

# South Dakota 2018 Highway Safety Plan



SOUTH DAKOTA  
DEPARTMENT  
OF PUBLIC SAFETY

prevention — protection — enforcement

**THE HIGHWAY SAFETY PLAN IS PROVIDED BY:**

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

PLAN PREPARED BY:

THE GOVERNMENT RESEARCH BUREAU  
SHANE NORDYKE, PHD, GOVERNMENT RESEARCH BUREAU DIRECTOR  
ADAM SLYTER, RESEARCH ASSOCIATE  
OLIVIA MANN, RESEARCH ASSOCIATE  
CODY RATERMAN, DATA ANALYST  
W.O. FARBER CENTER FOR CIVIC LEADERSHIP  
THE UNIVERSITY OF SOUTH DAKOTA

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## MISSION STATEMENT

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

## BACKGROUND

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

[http://legis.sd.gov/Statutes/Codified\\_Laws/DisplayStatute.aspx?Type=Statute&Statute=32-13-1](http://legis.sd.gov/Statutes/Codified_Laws/DisplayStatute.aspx?Type=Statute&Statute=32-13-1)

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

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

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

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

## EXECUTIVE SUMMARY

On behalf of the Governor of South Dakota and the Secretary of the Department of Public Safety, the South Dakota Office of Highway Safety is pleased to submit the 2018 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2018 HSP integrates discussion of data trending, priority areas, performance measures and objectives, and specific projects to be undertaken by the Office of Highway Safety through the end of FFY2018. Ultimately, the overarching goal of the highway safety plan is to explicitly outline the programmatic mechanisms that will be either maintained or newly implemented for the purpose of decreasing the human and economic consequences that result from motor vehicle crashes in the State of South Dakota.

All of the data presented and analyzed in this report are from the South Dakota Accident Records System or the Fatality Analysis Reporting System maintained by the National Highway Traffic Safety Administration. This South Dakota Accident Records System is collected and maintained by the South Dakota Office of Highway Safety.

## STATEWIDE SYNOPSIS

Given that its 865,454 residents<sup>1</sup> are distributed over 77,121 square miles of terrain, South Dakota remains one of the nation's most sparsely populated states. The markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 95.9% of the 82,557 total roadway miles that crisscross the state, and in 2016, rural travel accounted for 69.9% of all vehicle miles traveled<sup>2</sup>. The difficulties associated with designing and administering effective highway safety programs across a rural geography amplify the need for well-focused, systematic planning efforts. Further, it follows that the physical dispersion of South Dakota's drivers brings about a marked need for motor vehicle transportation. Not surprisingly then, South Dakota's driving population is strikingly active. A statewide survey conducted in July 2012 by the Government Research Bureau suggests that 80% of licensed South Dakota drivers operate a motor vehicle on a daily basis.<sup>3</sup> This high level of driving frequency emphasizes the need for effective traffic crash deterrence.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2016. Of the 17,497 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2016 (a reduction from the previous year), positive directionalities were observed across a wide range of outcomes measures.

- In total, 116 traffic crash fatalities were recorded in South Dakota in 2016, a decrease of 12.8% from 2015.
- The 2016 statewide fatality rate of 1.23 represents a 13.3% decrease from that of 2015 (1.42). The most recent five-year average fatality rate has decreased 33.2% from the 2005-2009 average.

<sup>1</sup> US Census Bureau estimate for 2016

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

<sup>3</sup> This survey, which was conducted by telephone by Clark Research, sampled 750 of the state's licensed drivers ages 16 and over. This survey will be referred to hereafter as the 2012 Highway Safety Behaviors Survey. The survey has not been replicated since, however we have no reason to think that the numbers would be significantly different for this year.

- The number of serious injuries recorded in 2016 represents a decrease of 13.8% from the analogous 2015 total. 5,166 non-fatal traffic crash injuries were sustained in 2016 , 692 of which were serious or incapacitating.
- There were only 15 motorcycle fatalities in 2016, a decrease of 51.6% from 2015 (33). 13 of those motorcycle fatalities were unhelmeted operators.
- Only 13 drivers under the age of 21 were involved in a fatal traffic crash in 2016, the same number of drivers as 2015.
- The number of pedestrian and pedalcyclist fatalities in South Dakota remains quite small with only 4 pedestrian fatalities and no pedalcyclist fatalities in 2016.
- The 2016 estimate for statewide estimated safety restraint usage on all road types was 74.2%, an increase from 2015 (73.6%).

These positive outcomes are in spite of the fact that both population and vehicle miles traveled in South Dakota continued to increase in 2016. This increase alone ushers in an opportunity for a rise in traffic crashes in South Dakota. The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2016, rural VMT accounted for 69.9% of all vehicle miles traveled in South Dakota. Data suggests that the crash conditions faced by motorists in rural traffic crashes are decidedly more perilous than their urban analogs.

It should be noted, however, that there were a couple of areas in which South Dakota did not see improvements in 2016.

- A total of 75 unrestrained passenger vehicle occupants were killed in traffic crashes in 2016, a 25% increase from 2015 (60). The five-year average also increased by 3.2%. While the increase did not allow us to meet the more ambitious annual goal that we set, we are still meeting our long-term reduction goals for the five-year average.
- A total of 37 individuals were killed in 2016 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 23.3% since 2015. 100% of speeding-related fatalities in 2016 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.

While some of these developments appear discouraging, the five-year averages for each of these core outcome measures are more promising. These five-year averages provide a more accurate reflection of overall trends in performance measures as they smooth out the fluctuations that inherently occur from year to year. While we were in some cases not able to meet our more ambitious goals for 2012-2016, we are mostly on track to meet our long-term goals.

These accomplishments point to the overall effectiveness of the Office of Highway Safety in South Dakota. Through the design, delivery, coordination, and monitoring of effective prevention strategies and countermeasures, and by working in cooperation with an alliance of statewide partners, the Office of

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

## HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1300, the 2018 Highway Safety Plan includes seven primary elements: (a) highway safety planning process, (b & c) the performance report and performance plan, (d) highway safety program area problem identification, countermeasure strategies, projects and funding, (e) a description of our Teen Traffic Safety Program, and (g) certification and assurances. The South Dakota plan blends discussion of the performance plan and performance report for the purpose of presenting a more integrative, comprehensible proposal. The highway safety strategies, projects, and funding, part (d), are then presented before the program cost summary and detailed list of projects.

## HIGHWAY SAFETY PLANNING PROCESS

The 2018 plan begins with a broad data presentation organized around the core outcome and core behavior measures required as mandatory reporting items by NHTSA. Interlaced into this section are the performance goals established by the Office of Highway Safety through collaboration with external partners. In developing and implementing the strategies and plans of the Highway Safety Plan and the Strategic Highway Safety Plan, the Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT). This coordination has included numerous planning meetings with a diverse array of participants held in early 2017 in four locations across South Dakota. These meetings utilized the NHTSA evidence-based concept and Countermeasures That Work, Sixth Edition, 2011 (A full list of participants is included on the following page). Each application submitted for consideration to the FFY2018 Highway Safety Plan is based on roadway, crash, and other data to support the quantifiable and measureable highway safety performances measures required in the Fast Act. All of the data presented and analyzed in this report are from the South Dakota Accident Records System. This data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports (approximately 95% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year. Lee Axdahl, the Director of Highway Safety also serves on the steering committee for the development of the Strategic Highway Safety Plan, which helps to ensure that the efforts are coordinated. For each of the core outcome measures addressed in the plan, supporting data is provided to justify the established goals. Goals are made in relation to long-term projections as well as the most recent year's data points.

PLANNING PARTICIPANTS FOR THE FFY2017 HIGHWAY SAFETY PLAN

<b>Name</b>	<b>Agency</b>	<b>Name</b>	<b>Agency</b>
Chris Doty	<i>Alcester PD</i>	Ryan Bottjen	<i>Lyman Co SO</i>
Linda Colhoff-Glover	<i>ASAP</i>	Aaron Talich	<i>Madison PD</i>
Jody Hauge	<i>Aurora Co SO</i>	Ryan Vrochota	<i>Marshall Co SO</i>
Austin Harris	<i>Austin Harris Productions</i>	David Ackerman	<i>McPherson Co SO</i>
Ryan Cherveney	<i>Belle Fourche PD</i>	Shannon Speck	<i>Miller PD</i>
Mardi Reeves	<i>Belle Fourche PD</i>	Joe Bosman	<i>Minnehaha Co SO</i>
Kevin Curtis	<i>Bennett Co SO</i>	Dan Kopfmann	<i>Mitchell PD</i>
Paul Williams	<i>Bennett Co SO</i>	Brad Buysse	<i>Mitchell PD</i>
Nick Fahlberg	<i>Beresford PD</i>	Allen Bohle	<i>Mobridge PD</i>
Jason Dubbs	<i>Box Elder PD</i>	Jon Feller	<i>North Sioux City PD</i>
Joshua Campbell	<i>Box Elder PD</i>	Erin Olson	<i>NSU</i>
Jon Pike, Patrol Sgt	<i>Brookings Co SO</i>	Chris Grant	<i>OHS</i>
Kathy Hanson	<i>Brookings Co SO</i>	Ken Franks	<i>OST</i>
Justina Diamond	<i>Brookings PD</i>	Samantha Robey	<i>Paul Bachand's Office</i>
Chris Larson	<i>Brookings PD</i>	Jerad Tomac	<i>Pennington Co SAO</i>
Tom Schmitt	<i>Brown Co SO</i>	Dustin Morrison	<i>Pennington Co SO</i>
Gary Brunner	<i>Butte Co SO</i>	Kelly Serr	<i>Perkins Co SO</i>
Lacey Perman	<i>Campbell Co SO</i>	Justin Harmon	<i>Pierre PD</i>
David Jacobs	<i>Canton PD</i>	Kevin Jensen	<i>PVPS</i>
Gary Tuschen	<i>Carroll Institute</i>	Dave Kinser	<i>Rapid City PD</i>
Anita Holan	<i>City of Kimball</i>	Jennifer Stalley	<i>SD Teen Court Association</i>
Blair Healy	<i>City of Langford</i>	Mary Jo Farrington	<i>SDSMT</i>
Michael Gravning	<i>Clark Co SO</i>	Julia Tan	<i>SDSMT</i>
Jeff Anders	<i>Clay Co SO</i>	Brandon Schultz	<i>SDSU PD</i>
Jackie McPherson	<i>Core/Freshman Impact</i>	Mariah Weber	<i>SDSU Safe Ride</i>
Rick McPherson	<i>Core/Freshman Impact</i>	Brenda Leiseth	<i>Sioux Empire Safety Village</i>
Keith Gall	<i>Corson Co SO</i>	Bobbi Lower	<i>Sioux Empire Safety Village</i>
Michael Birmingham	<i>Dakota Wesleyan University</i>	Carrie Hill	<i>Sioux Empire Safety Village</i>
Steve Harr, Chief Dep	<i>Davison Co SO</i>	Jeff Garden	<i>Sioux Falls PD</i>
Darin Moke	<i>Davison Co SO</i>	Randy Brink	<i>Sioux Falls PD</i>
Tristan Molitor	<i>Deuel Co SO</i>	Betsy Odden	<i>Sioux Falls PD</i>
Les Mayer	<i>Dewey Co SO</i>	Pam Burley	<i>Spearfish PD</i>
Marty Link	<i>DOH</i>	Boyd Dean	<i>Spearfish PD</i>
Jon Coler	<i>Douglas Co SO</i>	Kathleen Kenzy	<i>Stanley Co SO</i>
Greg Ingemunson	<i>DPS</i>	Sean Briscoe	<i>Sturgis PD</i>
Nancy Allard	<i>DPS</i>	Geody VanDewater	<i>Sturgis PD</i>
Arin Diedrich	<i>Driver Licensing</i>	Lonnie Harmon, Lt.	<i>Summerset PD</i>
Katie Tostenson	<i>DSS</i>	Justin Taylor	<i>Summerset PD</i>
Gib Sudbeck	<i>DSS</i>	Don Allen	<i>Summerset PD</i>
Norman Schuler	<i>Eagle Butte PD</i>	Adrian Hoesli	<i>Tea PD</i>
Kyle Couchey	<i>Edmunds Co SO</i>	Steven Luke	<i>Turner Co SO</i>
Corolla Lauck	<i>EMSC</i>	Noreen Plumage	<i>Unified Judicial System</i>
Nancy Scharenbroich	<i>From The H.E.A.R.T Inc</i>	Karen Borrund	<i>Unified Judicial System</i>
Stacy Mayou	<i>Groton PD</i>	Tracy Smith	<i>Union Co SO</i>
April Abeln	<i>Groton PD</i>	Jim Prouty	<i>Union Co SO</i>
Chief Deputy Tayt Alexander	<i>Hamlin Co SO</i>	Michele Turner	<i>USD</i>
Doug DeBoer	<i>Hand Co</i>	Ryan Hough	<i>Vermillion PD</i>
Brandon Wingert	<i>Hanson Co SO</i>	Joseph Ostrem	<i>Vermillion PD</i>
Mike Close	<i>Hot Springs PD</i>	Eric Majeres	<i>Volunteers of America</i>
Kevin VanDiepen	<i>Huron PD</i>	Ryan Remmers	<i>Watertown PD</i>
Dennis Meyer	<i>Huron PD</i>	Curt Koepf	<i>Waubay City Council</i>
Sarina Talich	<i>Lake Co SO</i>	Roger Johanning	<i>Waubay City Council</i>
Robert Williams	<i>Lead PD</i>	Doug Moser	<i>Whitewood PD</i>
Chad Brown	<i>Lincoln Co SO</i>	Paul Schueth	<i>Winner PD</i>
Dennis Johnson	<i>Lincoln Co SO</i>	Pat Schulte	<i>YFS</i>

# CORE OUTCOME AND BEHAVIOR MEASURES FOR CY2016

## Performance Measures in Brief

### CORE OUTCOME MEASURES FOR CY2016

- C1 – Number of traffic fatalities: **116**
- C2 – Number of serious injuries in traffic crashes: **692**
- C3 – Fatalities per vehicle mile traveled: **1.23**
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **75**
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **47**
- C6 – Number of speeding-related fatalities: **37**
- C7 – Number of motorcyclist fatalities: **15**
- C8 – Number of unhelmeted motorcyclist fatalities: **13**
- C9 – Number of drivers age 20 or younger involved in fatal crashes: **13**
- C10 – Number of pedestrian fatalities: **4**
- C11 – Number of bicyclist fatalities: **0**

### BEHAVIOR MEASURES FOR 2016

- B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: **74.2%**

### ACTIVITY MEASURES FOR 2016<sup>4</sup>

- A1 – Impaired Driving Citations: 10,166**
- A2 – Occupant Protection Citations: 8,078**
- A3 – Speed Citations: 42,569**

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<sup>4</sup> These measures are for fiscal year 2015, which runs from July 1, 2015 to June 30, 2016; all other measures are for calendar year 2016.

