Section 405d-24/7	\$56,680.98

## Section 405 Grant Applications

National Priority Safety Program Incentive Grants – South Dakota applied for the following incentive grants:

- S. 405(b) Occupant Protection: No
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(d) Impaired Driving Countermeasures: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 405(e) Distracted Driving: No
- S. 405(f) Motorcyclist Safety Grants: No
- S. 405(g) Nonmotorized Safety: No
- S. 405(h) Preventing Roadside Deaths: No
- S. 405 (i) Driver and Officer Safety Education: No
- S. 1906 Racial Profiling Data Collection: No

### **405c Attachments for 1300.22 – Traffic Safety Information System Improvements**

#### **Quantitative Improvement**

##### Traffic Records Performance Measure

- Uniformity: Percent of crash reports containing “Ownership” data element consistent with MMUCC Guidelines.

South Dakota’s updated electronic crash reporting system, LEOS, aids in improving uniformity by collecting MMUCC compliant data elements that the TraCS crash reporting system did not previously collect, specifically the “Ownership” data element.

Percent of Crash Reports with “Ownership” Data Element			
	LEOS Reports	TraCS Reports	Increase in Uniformity
5/1/2023 to 4/30/2024	17,984	60	<b><u>99.66%</u></b>
5/1/2024 to 4/30/2025	18,581	0	<b><u>100%</u></b>

#### Supporting Documentation

Screenshot to support Description of Quantitative Improvement.

May 1, 2023-April 30, 2024 – LEOS vs. TraCS

Agency Use	Agency Name	Title	Crash Date	Ownership of Trafficway	Unique ID
24-205735	South Dakota Highway Patrol		04/30/2024	01 - PUBLIC PROPERTY	63500012404301548368
	Rapid City Police		04/30/2024	01 - PUBLIC PROPERTY	76C0182240430740
	South Dakota Highway Patrol		04/30/2024	01 - PUBLIC PROPERTY	96500012404300936283
SI2024-00178	Davison County Sheriff		05/06/2024	01 - PUBLIC PROPERTY	A5500012405060142236
HAM24-00240	Hamlin County Sheriff		05/10/2024	01 - PUBLIC PROPERTY	A6500012405102015632
BCSO24-00260	Beadle County Sheriff	Seaboy, Danielle	04/30/2024	01 - PUBLIC PROPERTY	DMS00012405021024297
CFS24-083253	Minnehaha County Sheriff	CFS24-083253	04/30/2024	01 - PUBLIC PROPERTY	S00012405011202397
CFS24-083364	Sioux Falls Police Department	CFS24-083364	04/30/2024	01 - PUBLIC PROPERTY	S00012405011802489
CFS24-083389	Sioux Falls Police Department	CFS24-083389	04/30/2024	01 - PUBLIC PROPERTY	S00012405011802490
CFS24-083318	Sioux Falls Police Department	CFS24-083318	04/30/2024	01 - PUBLIC PROPERTY	S00012405011803491
CFS24-083256	Sioux Falls Police Department	CFS24-083256	04/30/2024	01 - PUBLIC PROPERTY	S00012405021102302
CFS24-083670	Sioux Falls Police Department	CFS24-083670	04/30/2024	01 - PUBLIC PROPERTY	S00012405021602420
CFS24-083285	Sioux Falls Police Department	CFS24-083285	04/30/2024	01 - PUBLIC PROPERTY	S00012405021602421
CFS24-083575	Sioux Falls Police Department	CFS24-083575	04/30/2024	01 - PUBLIC PROPERTY	S00012405021604427
CFS24-083807	Sioux Falls Police Department	CFS24-083807	04/30/2024	01 - PUBLIC PROPERTY	S00012405031402405
CFS24-083594	Sioux Falls Police Department	CFS24-083594	04/30/2024	01 - PUBLIC PROPERTY	S00012405070904251
CFS24-083592	Sioux Falls Police Department	CFS24-083592	04/30/2024	01 - PUBLIC PROPERTY	S00012405071102320
CFS24-083445	Minnehaha County Sheriff	CFS24-083445	04/30/2024	01 - PUBLIC PROPERTY	S00012405080902282
CFS24-083509	Sioux Falls Police Department	CFS24-083509	04/30/2024	01 - PUBLIC PROPERTY	S00012405091408431
CFS24-083615	Sioux Falls Police Department	CFS24-083615	04/30/2024	01 - PUBLIC PROPERTY	S00012405131403453
CFS24-083494	Sioux Falls Police Department	CFS24-083494	04/30/2024	01 - PUBLIC PROPERTY	S00012405131405458
Total:					17,984