## 2018 HIGHWAY SAFETY PERFORMANCE GOALS

- C1 – Decrease the traffic fatalities five-year average to 128 or less for 2013-2017. This equates to 120 fatalities or less for the calendar year 2017.
- C2 – Maintain the serious traffic injuries five-year average at 780 or less for 2013-2017 time period.
- C3 – (a) Decrease the five-year average fatalities/VMT from 1.42 to an average rate of 1.38 or less by December 31, 2017.  
  
(b) Decrease the five-year average rural fatalities/VMT from 1.75 to an average rate of 1.69 or less by December 31, 2017.  
  
(c) Decrease the five-year average urban fatalities/VMT rate from .65 to an average rate of .64 or less by December 31, 2017.
- C4 – Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 3.1 percent from the 2012-2016 average of 65.0 to a five-year average for 2013-2017 of 63.0.
- C5 – Decrease the alcohol impaired driving fatalities five-year average by only 0.2 percent from the 2012-2016 average of 43.2 to a five-year annual average for 2013-2017 of 43.1.
- C6 – Maintain the speeding related fatalities five-year average by at 30.4 or less for 2013-2017.
- C7 – Decrease the five-year average for motorcyclist fatalities 5.8% from the 2012-2016 average of 20.4 to a five-year annual average for 2013-2017 of 19.2.
- C8 – Decrease the unhelmeted motorcyclist fatalities five-year average by 7.8% from the 2012-2016 value of 15.4 to 14.2 fatalities or less for 2013-2017.
- C9 – Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 6 percent from the 2012-2016 annual average of 16.8 to a five-year annual average for 2013-2017 of 15.8.
- C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2013-2017, despite expected increases in population.
- C11 – Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2013-2017, despite expected increases in population.
- B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .6 percentage points from the 2016 calendar year base year average usage rate of 74.2% to 74.8% percent by December 31, 2017.

**CORE PERFORMANCE MEASURES TABLE**

<b>Core Outcome Measures</b>			<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
C-1	Traffic Fatalities (State Crash File)	Annual	133	135	136	133	116
		5-Year Moving Average	127.2	130	131	133.4	130.6
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	810	832	738	803	692
		5-Year Moving Average	836	818	797	789	775
C-3	Fatalities/VMT (State Crash File/FHA)	Annual	1.47	1.48	1.49	1.42	1.23
		5-Year Moving Average	1.44	1.45	1.45	1.42	1.42
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State Crash File)	Annual	58	63	68	60	75
		5-Year Moving Average	66	66.4	64.2	62.8	65
C-5	Alcohol- Impaired Driving Fatalities (FARS and State Crash File)	Annual	39	44	46	40	47
		5-Year Moving Average	39.6	41.4	39.8	40.4	43.2
C-6	Speeding-Related Fatalities (State Crash File)	Annual	30	23	32	30	37
		5-Year Moving Average	34.8	32.4	31.0	30.4	30.4
C-7	Motorcyclist Fatalities (State Crash File)	Annual	25	18	17	31	22
		5-Year Moving Average	22	20	20.2	20.2	20.4
C-8	Unhelmeted Motorcyclist Fatalities (State Crash File)	Annual	23	11	11	22	13
		5-Year Moving Average	15.6	15.6	15	15.6	15.4
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (State Crash File)	Annual	20	16	22	13	13
		5-Year Moving Average	18	18.4	18.8	17	16.8
C-10	Pedestrian Fatalities (State Crash File)	Annual	2	4	9	5	4
		5-Year Moving Average	6.4	5.2	6.2	5.4	4.8
C-11	Bicyclist Fatalities (State Crash File)	Annual	0	0	2	1	0
		5-Year Moving Average	0.6	0.6	1	0.8	0.6
<b>Core Behavior Measure</b>			<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Seatbelt Survey)	Annual	66.5%	68.7%	68.9%	73.6%	74.2%

## Core Outcome and Behavior Measures in Detail

### C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

#### 2017 Performance Goal<sup>5</sup>

**Goal Statement:** Maintain the traffic fatalities five-year average at 133.4 or less for 2012-2016. This equates to 130 fatalities or less for the calendar year 2016, a 2.3% reduction from the 2015 value of 133.

**Current Value (2012-2016):** 130.6

**Current Status:** Met

#### 2018 Performance Goal

- Decrease the traffic fatalities five-year average to 128 or less for 2013-2017. This equates to 120 fatalities or less for the calendar year 2017.

#### Key Observations

- In total, 116 traffic crash fatalities were recorded in South Dakota in 2016, a decrease of approximately 14.7% from 2015.
- Similar to previous years, the vast majority (96.6%) of traffic crash fatalities in South Dakota in 2016 were motorists, as opposed to pedestrians or pedalcyclists.

#### Recent Data

Of the 17,497 motor vehicle traffic crashes reported in South Dakota in 2016, 103 (0.59% of total crashes) resulted in at least one fatality. In total, 116 traffic crash fatalities were recorded in South Dakota in 2016, a decrease of approximately 14.7% from 2015, meeting our goal of decreasing the five-year average below 133.4. Of these fatalities, 68 (58.6%) were sustained by residents of South Dakota. As was the case in previous years, the majority of fatalities were the vehicle operators. In 2016, 86 fatalities (74.1%) of all traffic crash fatalities, were operators of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2012 to 2016. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

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

**Table 1. Annual Traffic Crash Fatalities: 2012-2016**

	Fatalities	% Change
2012	133	+19.8%
2013	135	+2.0%
2014	136	+0.7%
2015	133	-2.3%
2016	116	-14.7%

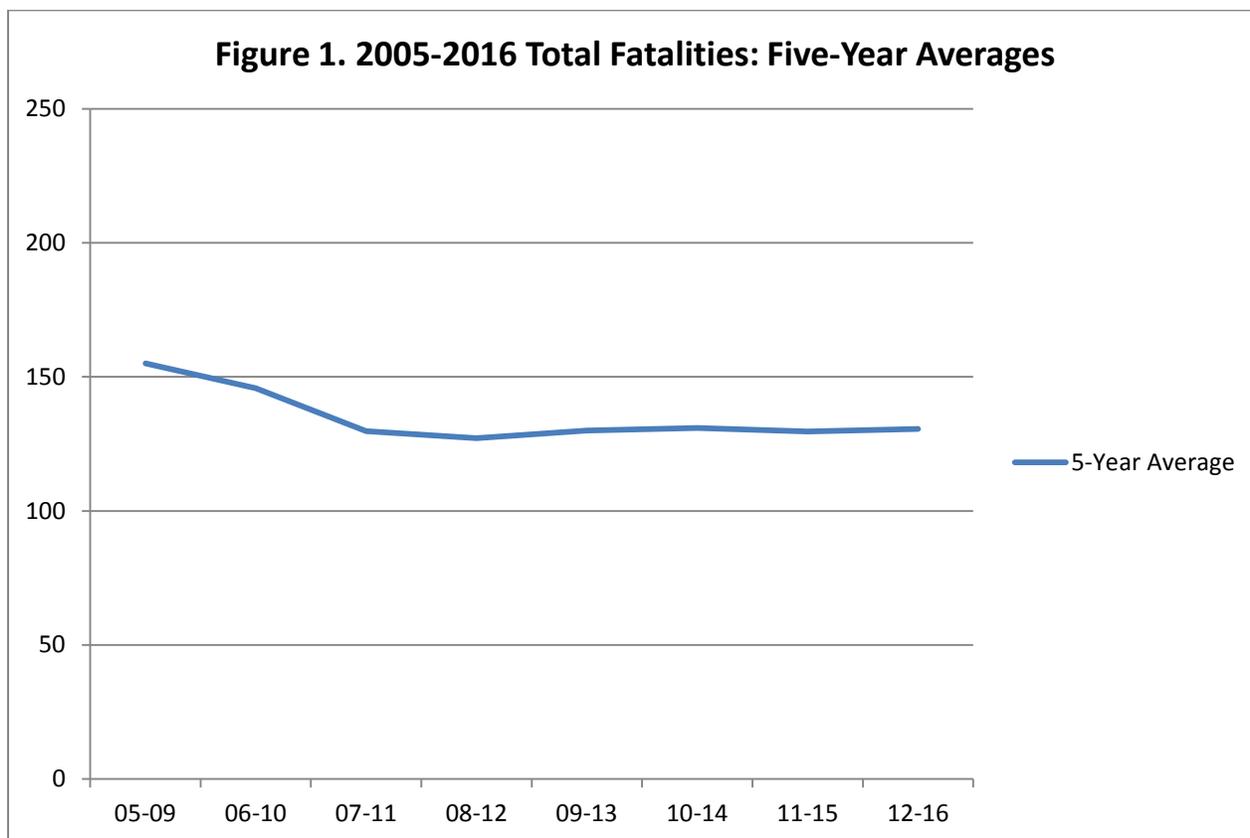


Figure 2 presents traffic crash fatalities by unit type for 2016. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 116 traffic crash fatalities recorded in 2016, 112 (96.6%) were motor vehicle occupants with the largest percentages coming from passenger cars (25%), motorcycles (12.9%), light trucks (29.3%) and SUVs (17.2%). Of all motor vehicle occupants 43 (37.1%) were either totally or partially ejected from their vehicles, and 49 (42.2%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 79.3% (92) were male. Occupants and operators aged 21-30 years accounted for 31% (36) of all occupant fatalities, the highest of any age group.<sup>6</sup> 62.9% (73) of fatalities occurred on roads where the speed limit was 55 or greater. Finally, 89.7% (104) of 2016 traffic crash fatalities occurred on rural roadways while the remaining 10.3% (12) occurred on urban roadways. Reporting on core measure C-3 will go further

<sup>6</sup> Among 10 year age span groups.

in elaborating on the overwhelmingly rural nature of South Dakota’s road system, and describing the implications of this condition on traffic crash outcomes.

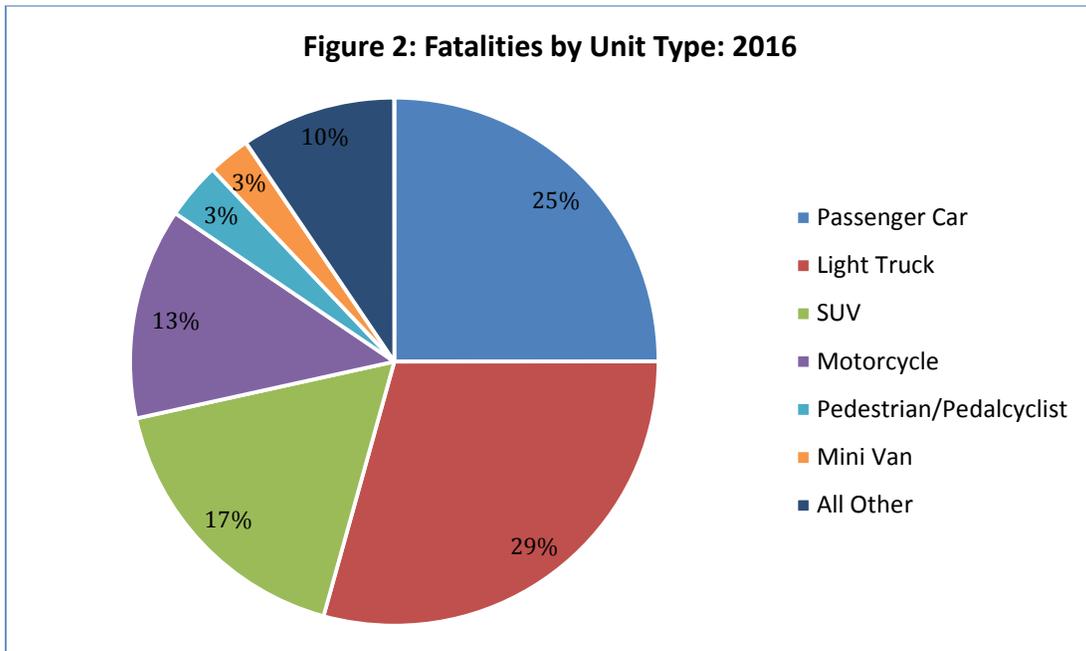


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state fatality rate decreased for the last year and has witnessed a 44.3% cumulative improvement in fatality outcomes since 2006.