Agency Use	Agency Name	Title	Crash Date	Ownership of Trafficway	Unique ID
2331064	Oglala Sioux Tribe	208_THICKS_2331064_677404	07/15/2023		TRACS2693641CF
CFS2333282	Oglala Sioux Tribe	ARTINEZ_CFS2333282_677372	07/29/2023		TRACS2693500CF
	Oglala Sioux Tribe	PPLenty_2308030005_677384	08/03/2023		TRACS2693541CF
	Oglala Sioux Tribe	DSEABOY_2308089801_677338	08/06/2023		TRACS2693305CF
	Oglala Sioux Tribe	THEPIPE_2308290002_677348	08/06/2023		TRACS2693361CF
2337286	Oglala Sioux Tribe	208_THICKS_2337286_677406	08/20/2023		TRACS2693645CF
2338140	Oglala Sioux Tribe	1208_ALONG_2338140_677331	08/24/2023		TRACS2693265CF
CFS2338703	Oglala Sioux Tribe	SARGENT_CFS2338703_677398	08/28/2023		TRACS2693601CF
H202306002	Oglala Sioux Tribe	DSEABOY_H202306002_677339	09/01/2023		TRACS2693314CF
2339308	Oglala Sioux Tribe	208_THICKS_2339308_677405	09/01/2023		TRACS2693650CF
202306093	Oglala Sioux Tribe	08_ALONG_202306093_677332	09/03/2023		TRACS2693252CF
CFS2344611	Oglala Sioux Tribe	ARTINEZ_CFS2344611_677374	10/02/2023		TRACS2693510CF
CFS2345102	Oglala Sioux Tribe	ARTINEZ_CFS2345102_677376	10/04/2023		TRACS2693514CF
	Oglala Sioux Tribe	8_DROJO_2310050006_677344	10/05/2023		TRACS2693332CF
CFS2345207	Oglala Sioux Tribe	ARTINEZ_CFS2345207_677375	10/05/2023		TRACS2693518CF
202307049	Oglala Sioux Tribe	RRANDALL_202307049_677387	10/10/2023		TRACS2693567CF
OST DPS	Oglala Sioux Tribe	31208_FNEZ_OST DPS_677345	10/15/2023		TRACS2693349CF
202307337	Oglala Sioux Tribe	KBORNE_202307337_677358	10/23/2023		TRACS2693439CF
Total:					60

## May 1, 2024-April 30, 2025 – LEOS vs. no entries for TraCS

18551		Charles Mix County Sheriff		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	1KS00012505010311240	
18552		Campbell CS		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	1SS000012504301202420	
18553	tr-25-0025	Sully County Sheriff		05/05/2025	04/30/2025	01 - PUBLIC PROPERTY	1SS00012505050951312	
18554	25-03071	Moody County Sheriff	25-03071		04/30/2025	01 - PUBLIC PROPERTY	1XC0513250501713	
18555	25-4096	Watertown Police		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	20S00012504301847589	
18556	cfs2519979	Oglala Sioux Tribe		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	21C0521250430959	
18557	Sig2	South Dakota Highway Patrol		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	23S00012504301321465	
18558	2025-00790	Mitchell Police		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	26S00012504301252447	
18559	IS2500392	Brookings County Sheriff		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	28S00012504301633562	
18560	2025-0837	North Sioux City Police		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	2HS00012505011353137	
18561	25-4066	Watertown Police		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	36S00012504300618243	
18562	25-102352	Pennington County Sheriff		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	41S00012505010420242	
18563	25-205595	Rapid City Police		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	47S00012505010909327	
18564		South Dakota Highway Patrol	Cole/ColchadaMartine Sig1		04/30/2025	01 - PUBLIC PROPERTY	57S00012505041604276	
18565	HP25002186CR	South Dakota Highway Patrol	SIG 2		04/30/2025	01 - PUBLIC PROPERTY	64S00012504302129225	
18566	25-205622	Rapid City Police	25-205622		04/30/2025	01 - PUBLIC PROPERTY	74S00012504302314227	
18567	25AP09046	Aberdeen Police		05/02/2025	04/30/2025	01 - PUBLIC PROPERTY	76S00012505020147246	
18568	SIG 2	South Dakota Highway Patrol	SIG 2 REFF		04/30/2025	01 - PUBLIC PROPERTY	79S00012505011435154	
18569	SIGNAL-2	South Dakota Highway Patrol	OLNESS SIG 2 DOT		04/30/2025	01 - PUBLIC PROPERTY	87S00012504301248441	
18570	25ap08986	Aberdeen Police		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	94S00012505010930333	
18571	25ap08994	Aberdeen Police		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	94S00012505011036359	
18572		South Dakota Highway Patrol	EGGLESTON SIG 1		04/30/2025	01 - PUBLIC PROPERTY	98S00012504302351236	
18573		South Dakota Highway Patrol	Cameron V Whempner Sig 2		04/30/2025	01 - PUBLIC PROPERTY	99S00012505090943279	
18574	SI2025-00229	Davison County Sheriff		04/30/2025	04/30/2025	01 - PUBLIC PROPERTY	A2S00012504301446527	
18575	CFS25-083332	Sioux Falls Police Department	CFS25-083332		04/30/2025	01 - PUBLIC PROPERTY	S00012505021302381	
18576	CFS25-083573	Sioux Falls Police Department	CFS25-083573		04/30/2025	01 - PUBLIC PROPERTY	S00012505071502440	
18577	CFS25-083334	Sioux Falls Police Department	CFS25-083334		04/30/2025	01 - PUBLIC PROPERTY	S00012505071502441	
18578	CFS25-083348	Sioux Falls Police Department	CFS25-083348		04/30/2025	01 - PUBLIC PROPERTY	S00012505071503442	
18579	CFS25-083690	Sioux Falls Police Department	CFS25-083690		04/30/2025	01 - PUBLIC PROPERTY	S00012505071702473	
18580	CFS25-083731	Sioux Falls Police Department	CFS25-083731		04/30/2025	01 - PUBLIC PROPERTY	S00012505130902257	
18581	BCSO250104	Beadle County Sheriff		05/01/2025	04/30/2025	01 - PUBLIC PROPERTY	SHS00012505010938334	