Table 2. Total Fatalities per 100,000 In-State Population: 2006-2016<sup>7</sup>

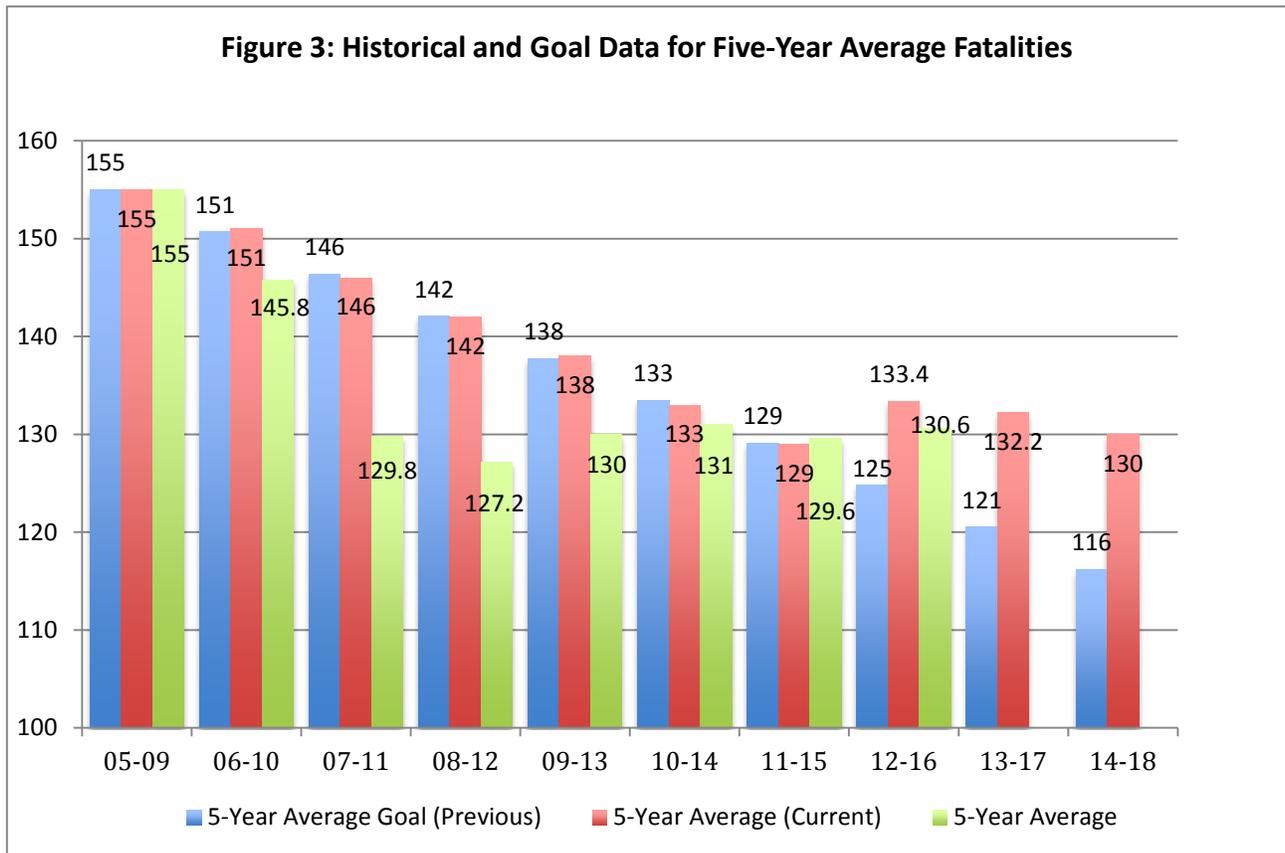
	Population Estimate	Total Fatalities	Per 100,000 Population	Annual % Change
2006	787,380	191	24.26	-
2007	795,689	146	18.35	-24.4%
2008	804,194	121	15.05	-18.0%
2009	812,383	131	16.13	+7.2%
2010	814,180	140	17.20	+6.6%
2011	824,082	111	13.5	-21.5%
2012	833,354	133	15.96	+18.2%
2013	844,877	135	15.98	+0.1%
2014	853,175	136	15.94	-0.25%
2015	858,469	133	15.49	-2.8%
2016	865,454	116	13.51	-12.7%

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

### State Goal Calculations

South Dakota’s goals for fatalities are based on five-year averages. The goal for each performance year was informed by historical data in order to meet goals related to longer term trends. As is displayed in Figure 3, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 25% (from 155 to 116). However, last year these goals were adjusted to align with more current data and to provide attainable goals. Figure 3 presents both the previous and current goals as well as actual five-year averages. In order to meet our new goal the five-year fatalities average for 2013-2017 would need to be at or below 132.2, which will be met if there are 140 or fewer highway fatalities in 2017. However, in order to maintain our current progress in reducing fatalities, we hope to go beyond this and decrease the five-year average for fatalities to 128 or less; this equates to 120 or fewer fatalities in 2017.



## C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

### 2017 Performance Goal

**Goal Statement:** Maintain the serious traffic injuries five-year average at 797 or less for 2012-2016, a 1% increase from the 2011-2015 average of 789.

**Current Value (2012-2016):** 775

**Current Status:** Met

### 2018 Performance Goal

- Maintain the serious traffic injuries five-year average at 780 or less for 2013-2017 time period.

### Key Observations

- 5,166 non-fatal traffic crash injuries were sustained in 2016<sup>8</sup>, 692 of which were serious or incapacitating.
- The number of serious injuries recorded in 2016 represents a decrease of 13.8% from the analogous 2015 total.

### Recent Data

A grand total of 5,282 injuries were sustained as a result of traffic crashes in 2016, 116 (2.2%) of which were ultimately fatal. Of non-fatal injuries, 692 (13.4%) were serious or incapacitating. The number of serious injuries recorded in 2016 (692) represents a 13.8% decrease from the same figure in 2015 (803); the decrease in total non-fatal injuries was 6.5%.

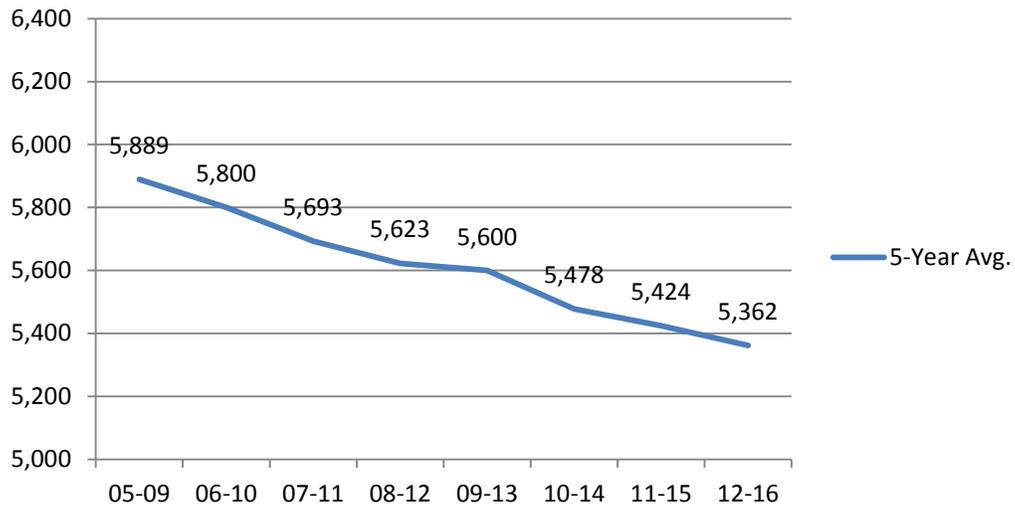
Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2012–2016. Figures 4 and 5 present five-year average trend lines for total non-fatal injuries (Figure 4) and serious injuries (Figure 5). As can be seen in the graphs, the five-year average for total and serious injuries have both continually decreased since the 2005-2009 time period. It is our goal to continue this trend of improvement.

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2012-2016

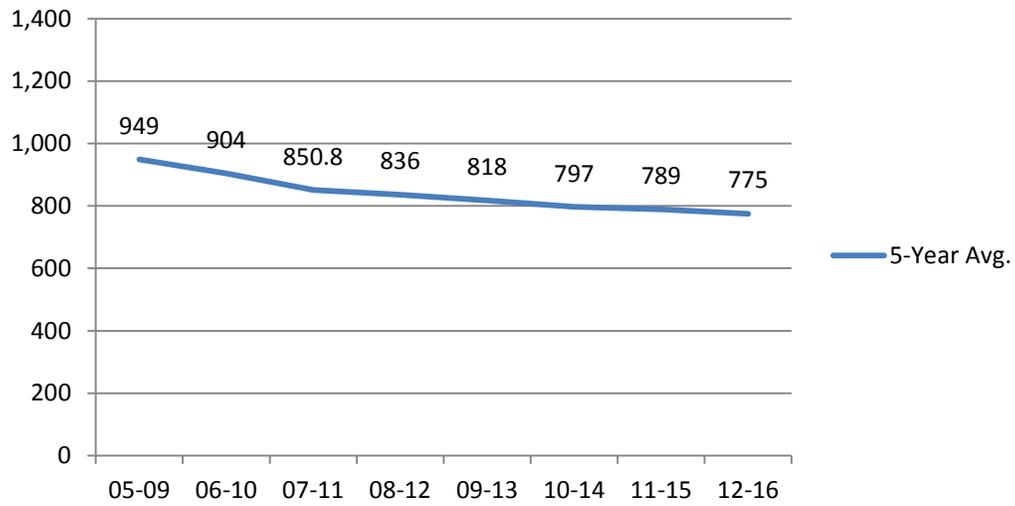
	Total Injuries	% Change	Serious Injuries	% Change
2012	5,431	-0.9%	810	+6.6%
2013	5,597	+3.1%	832	+2.7%
2014	5,089	-9.1%	738	-11.3%
2015	5,525	+8.6%	803	+8.8%
2016	5,166	-6.5%	692	-13.8%

<sup>8</sup> This figure includes 2588 “possible” injuries included in the South Dakota Crash Data.

**Figure 4. Five-Year Total Injury Averages: 2005-2016**

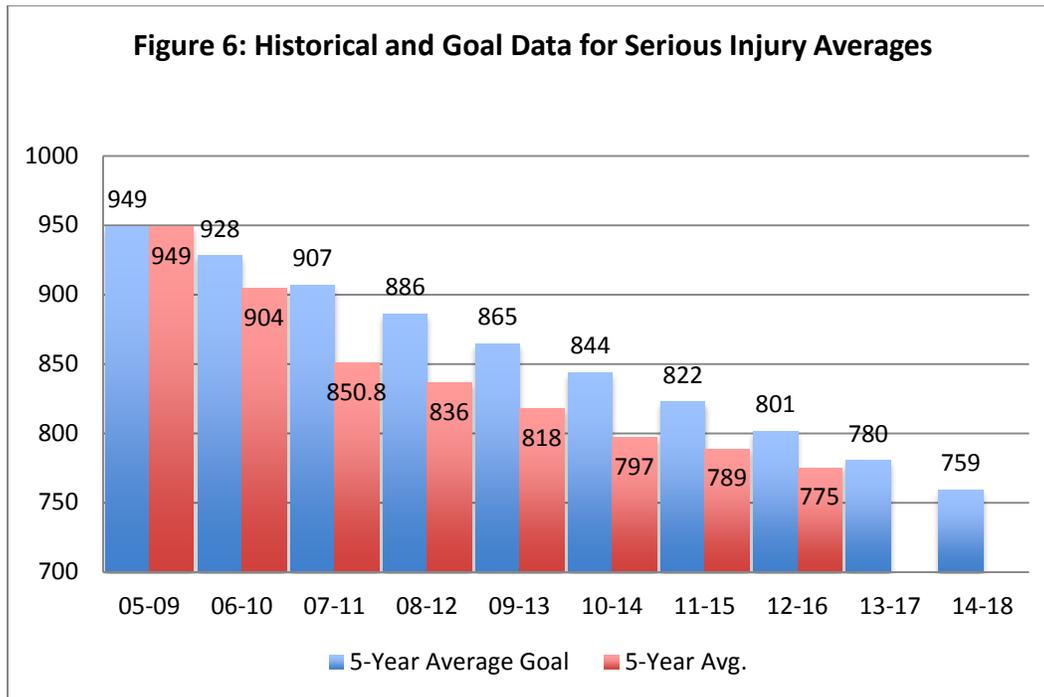


**Figure 5. Five-Year Serious Injury Averages: 2005-2016**



## State Goal Calculations

As exhibited in Figure 6, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for serious injuries by 20% (from 949 to 759). In order to be consistent with this goal, the five-year fatalities average for 2013-2017 needs to be at or below 780; this equates to less than 825 serious injuries in 2017.



## C3: FATALITIES PER VEHICLE MILE TRAVELED

### 2017 Performance Goals

**Goal Statement (a):** Maintain a five-year average fatalities/VMT at an average rate of 1.45 or less by December 31, 2016.

**Current Value (2012-2016):** 1.42

**Current Status:** Met

**Goal Statement (b):** Maintain a five-year average rural fatalities/VMT at an average rate of 1.76 or less by December 31, 2016.

**Current Value (2012-2016):** 1.75

**Current Status:** Met

**Goal Statement (c):** Decrease the five-year average urban fatalities/VMT rate from .73 in 2011-2015 to .70 through December 31, 2016.

**Current Value (2012-2016):** .65

**Current Status:** Met

### 2018 Performance Goals

- (a) Decrease the five-year average fatalities/VMT from 1.42 to an average rate of 1.38 or less by December 31, 2017.
- (b) Decrease the five-year average rural fatalities/VMT from 1.75 to an average rate of 1.69 or less by December 31, 2017.
- (c) Decrease the five-year average urban fatalities/VMT rate from .65 to an average rate of .64 or less by December 31, 2017.

### Key Observations

- Because such a large proportion of South Dakota's roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways.
- The 2016 statewide fatality rate of 1.23 represents a 13.3% decrease from that of 2015 (1.42). The most recent five-year average fatality rate has decreased 22.8% from the 2005-2009 average.
- Injury-to-fatality ratios suggest that rural crashes remain more likely than urban crashes to produce fatalities, all else being equal.

## Recent Data

South Dakota’s highway system is dominated by vastness. The state’s geographic expansiveness and sparse population combine to result in a marked reliance on travel by rural roadways. In 2016, South Dakota’s state and local governments maintained 82,557 miles of roadways, 95.9% of which (79,154) were designated by the state Department of Transportation as rural. In addition, 70% of all vehicle miles traveled in South Dakota occurred on rural highways and streets. Table 4 exhibits basic figures for miles of roadways and vehicle miles traveled (VMT) in South Dakota for 2016. Overall, the 9.46 billion total VMT figure for 2016 represents an increase of 1% from the 9.31 billion VMT figure for 2015.

Table 4. South Dakota Roadways and VMT: 2016

	Values	% of Total
Rural Miles	79,153.747	95.88%
Urban Miles	3,403.055	4.12%
Total Miles	82,556.802	100%
Rural VMT	6,616,354,598	69.91%
Urban VMT	2,848,174,859	30.09%
Total VMT	9,464,529,457	100%

Because such a large proportion of South Dakota’s roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways. Table 5 provides fatality and injury rate figures for 2012–2016, segmented by location type.<sup>9</sup>

Table 5. Fatality and Injury Rates by Location: 2012-2016<sup>10</sup>

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2012	1.47	1.80	0.65	59.82	37.40	119.38
2013	1.48	1.81	0.71	59.93	34.57	120.06
2014	1.49	1.78	0.77	55.58	31.78	112.39
2015	1.42	1.730	0.72	59.16	35.50	114.66
2016	1.23	1.61	0.42	54.58	33.31	104.00
% Change ('15 to '16)	-13.38%	-6.94%	-41.67%	-7.74%	-6.17%	-9.30%

In 2016, 21.19 non-fatal injuries were recorded for each fatality in rural areas. By contrast, 246.83 non-fatal injuries per fatality were recorded in urban areas. Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively

<sup>9</sup> “Fatality rate” is defined here as the number of fatalities per 100 million vehicle miles traveled. Likewise, “injury rate” expresses the number of injuries (all severity levels, not including fatalities) per 100 million vehicle miles traveled.

<sup>10</sup> (Rural + Urban fatalities/injuries may not add to total, because some accident reports include no rural/urban designation.)

rural composition produces unique geographic contexts, face unique challenges to effective traffic crash management.

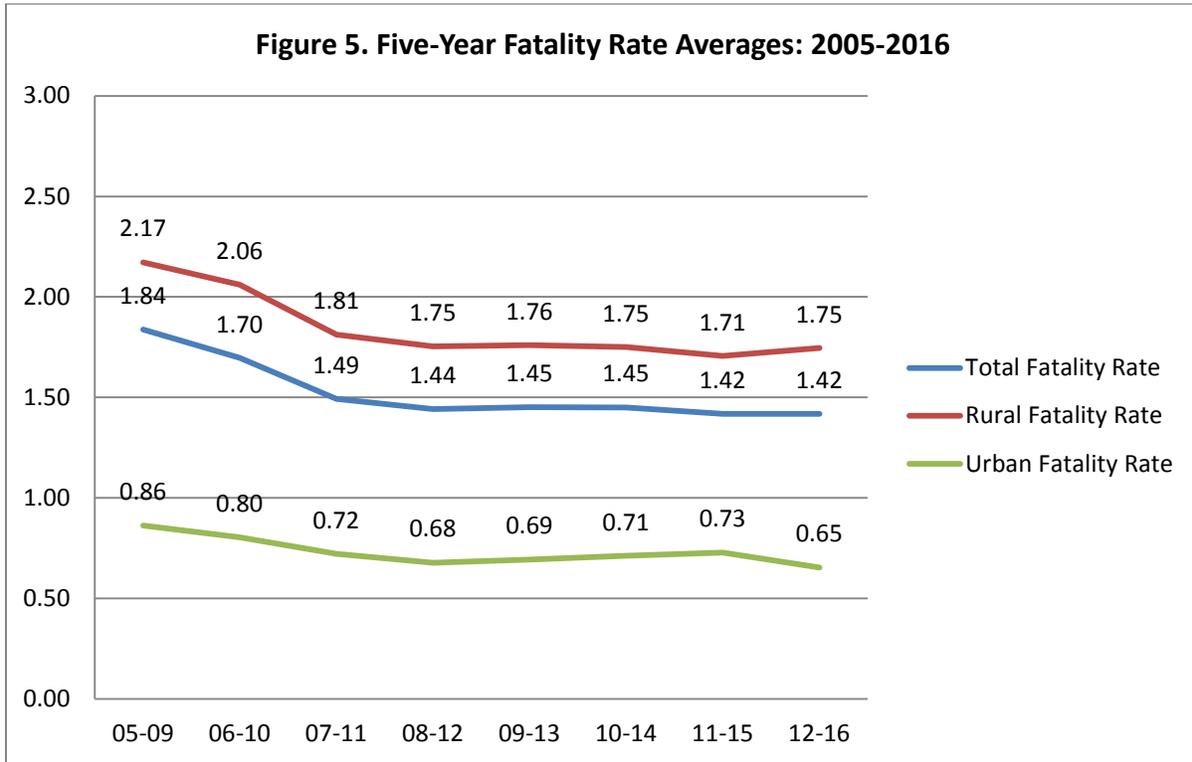


Figure 7 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last eight time periods. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites.

**State Goal Calculations**

The goals for fatalities per VMT are calculated directly from the state goals for fatalities, expected projections in state Vehicle Miles Traveled, and average proportion of fatalities in Urban versus Rural area. Since 2009, the total VMT has increased at an average rate of 1.01%. Using this rate, the estimated VMT for calendar year 2017 is 9,560,121,205. If the goal for the five-year average of fatalities of 128 or less is reached, the fatalities per VMT will be 1.38 or lower for 2013-2017. On average 86% of fatalities occur in rural areas and the rural VMT is expected to increase by 1.01% as well. Taken together we can calculate a rural fatalities/VMT goal for the 2013-2017 time period of 1.69 or lower. The urban fatalities per VMT goal for the 2013-2017 five-year average will be 0.64 fatalities per Urban VMT or lower.

## C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

### 2017 Performance Goal

**Goal Statement:** Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 1.9 percent from the 2011-2015 average of 62.8 to a five-year average for 2012-2016 of 62.0.

**Current Value (2012-2016):** 65.0

**Current Status:** Not met

### 2018 Performance Goal

- Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 3.1 percent from the 2012-2016 average of 65.0 to a five-year average for 2013-2017 of 63.0.

### Key Observations

- A total of 75 unrestrained passenger vehicle occupants were killed in traffic crashes in 2016, a 25% increase from 2015 (60). The five-year average also increased by 3.2%. While the increase did not allow us to meet the more ambitious annual goal that we set, we are still meeting our long-term reduction goals for the five-year average.
- In 2016, 62.6% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 19.4% of restrained occupants suffered an injury or fatality.
- 82.7% of all unrestrained driver fatalities in passenger vehicles in 2016 were sustained by males.

### Recent Data

In 2016, 28,260 passenger vehicle occupants were involved in traffic crashes, 1,793 of which were unrestrained.<sup>11</sup> Of these unrestrained occupants whose injury status was known, 75 (4.2%) were killed, 296 (16.5%) sustained a serious injury, and 752 (41.9%) received other injuries<sup>12</sup>. Altogether then, 62.6% of these occupants suffered an injury, fatal or otherwise. By contrast, only 19.4% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2005–2016, 58.4% of unrestrained passengers involved in a traffic crash were injured, including 4.1% that were killed. In 2016, only 0.13% of restrained passenger vehicle occupants involved in a traffic crash were killed. Table 6 presents crash outcome figures for all unrestrained passenger vehicle occupants in South Dakota from 2012–2016. Figure 8 presents five-year averages from 2005 to 2016 of unrestrained passenger vehicle

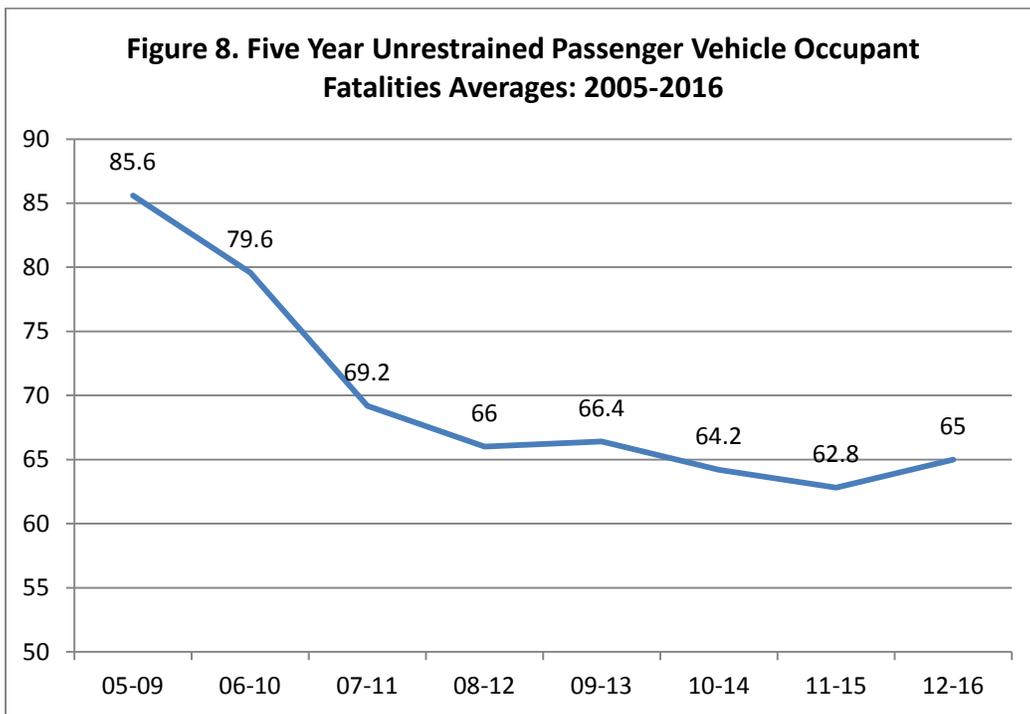
<sup>11</sup> Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1848 individuals.

<sup>12</sup> “Other” injuries includes those recorded as having “possible” injuries.

occupant fatalities.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2012-2016<sup>13</sup>

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2012	58	294	452	629	1789
2013	63	276	746	684	1769
2014	68	179	495	627	1369
2015	60	228	567	544	1399
2016	75	296	752	670	1793
2016 (%)	4.2%	16.5%	41.9%	37.4%	100.0%
All Years (%)	4.0%	15.7%	37.1%	38.8%	100.0%



South Dakota Codified Law 32-37-1 requires passenger vehicle operators to secure all occupants under the age of five in a child restraint system. Given the practical implications of this statute, discussion of passenger vehicle restraint usage is made more productive by considering two separate age groups: ages less than five and ages five and over. In 2016, three children under the age of five were killed as passenger vehicle occupants. Two of the three children were unrestrained, while the third was recorded as having only a lap belt used. Twelve other children under the age of five suffered serious injuries; five of these children were in a child restraint system used properly, two were recorded as using a lap belt and shoulder

<sup>13</sup> Passenger vehicle includes Cargo Van (10,000 pounds or less), light truck, mini-van, passenger van with seats for 8 or less including driver, passenger car, single unit truck (10,000 pounds or less) van/bus with seats for 9-15 people including driver and SUVs. (<https://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)

harness, and the other five were unrestrained.

Of those 113 passenger vehicle occupants 5 or over that sustained fatal injuries, 73 (64.6%) were unrestrained<sup>14</sup>. Among these unrestrained fatalities, 21-30 was the modal age group (26 fatalities). Males accounted for 82.7% (62) of all unrestrained fatalities, as well as 64.6% (188) of all unrestrained serious injuries of passenger vehicle occupants 5 or older.