**Note-**Due to the amount of carry over funds related to impaired driving activities we are not applying for 405d funds this year in an effort to be good stewards of the funds we have received. We will still be carrying out impaired driving projects with the funds we currently have.

## 405d Attachments for 1300.23 – Impaired Driving Countermeasures

Impaired driving qualification: **Mid-Range State**

The State completed a State Impaired Driving Plan in accordance with 23 U.S.C. 405(d)(1) with programs to reduce driving under the influence of alcohol, drugs or the combination of alcohol and drugs.

#### **405d – 24-7 Sobriety Program**

##### Mandatory License Restriction Requirement:

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: SDCL 32-23-2

Enacted Date: 7/1/1953

Amended Date: 07/01/2024

##### Law Citation

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: SDCL 1-11-17

Enacted Date: 7/1/2007

Amended Date: 7/1/2007

#### Certifications and Assurances

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

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

State: South Dakota

Fiscal Year: 2026

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

### **GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- 28 CFR 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975*, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the



Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

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

## **GENERAL ASSURANCES**

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

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

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

## SPECIFIC ASSURANCES

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

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

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

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

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

### **THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

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

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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



## **CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

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

## **INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

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

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

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

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

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

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

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

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

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

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

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

#### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE** **(applies to subrecipients as well as States)**

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

#### **POLICY ON SEAT BELT USE**

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

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

[Click here to validate form fields and permit signature](#)

**Robert Weinmeister**

Digitally signed by Robert Weinmeister  
Date: 2025.07.30 11:06:26 -05'00'

7/30/25

Signature Governor's Representative for Highway Safety

Date

Robert L. Weinmeister

Printed name of Governor's Representative for Highway Safety



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

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

State: South Dakota

Fiscal Year: 2026

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

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☐

### **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above only if applying for this grant.]*

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

## LOWER SEAT BELT USE STATES ONLY

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

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

○ *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- \_\_\_\_\_
- Coverage of all passenger motor vehicles;
- \_\_\_\_\_
- Minimum fine of at least \$25;
- \_\_\_\_\_
- Exemptions from restraint requirements.

- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

- ☐ The State's comprehensive occupant protection program is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

☒ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- ☒ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☒ The State has designated a TRCC coordinator.
- ☒ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☒ [ *Fill in the blank below.* ] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

Page 29 SD\_FY26\_AGA

☐ **PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

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

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

#### **HIGH-RANGE STATE ONLY**

[ *Check one box below and fill in all blanks under that checked box.* ]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

▪ \_\_\_\_\_  
Identify all alcohol-ignition interlock use exceptions.

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most



recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

#### **DISTRACTED DRIVING LAW GRANTS**

- ☐ **Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on texting while driving;

- \_\_\_\_\_  
Definition of covered wireless communication devices;

- \_\_\_\_\_  
Fine for an offense;

- \_\_\_\_\_  
Exemptions from texting ban.

- ☐ **Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on handheld phone use;

- \_\_\_\_\_  
Definition of covered wireless communication devices;

- \_\_\_\_\_  
Fine for an offense;

- \_\_\_\_\_  
Exemptions from handheld phone use ban.

- ☐ **Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from youth cell phone use ban  
\_\_\_\_\_

☐ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_

☐ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

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

☐ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- ☐ Motorcycle Safety Foundation Basic Rider Course;
- ☐ TEAM OREGON Basic Rider Training;
- ☐ Idaho STAR Basic I;
- ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
- ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at \_\_\_\_\_  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):* \_\_\_\_\_

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a Law State—

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

*Legal citation(s):*

\_\_\_\_\_.

AND

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

*Legal citation(s):*

\_\_\_\_\_.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

☐ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

☐ **Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* \_\_\_\_\_.

☐ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

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

- ☒ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☒ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☒ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Robert Weinmeister Digitally signed by Robert Weinmeister  
Date: 2025.07.30 11:11:21 -05'00'

7/30/25

Signature Governor's Representative for Highway Safety

Date

Robert L. Weinmeister

Printed name of Governor's Representative for Highway Safety