In 2016, 37.1% (43) of all passenger vehicle occupants sustaining a fatal injury were either partially or totally ejected from the vehicle; of those suffering all other injuries, only 2.0% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 76.2% (115) suffered a serious injury or fatality. Finally, among those who were partially ejected, only 19% (4) had been restrained; 76.2% (16) were unrestrained. The other 4.8% of those ejected had an unknown safety equipment status. A substantial majority (96.2%) of those who were totally ejected were unrestrained, though the restraint status is unknown for 4 of those ejected. Table 7 presents 2016 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2016<sup>15</sup>

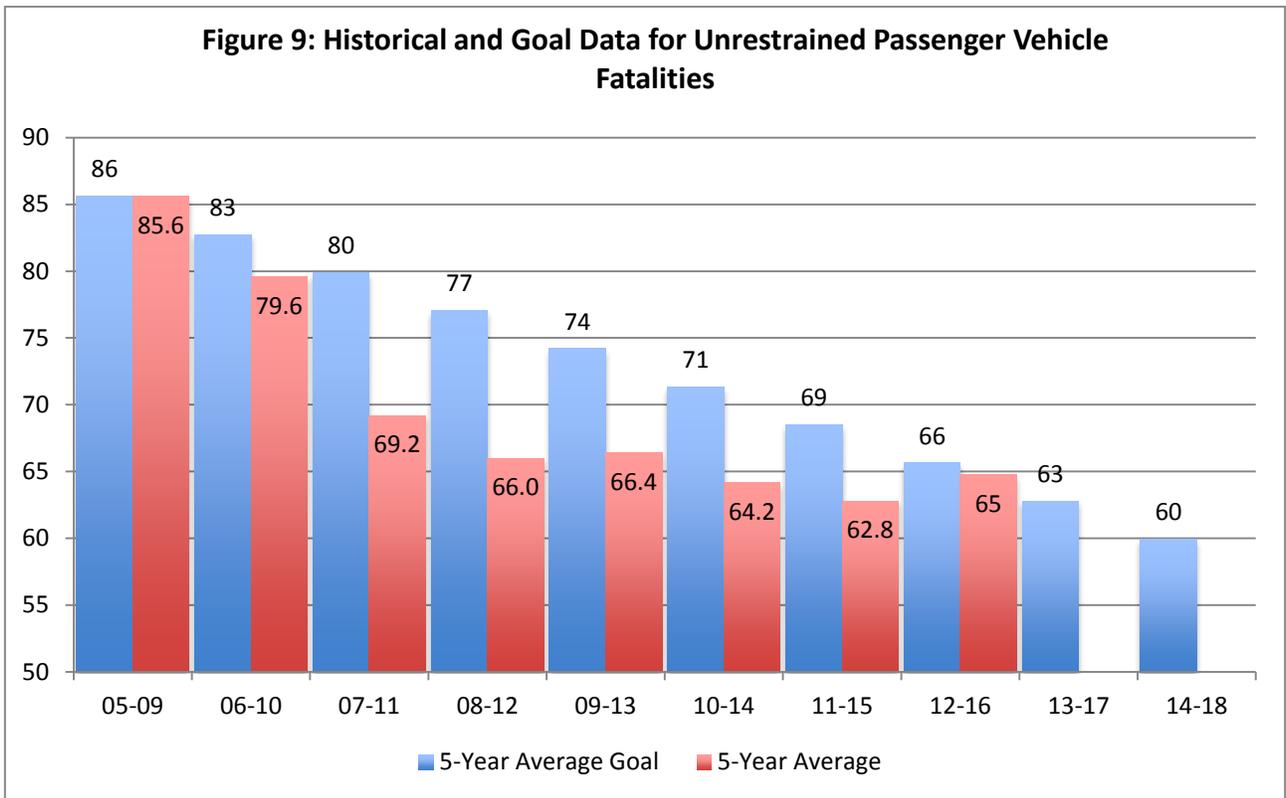
	Not Ejected	Partially Ejected	Totally Ejected	Total
None	5.9%	96.2%	76.2%	6.5%
Belt/harness	84.5%	0.8%	14.3%	83.9%
Other, Unreported, Unknown	9.4%	3.0%	9.5%	9.4%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.2%	0.0%	0.0%	0.2%
Grand Total	100.0%	100.0%	100.0%	100.0%

<sup>14</sup> "Unrestrained" includes those who used no restraint or youth restraint system used improperly.

<sup>15</sup> This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2016 was 1793.

### State Goal Calculations

As displayed in Figure 9, between 2005 and 2018, South Dakota aimed to reduce the five-year average for unrestrained passenger vehicle occupant fatalities by 30% (from 86 to 60). In order to be consistent with this goal, the five-year fatalities average for 2013-2017 needs to be at or below 63, a 3.1% decrease from the 2012-2016 average. This equates to an annual value of 50 unrestrained passenger vehicle occupant fatalities or less for 2017.



## C5 – NUMBER OF FATALITIES INVOLVING AT LEAST ONE DRIVER WITH A BAC OF .08 OR ABOVE

### 2017 Performance Goal

**Goal Statement:** Increase the alcohol impaired driving fatalities five-year average by only 0.5 percent from the 2011-2015 annual average of 40.4 to a five-year annual average for 2012-2016 of 40.6.

**Current Value (2012-2016):** 43.2

**Current Status:** Not Met

### 2018 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average by only 0.2 percent from the 2012-2016 average of 43.2 to a five-year annual average for 2013-2017 of 43.1.

### Key Observations

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 17.5% higher in 2016 than in 2015; the total number of crashes involving intoxicated drivers however remained the same.
- In 2016, 70.2% of fatalities (33) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves, leaving 29.8% of fatalities to be incurred by non-intoxicated drivers or passengers.

### Recent Data

In South Dakota, it is considered a criminal offense for any driver to operate a motor vehicle while maintaining a blood alcohol content (BAC) level of .08 or higher.<sup>16</sup> Altogether, 17,497 traffic crashes were reported in 2016, 477 of which involved at least one driver with a BAC reading of .08 or above. In other words, 2.7% of all accidents involved at least one driver with a BAC of .08 or higher. This is the same percentage reported in 2015. A total of 800 individuals were involved in these accidents.

Of fatality victims, 33 (70.2%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 78.8% (26) carried an in-state driver's license; 15.2% (5) were operating without or under a revoked or suspended license; 87.9% (29) were male; 81.8% (27) failed to use appropriate safety restraint devices or other protective equipment, and 30.3% (10) were 25 years old or younger.

Table 8 shows annual figures and percentage changes for crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or higher, compared to figures for total crashes.<sup>17</sup>

<sup>16</sup> Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as "intoxicated drivers."

<sup>17</sup> In this table, "BAC Crashes" refer to those accidents wherein at least one driver was found to have a BAC level of .08 or higher.

Table 8. BAC Accidents and Total Accidents: 2012-2016

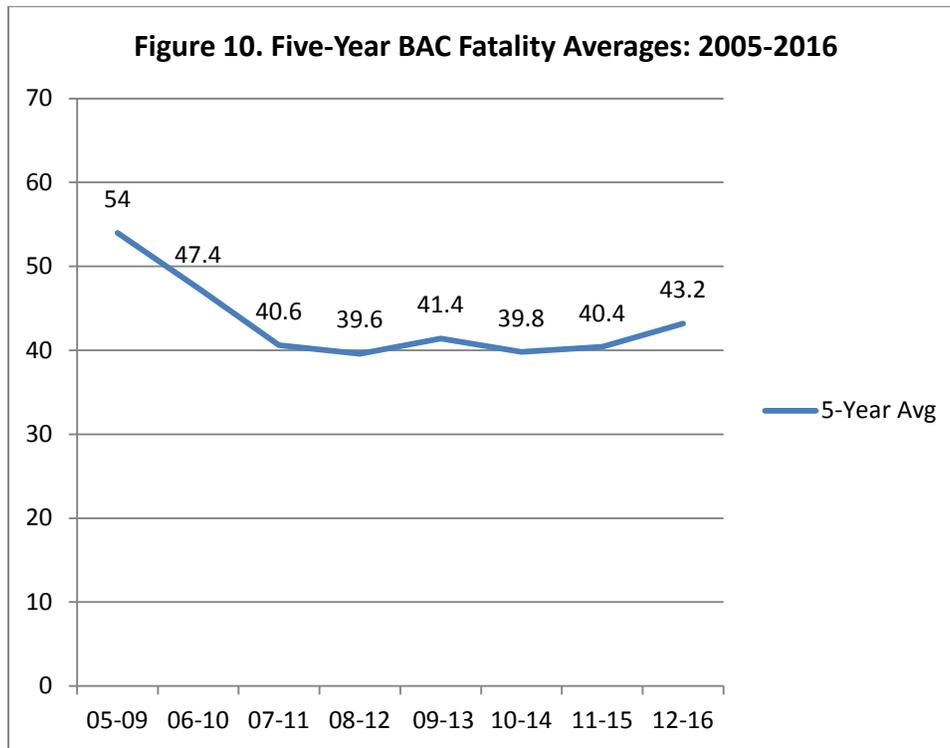
	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2012	471 <sup>18</sup>	16,259	2.9%	+2.8%
2013	473	16,620	2.8%	+0.4%
2014	470	17,344	2.7%	-0.6%
2015	477	17,789	2.7%	0.0%
2016	477	17,497	2.7%	0.0%

Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2016, 556 fatalities and 956 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2016 alone, 47 fatalities and 80 serious injuries were reported in analogous traffic crashes. The fatality figure represents a sizeable increase from 2015 of 17.5%. The total number of accidents involving a driver with a BAC of .08 or above however remained the same.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2016

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2005	70	74	120	143	407
2006	67	83	192	181	523
2007	44	68	152	225	489
2008	35	75	187	328	625
2009	54	81	207	361	703
2010	37	80	199	367	683
2011	33	88	211	401	733
2012	39	104	268	382	793
2013	44	81	250	491	866
2014	46	68	216	452	782
2015	40	74	276	475	865
2016	47	80	296	476	799
2016 (%)	5.88%	10.01%	37.04%	59.6%	100.00%
All Years (%)	6.7%	11.6%	31.1%	51.8%	100.0%

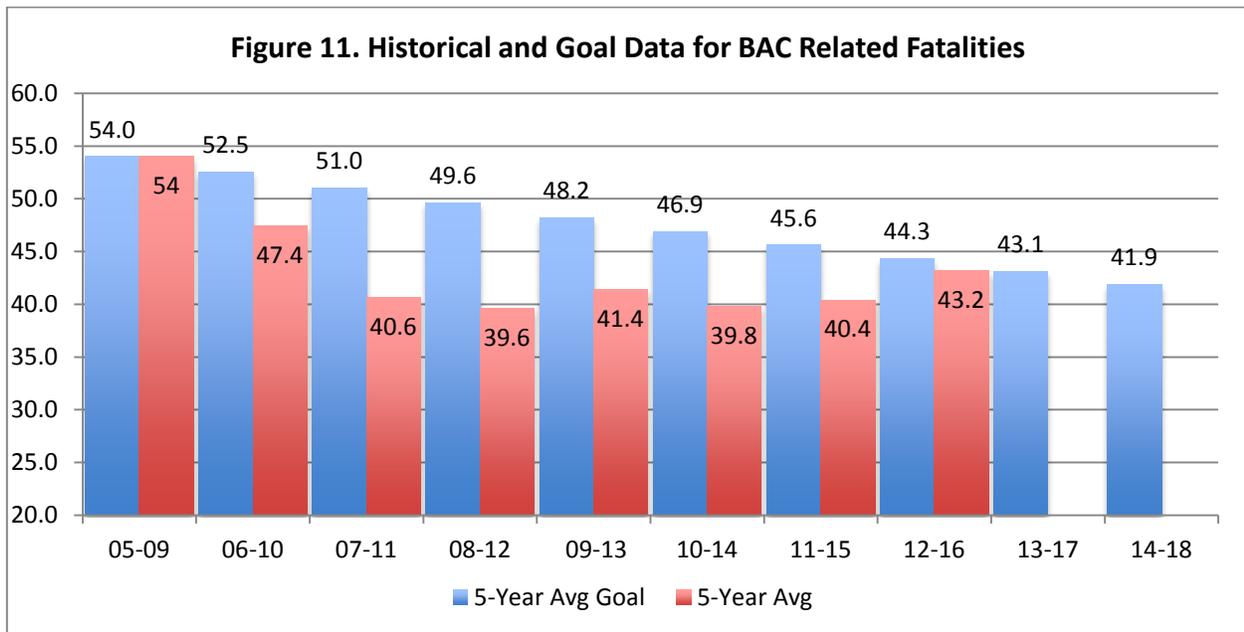
To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2005–2016. Fatalities resulting from these traffic crashes accounted for 40.5% of all fatalities recorded in 2016.



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

## State Goal Calculations

As illustrated in Figure 11, between 2005 and 2018, South Dakota aimed to reduce the five-year average for alcohol impaired driving fatalities by 25% (from 54 to 41.9). In order to be consistent with this goal, the five-year alcohol impaired driving fatalities average for 2012-2016 needs to be at or below 43.1. Hence, the goal is to decrease the five-year average by 0.2% from 43.2 to 43.1 or less for the 2013-2017 time period, this equates to an annual value of 38 alcohol impaired driving fatalities or less for 2017, a 19% decrease from the current value of 47.<sup>19</sup>



## C6: NUMBER OF SPEEDING-RELATED FATALITIES

### 2017 Performance Goal

**Goal Statement:** Decrease the speeding related fatalities five-year average by at least 4.6 percent from the 2011-2015 annual average of 30.4 to a five-year annual average for 2012-2016 of 29.

**Current Value (2012-2016):** 30.4

**Current Status:** Not met

### 2018 Performance Goal

- Maintain the speeding related fatalities five-year average by at 30.4 or less for 2013-2017.

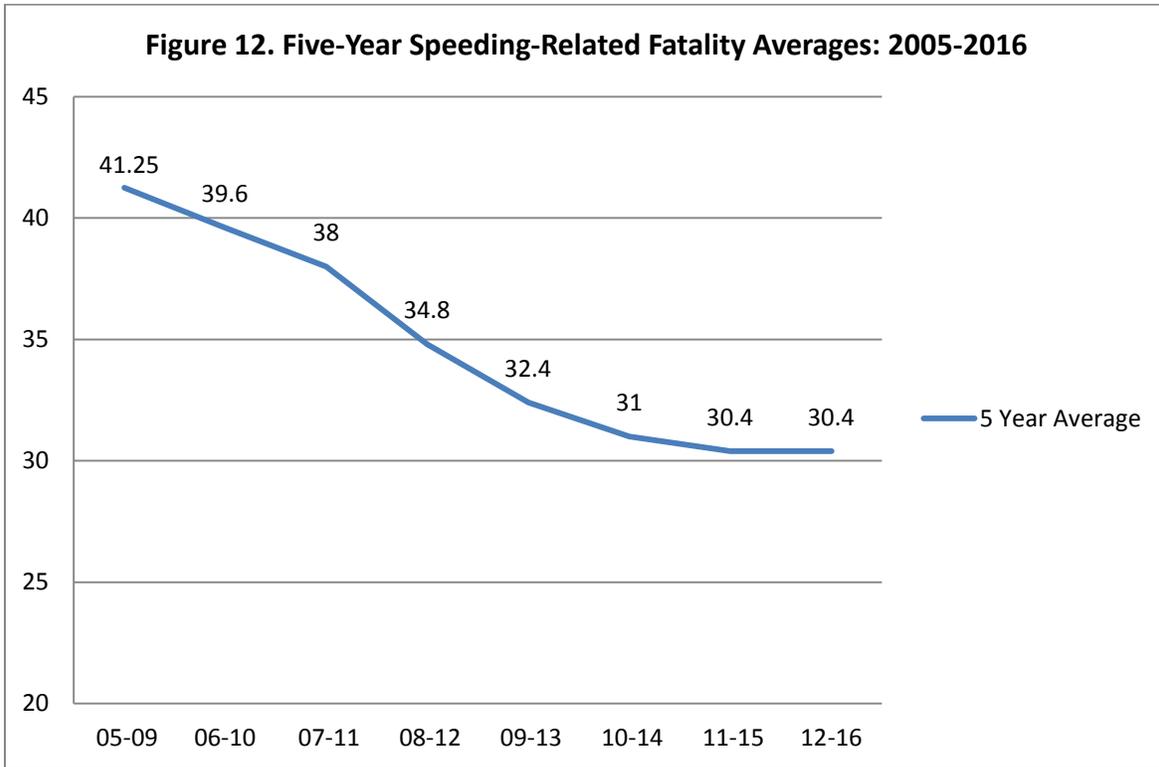
### Key Observations

- A total of 37 individuals were killed in 2016 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 23.3% since 2015.
- 100% of speeding-related fatalities in 2016 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.
- 86.5% of speeding-related fatalities in 2016 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

### Recent Data

Lead-footed motor vehicle drivers pose an ongoing challenge to highway safety planners. 31.9% percent of South Dakota's traffic crash fatalities in 2016 were sustained in roadway incidents involving at least one speeding driver. Existing data appears to suggest that South Dakotans send mixed signals with respect to the attitudes and behaviors that underlie this manner of driving. On the one hand, the 2012 Highway Safety Behaviors Survey shows that South Dakotans generally support the idea of reigning in speeding drivers. 87.5% of respondents believe that speeding increases the risk of an accident, and 95.7% agree that the enforcement of speeding laws is important. Consequently, 76.5% rate the chances of being ticketed as a consequence of driving over the speed limit as either somewhat likely or very likely. At the same time, 56.7% of respondents report having driven more than five miles per hour over the speed limit at least once in the last year. Only 43.5% claim to never drive faster than 70 mph in 65 mph zones, and 26.7% report never driving faster than 35 mph in 30 mph zones. In total, survey findings imply that while South Dakotans hope that speeding on the state's roadways can be reduced, this view may not inform their own driving practices.

In 2016, 1804 traffic crashes occurred that involved at least one speeding driver (10.3% of all reported traffic crashes); a total of 2,838 people were involved. Of these individuals, 37 (1.3%) sustained fatal injuries, 136 (4.8%) suffered serious but non-fatal injuries, and 676 (23.8%) received non-serious injuries. Figure 12 displays the five-year averages for speeding-related fatalities during the 2005–2016 period.



100% of speeding-related fatalities in 2016 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes. Among those sustaining fatalities, the vehicle type occupancy was recorded as follows: 12 (32.4%) passenger car, 10 (27.0%) light truck, 2 (5.4%) motorcycle, 9 (24.3%) sport utility vehicle, 1 (2.7%) mini-van or passenger van with 8 seats or less, and 3 other (8.1%).

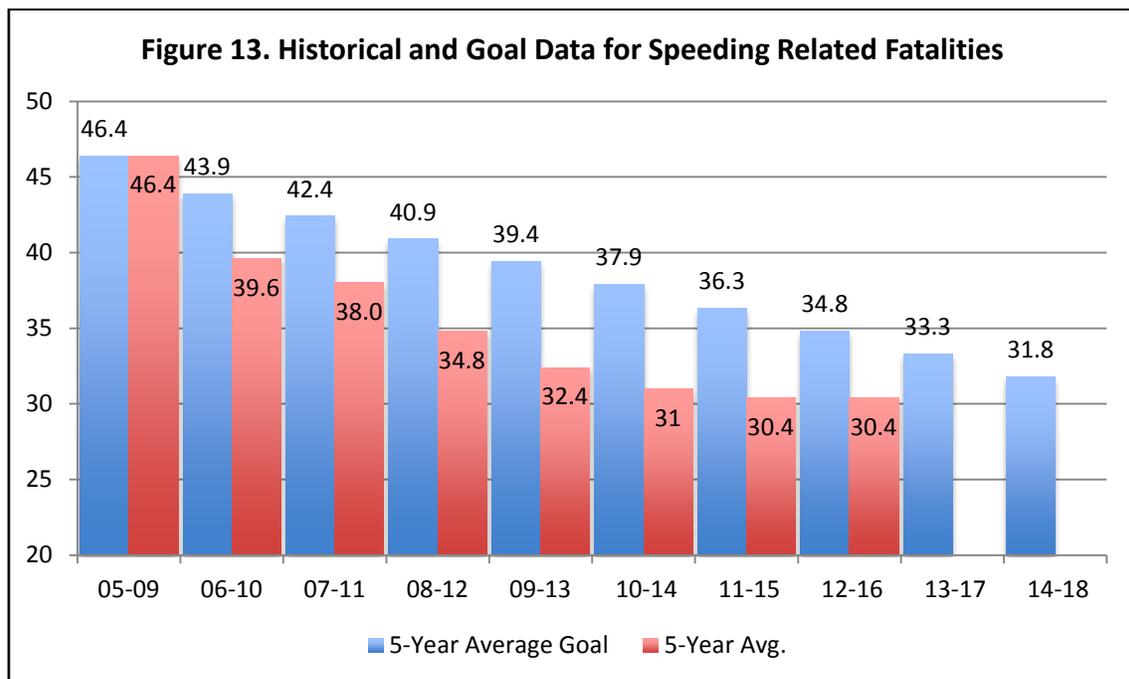
The difference in injury rates between road surface types would again seem to imply a broader difference in crash outcomes between rural and urban roadways. In 2016, 86.5% of speeding-related fatalities were recorded on rural roadways with five fatalities occurring in an urban area. Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration.

Table 10. Speeding-Related Fatalities per VMT: 2012-2016

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2012	0.33	0.43	0.08
2013	0.25	0.33	0.07
2014	0.35	0.5	0.12
2015	0.32	0.37	0.22
2016	0.39	0.48	0.18

## State Goal Calculations

As can be seen in Figure 13, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for speeding-related fatalities by 30% (from 45.4 to 31.8). In order to be consistent with this goal, the five-year speeding related fatalities average for 2013-2017 needs to be at or below 33.3. However, in order to continue a general reduction in speeding-related fatalities, the goal is to maintain the five-year average by at least at 30.4 for 2013-2017. This equates to an annual value of 30 speeding related fatalities or less for 2017, the same value we achieved in 2015.



## C7: NUMBER OF MOTORCYCLIST FATALITIES

### 2017 Performance Goal

**Goal Statement:** Maintain an increase in the five-year average of no more than 10 percent from the 2011-2015 annual average of 21 to a five-year annual average for 2012-2016 of 23.2.

**Current Value (2012-2016):** 20.4

**Current Status:** Met

### 2018 Performance Goal

- Decrease the five-year average for motorcyclist fatalities 5.8% from the 2012-2016 average of 20.4 to a five-year annual average for 2013-2017 of 19.2.

### Key Observations

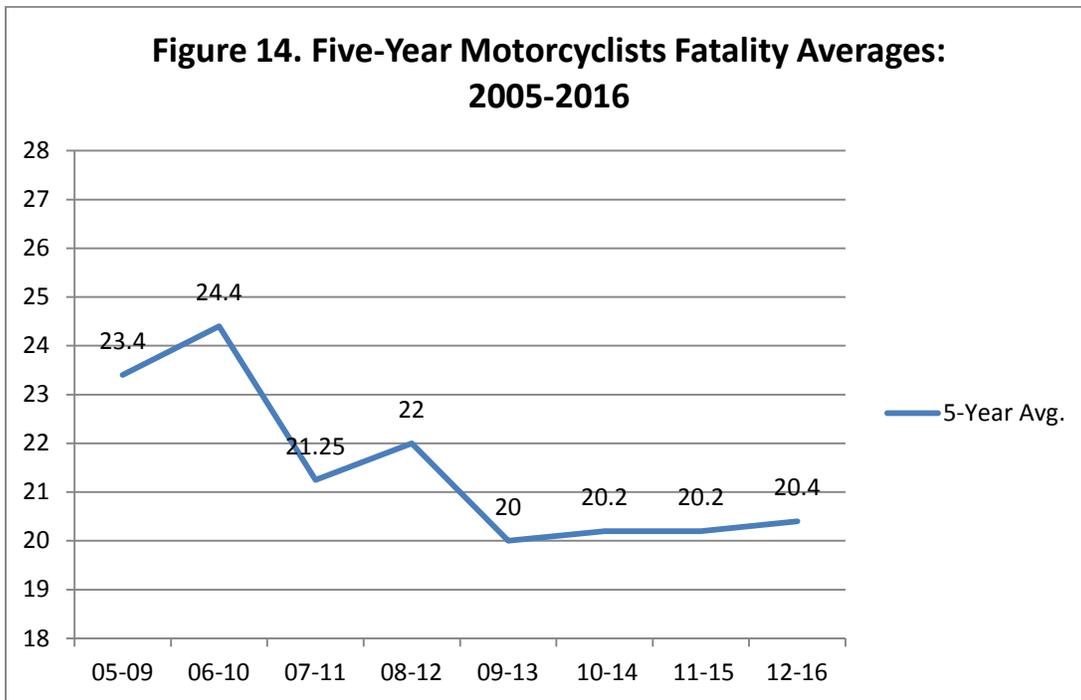
- The number of motorcycle fatalities per 1000 registered motorcycles for 2016 (.159) is 54.3% lower than the 2015 rate (.348).
- Motorcycles were involved in only 2.7% of traffic crashes in 2015, however motorcyclists accounted for (15) 12.9% of all fatalities.
- Of the 22 fatalities sustained in traffic crashes involving motorcycles in 2016, 15 (68.8%) were suffered by motorcycle occupants, all of which were the motorcycle operators.
- All of motorcyclist fatalities recorded in 2016 were incurred by males.

### Recent Data

In 2016, 476 traffic crashes involving motorcycles were reported, amounting to approximately 2.7% of all traffic crashes.<sup>20</sup> Of the 549 motorcycle occupants involved in these accidents a total of 380 people (69.2%) received non-fatal injuries as a result of these crashes, and 15 motorcyclists (2.7%) were killed. The above fatality count of 15, reflects 12.9% of all fatalities reported in 2016. Thus despite only being involved in 2.7% of traffic crashes in 2016, motorcyclists accounted for 12.9% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2005-2016.

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<sup>20</sup> In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.



The average age of motorcyclists suffering fatal injuries was 52.2 years. Of the 15 motorcyclist fatalities in 2016, 12 (80.0%) were age 40 or older and 15 (100%) were incurred by males. Just over a fourth of the fatalities (26.7%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2016 Sturgis Motorcycle Rally (August 8-14, 2016). Of the 15 motorcycle operators that were killed 9 (60.0%) were licensed in South Dakota and four (26.7%) of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. Since South Dakota does not track motorcycle vehicle miles traveled, fatality per VMT rates cannot be computed. Table 11 displays figures for an alternative rate measure: motorcycle fatalities per 1000 registered motorcycles. While this metric is problematic for a number of reasons, it nonetheless supplies a relative indicator of motorcycle fatality rates.<sup>21</sup> From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, decreased 54.3% since 2015.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2012-2016

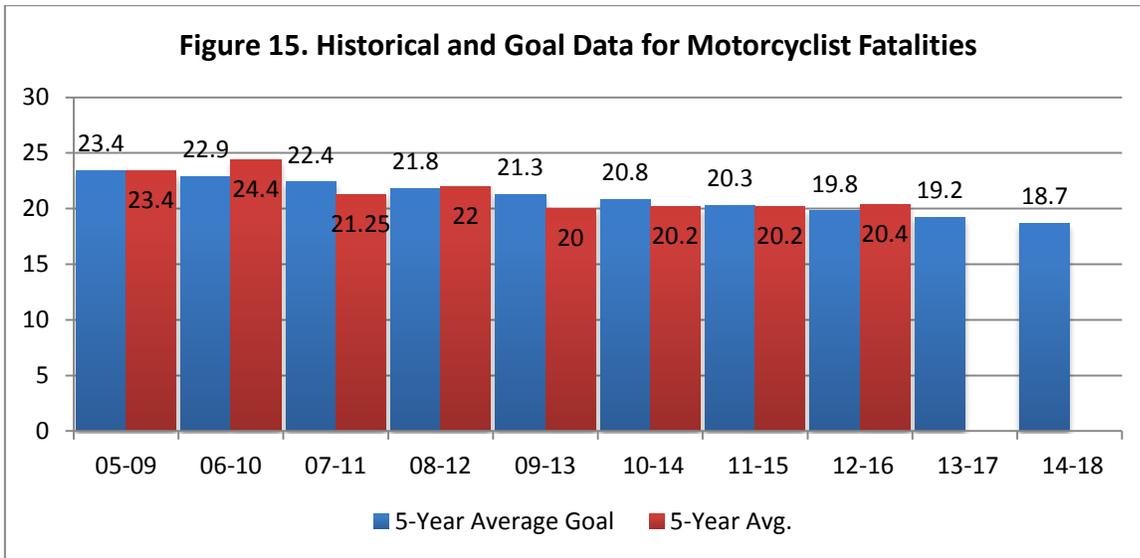
	Registered Motorcycles <sup>22</sup>	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2012	73,310	25	0.341
2013	75,669	18	0.237
2014	78,380	17	0.217
2015	89,079	31	0.348
2016	94,179	15	0.159

<sup>21</sup> Several caveats are in order with regard to the use of a fatalities-per-registered-vehicle metric. This particular measure is tenuous not only because a considerable proportion of motorcycle traffic in South Dakota stems from inter-state travel, but also because some fatalities are sustained by out-of-state motorcyclists.

<sup>22</sup> [http://dor.sd.gov/Motor\\_Vehicles/Titling\\_and\\_Registration/Historical\\_Statistics/State\\_Totals.aspx](http://dor.sd.gov/Motor_Vehicles/Titling_and_Registration/Historical_Statistics/State_Totals.aspx)

## State Goal Calculations

As is exhibited in Figure 15, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 20% (from 23.4 to 18.7). In order to be consistent with this goal, the five-year motorcyclist fatalities average for 2013-2017 needs to be at or below 19.2. This would equate to an annual value of 19 motorcyclist fatalities for 2017.



## C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

### 2017 Performance Goal

**Goal Statement:** Maintain the unhelmeted motorcyclist fatalities five-year average at 17.4 fatalities or less for 2012-2016.

**Current Value (2012-2016):** 15.4

**Current Status:** *Met*

### 2018 Performance Goal

- Decrease the unhelmeted motorcyclist fatalities five-year average by 7.8% from the 2012-2016 value of 15.4 to 14.2 fatalities or less for 2013-2017.

### Key Observations

- Of the 15 motorcyclist fatalities in 2016, 13 (86.7%) were sustained by unhelmeted motorcyclists.
- 8 of the 13 unhelmeted motorcyclist fatalities (61.5%) recorded in 2016 were sustained by out-of-state motorcyclists.
- Males accounted for 100% of the unhelmeted motorcyclist fatalities recorded in 2016.

### Recent Data

Motorcycle occupants accounted for 521 (2.2%) of the 23,817 people involved in motor vehicle traffic crashes in 2016; 369 (70.8%) of these riders were not wearing a helmet at the time the crash took place<sup>23</sup>. This unhelmeted occupant percentage is higher than the 2015 percentage (61.1%). That unhelmeted riders make up such a large percentage of motorcyclists involved in traffic crashes, should perhaps come as no surprise, given that the *2009 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey* found that helmets are used by only 35.6% of motorcyclists on South Dakota's roadways. This relatively low rate of helmet use may not sit well with South Dakotans at large. The 2012 Highway Safety Behaviors Survey suggests that 74% of the state's licensed motor vehicle drivers feel that the state should mandate the use of helmets by motorcycle occupants.

Table 12 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2012-2016. Compared to 2015, the percentage of helmeted fatalities decreased from 3.2% in 2015 to 1.3% in 2016, and the percentage of unhelmeted fatalities decreased slightly from 4.7% to 3.52% over the same time period. It should be noted, though, that the low n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

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<sup>23</sup> The helmet status of 26 riders, including one fatality was unknown.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2012-2016

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2012	23	91	209	126	447
2013	11	85	146	42	284
2014	11	86	170	46	313
2015	22	130	254	59	465
2016	13	94	161	101	369
2016 (%)	3.52%	25.47%	43.63%	27.37%	100.00%
All Years (%)	3.84%	28.15%	51.93%	16.12%	100.00%
Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2012	2	53	69	34	158
2013	7	44	94	26	171
2014	5	75	121	32	233
2015	9	82	141	47	279
2016	2	33	92	25	152
2016 (%)	1.32%	21.71%	60.53%	16.45%	100.00%
All Years (%)	2.74%	29.84%	54.27%	13.15%	100.00%

The 13 unhelmeted fatalities in 2016 included eight bikers (31.8%) carrying a South Dakota driver's license. The 40 and older age group constituted 84.6% (11) of all unhelmeted motorcyclist fatalities; 100% (13) of unhelmeted fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2012-2016. Again, interpretive caution is warranted due to the low number of observations.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2012-2016

	Fatalities per 1,000 Registered Motorcycles
2012	0.29
2013	0.15
2014	0.14
2015	0.25
2016	0.14

## **State Goal Calculations**

For the purposes of establishing a goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, unhelmeted motorcyclists incur 75% of motorcyclist fatalities. Since the five-year average goal for overall motorcyclist fatalities for the 2013-2017 time period is 19.2, the corresponding figure for unhelmeted motorcyclist fatalities will be 14.4 or less. While it would also be possible to reduce unhelmeted fatalities as a proportion of overall motorcycle fatalities, the lack of a mandatory helmet law in SD and the number of motorcyclist fatalities incurred by operators from out of state make this an unrealistic approach. Hence, our primary objective will be to reduce motorcycle fatalities as a whole.

**2017 Performance Goal**

**Goal Statement:** Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 1.2 percent from the 2011-2015 annual average of 17 to a five-year annual average for 2012-2016 of 16.8.

**Current Value (2012-2016):** 16.8

**Current Status:** Met

**2018 Performance Goal**

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 6 percent from the 2012-2016 annual average of 16.8 to a five-year annual average for 2013-2017 of 15.8.

**Key Observations**

- 13 drivers under the age of 21 were involved in a fatal traffic crash in 2016, the same number of drivers as 2015.
- 25 fatalities resulted from crashes where drivers under the age of 21 were involved; this figure represents a 78.6% increase since 2015. It is important to keep in mind the small values of the figures used to determine the percentage changes though.

**Recent Data**

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

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

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2012-2016

	Drivers Under 21	Annual % Change
2012	20	+42.8%
2013	16	-20.0%
2014	22	+37.5%
2015	13	-40.9%
2016	13	0.0%

Figure 16 provides a slightly different perspective on fatalities involving drivers under the age of 21 through the lens of five-year averages. As is illustrated in this figure, the five-year averages are relatively consistent for the past four years with a slight decrease for 2012-2016.

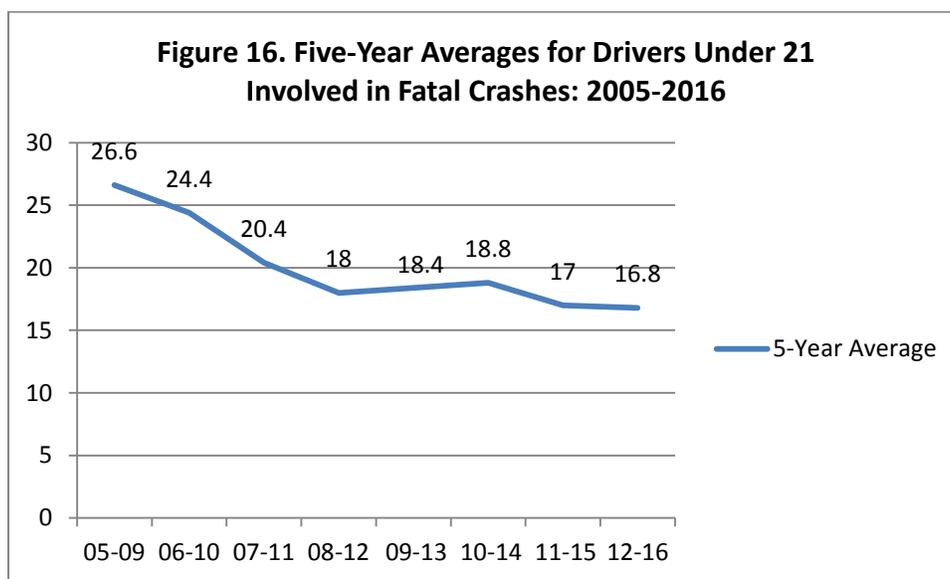


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable. The proportion of fatal crashes involving a driver under 21 increased, but the proportion of total crashes involving a driver under 21 decreased slightly from 2015.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2012-2016

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 21
2012	16,259	4,114	25.3%	118	16	13.56%
2013	16,620	3,602	21.7%	121	15	12.40%
2014	17,344	3,602	20.7%	125	22	17.60%
2015	17,789	3,966	22.3%	115	13	11.30%
2016	17,497	3,893	22.2%	103	13	12.62%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2012-2016. This table indicates that 25 fatalities resulted in 2016 from traffic crashes involving a driver under 21 years old, up from 14 in 2015. Additionally, the 2016 fatality rate of 2.88 fatalities per 100,000 in population is substantially higher than last year and the highest rate for the last five years.<sup>24</sup>

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2012-2016

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2012	833,354	24	2.87
2013	844,877	15	1.78
2014	853,175	27	3.16
2015	858,469	14	1.63
2016	868,799	25	2.88

Of the 13 drivers under age 21 involved in fatal traffic crashes in 2016, 10 of them (76.9%) were killed. 10 of them (76.9%) were from South Dakota. Nine of the 13 (69.2%) were male, and 4 (30.8%) recorded a positive blood alcohol content reading.<sup>25</sup> Five of the 13 drivers (38.5%) were operating a passenger vehicle, 2 (15.4%) were operating SUVs, 4 (30.8%) were operating light trucks, one was operating a mini-van or passenger van with seats for 8 or less, and one was operating an all-terrain vehicle or 4-wheeler.

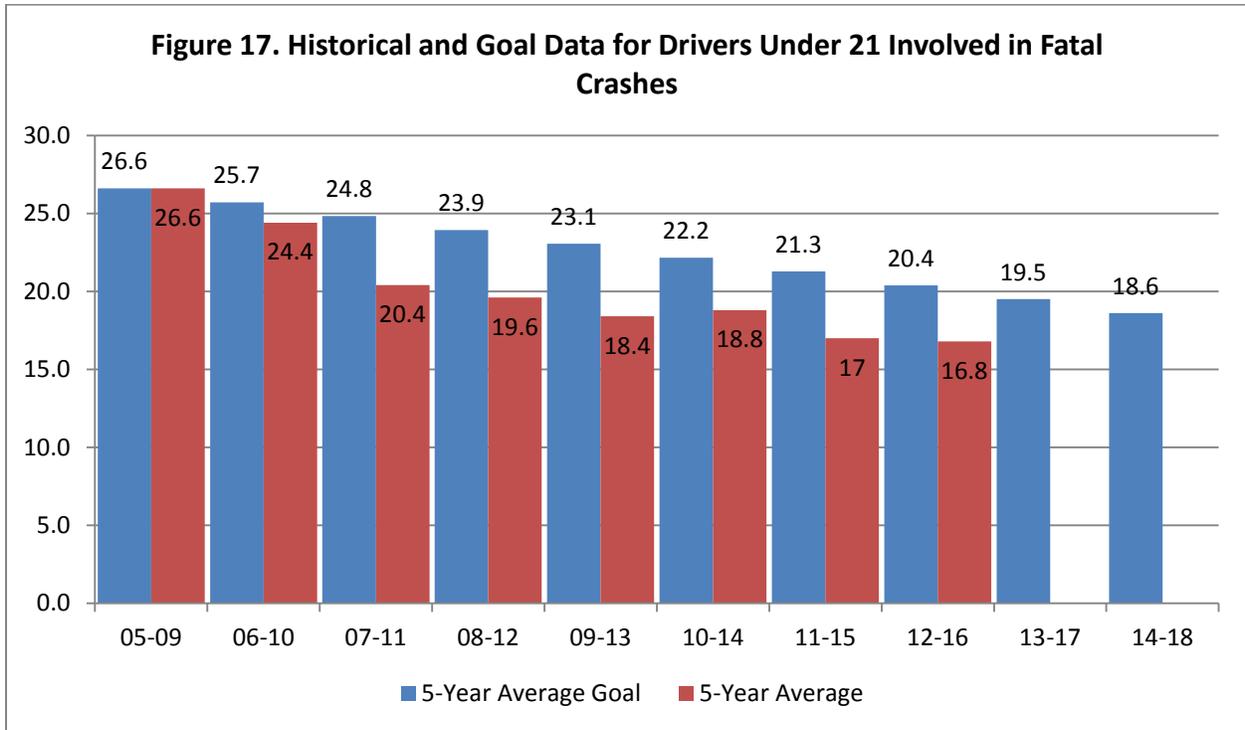
Among all passenger vehicle occupants (including operators) age 20 or younger involved in traffic crashes in 2016, 21 were killed (and 123 were seriously injured.) 15 (71.4%) of the passenger vehicle occupants age 20 or younger who were killed in 2016 were unrestrained (one used a lap belt only and five were wearing a lap belt and shoulder harness).

<sup>24</sup> It is worth nothing though that this does not take into account changes in the proportion of the population that are under 21.

<sup>25</sup> In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.

### State Goal Calculations

As is exhibited in Figure 17, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for drivers aged 20 and under involved in fatal crashes by 30% (from 26.6 to 18.6). In order to be consistent with this goal, the five-year fatalities average for 2013-2017 needs to be at or below 19.5. However, in order to continue a general reduction in fatalities involving drivers under 21, the goal is to decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least six percent from the 2012-2016 annual average of 16.8 to a five-year annual average for 2013-2017 of 15.8.



## C10: NUMBER OF PEDESTRIAN FATALITIES

### 2017 Performance Goal

**Goal Statement:** Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2012-2016, despite expected increases in population.

**Current Value (2012-2016):** 4.8

**Current Status:** Met

### 2018 Performance Goal

- Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2013-2017, despite expected increases in population.

### Key Observations

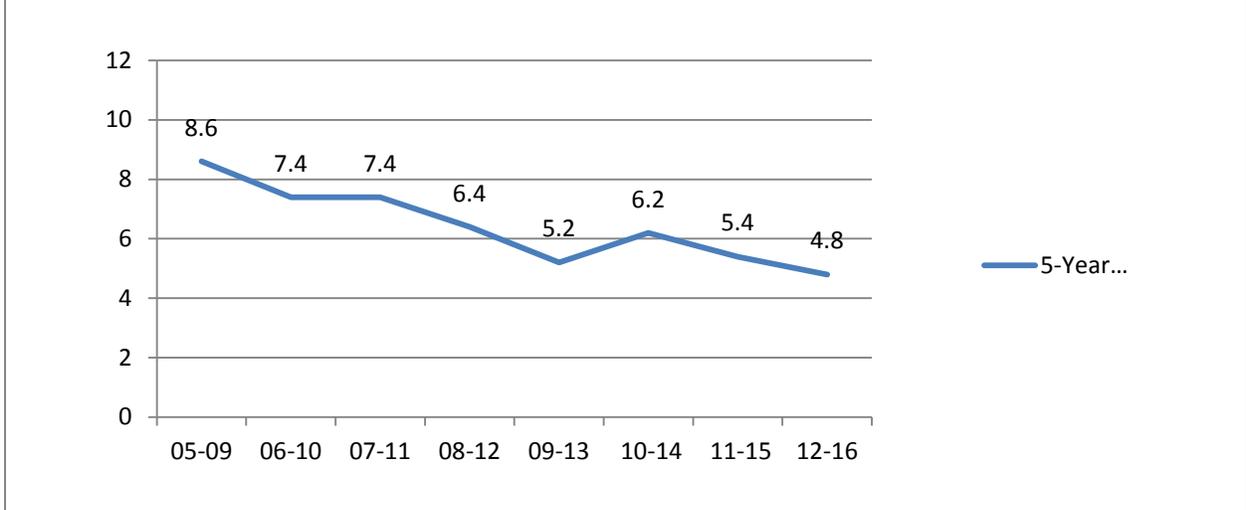
- Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-7 fatalities per year; 4 were reported in 2016.

### Recent Data

Urban streets and roadways constituted only 4.12% of all road miles in South Dakota in 2016. Given the distinctly rural character of the state's motor vehicle infrastructure, it may be argued that opportunities for precarious pedestrian-motor vehicle interaction are relatively less plentiful in South Dakota than in more urbanized states. Indeed, pedestrian fatalities are highly uncommon in South Dakota. Only 24 pedestrian fatalities were recorded in the state from 2012 through 2016; this includes 4 such fatalities in 2016, a decrease from the previous year. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 6-7 fatalities per year with the current five-year average for 2012-2016 at 4.8 pedestrian fatalities.

Figure 18 presents trend data for pedestrian fatalities from 2005–2016, as expressed by five-year averages.

**Figure 18. Five-Year Pedestrian Fatality Averages: 2005-2016**



In 2016, 95 traffic crashes occurred that involved at least one pedestrian (97 pedestrians were involved in total). These crashes resulted in 4 pedestrian fatalities, 13 serious injuries, and 35 other injuries. No traffic crashes produced multiple pedestrian fatalities. Two of those killed reported blood alcohol contents of higher than .08 at the time of the crash.

In 2016, three of the pedestrians (75.0%) were killed in a rural area. In addition, 77.1% (37 of 48) of non-fatal pedestrian injuries were sustained in urban areas. While it is less prominent in the data for this year, previous data suggests that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

**Table 17. Pedestrian Fatalities and Injuries by Location: 2016**

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	75.0%	25.0%	100.0%
Fatalities (n)	3	1	4
Non-fatal Injuries (%)	22.9%	77.1%	100.0%
Non-fatal Injuries (n)	11	37	48

**Table 18. Pedestrian Injury Outcomes by Location: 2016**

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	10.71%	25.00%	14.29%	50.00%	100.00%
Rural (n)	3	7	4	14	28
Urban (%)	1.45%	8.70%	44.93%	44.93%	100.00%
Urban (n)	1	6	31	31	69

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 0-1 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2016 figure of .46 shows a decrease from the 2015 figure of 0.58.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2012-2016

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2012	833,354	2	0.24
2013	844,877	4	0.47
2014	853,175	9	1.05
2015	858,469	5	0.58
2016	868,799	4	0.46

### State Goal Calculations

The number of pedestrian fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of pedestrian fatalities, given the vastness of our state and large VMT, zero pedestrian fatalities would be an unrealistic goal. As such, the goal for the 2012-2016 five-year average is simply to maintain the already miniscule 7 pedestrian fatalities or less per year.

### 2017 Performance Goal

**Goal Statement:** Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2012-2016, despite expected increases in population.

**Current Value (2012-2016):** 0.6

**Current Status:** Met

### 2018 Performance Goal

- Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2012-2016, despite expected increases in population.

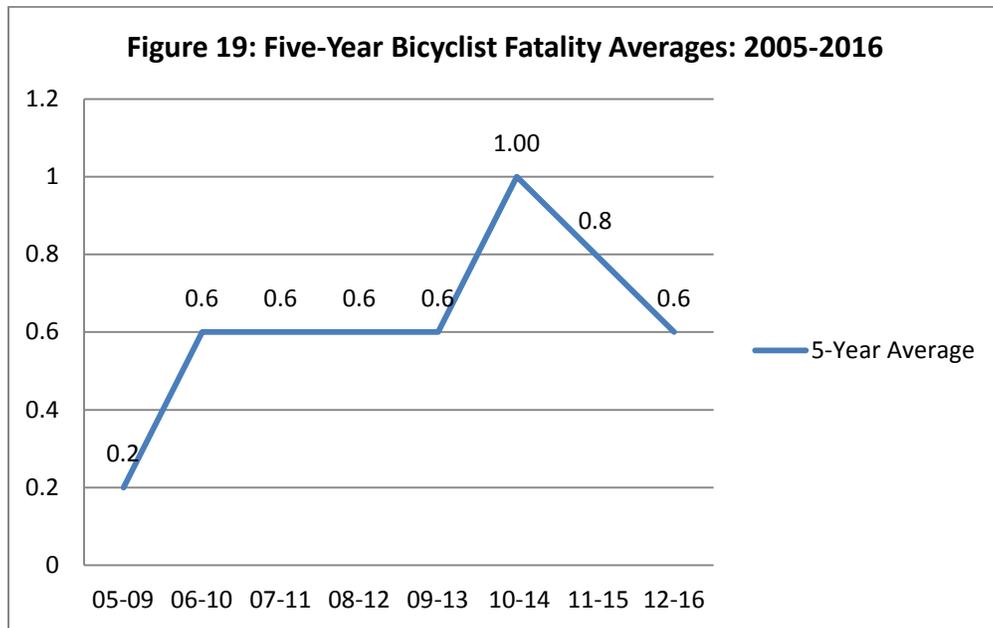
### Key Observations

- The number of annual bicyclist fatalities in South Dakota is consistently very low. None were reported in 2016.

### Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 7 bicyclist fatalities were recorded in the state since 2005. There were no bicyclist fatalities in 2016. Since 2005, the five-year average of bicyclist fatalities has remained at 1 fatality or less per year.

Figure 19 presents trend data for bicyclist fatalities from 2005–2016, as expressed by five-year averages. Given the very low number of fatalities per year though, the changes in the averages are a bit misleading. Since most years have zero fatalities, any one year with a fatality can inflate the averages for the entire time it is included in the time frame.



Of the 72 total bicyclists involved in accidents in 2016, 48 (66.7%) were male, 54 (75.0%) were over the age of 20, and a significant majority, 68 (94.4%) were not wearing a helmet. In 2016, 85.7% (30 of 35) of non-fatal bicyclist injuries were sustained in urban areas. This proportion is even higher than what we find with pedestrian injuries. Table 20 provides a tabular summary of data regarding bicyclist fatalities and injuries by location type.

Table 20. Bicyclist Injury Outcomes by Location: 2016

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0.0%	20.0%	30.0%	50.0%	100.0%
Rural (n)	0	2	3	5	10
Urban (%)	0.0%	4.8%	43.5%	51.6%	100.0%
Urban (n)	0	3	27	32	62

Finally, Table 21 displays bicyclist fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, over the five most recent years no more than two bicyclists have ever been killed in a year, and, in general, there are very few bicyclist fatalities.

Table 21. Bicycle Fatalities per 100,000 In-State Population: 2012-2016

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2012	833,354	0	0.00
2013	844,877	0	0.00
2014	853,175	2	0.23
2015	858,469	1	0.12
2016	868,799	0	0.00

## **State Goal Calculations**

The number of bicyclist fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of bicyclist fatalities, given the vastness of our state and large VMT, permanently sustaining zero bicyclist fatalities for every year would be an unrealistic goal. As such, the goal for the 2013-2017 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

### 2017 Performance Goal

- **Goal Statement:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .4 percentage points from the 2015 calendar year base year average usage rate of 73.6 percent to 74% percent by December 31, 2016.

**Current Value (2012-2016):** 74.2%

**Current Status:** Met

### 2018 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .6 percentage points from the 2016 calendar year base year average usage rate of 74.2% to 74.8% percent by December 31, 2017.

### Key Observations

- The 2016 estimate for statewide estimated safety restraint usage on all road types was 74.2%, an increase from 2015 (73.6%).

### Recent Data

As revealed by the 2012 Highway Safety Behaviors Survey, motorists in South Dakota appear not only to hold a generally favorable view of seatbelts, but also to use them with considerable frequency. Results from this questionnaire show that 71.6% of motorists reported wearing seatbelts "all of the time" while driving, with another 15.2% reporting seatbelt use "most of the time." 91.7% of respondents agree that they would want to be wearing a seatbelt in the event of an accident, and 69.3% disagree that seatbelts are as likely to harm vehicle occupants as to help them. Public awareness of the state's statutory parameters is also reasonably strong. Across all respondents, 89.2% reported knowing that South Dakota has a law requiring seatbelt use, although participants tended to be unsure of the law's finer points.<sup>26</sup> 61.5% of respondents recalled seeing a public message encouraging seatbelt use in the previous 30 days; the analogous figure among drivers ages 30 and under was 79.7%. Finally, a majority (55.6%) of survey participants estimated that the failure to wear a seatbelt is either somewhat likely or very likely to result in receiving a ticket from law enforcement authorities. Taken as a whole, these findings seem to portend diligent use of seatbelts by in-state motorists.

In June of 2016, the South Dakota Office of Highway Safety contracted with the Upper Great Plains Transportation Institute to conduct a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of the annual survey is to observe safety restraint use of all drivers, right front passengers, and children under the age of five traveling on rural and urban highways and interstates. The 2016 report,

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<sup>26</sup> In all, 40.9% believed that the state's seatbelt law defines the failure to wear a seatbelt as a primary offense, while 40.4% stated (rightly) that it is a secondary offense; 18.7% were uncertain.

*Seatbelt Use in South Dakota, June 2016* serves as the primary source document for all information presented in this section.

From the sixteen counties selected from the sampling pool, a total of 29,846 automobile occupants were observed during the week of June 13-19, 2016. After weighing averages to account for VMT, the 2016 statewide estimated safety restraint use on all road types was 74.2%. This represents an increase of 0.6 percentage points from the 2015 statewide weighted estimate of 73.6%.

Table 20 exhibits the observed restraint use figures for 2012-2016.

	Statewide
2012	66.5%
2013	68.7%
2014	68.9%
2015	73.6%
2016	74.2%
% Change ('15 to '16)	+0.6%

## OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2018 Annual Report, and in strict compliance with requirements stipulated by the National Highway Traffic Safety Administration, the S.D. Office of Highway Safety will report on core activity measures A1, A2, and A3, as defined in the Traffic Safety Performance Measures for States and Federal Agencies manual. These performance measures are based respectively on the number of seatbelt citations issued, number of impaired driving arrests made, and number of speeding citations issued through grant-funded enforcement activities between 7/1/2015 and 6/30/2016. Additionally, these core activity measures will supplement ongoing reporting of core outcome and core behavior measures.

**A1 – Impaired Driving Citations: 10,166<sup>27</sup>**

**A2 – Occupant Protection Citations: 8,078<sup>28</sup>**

**A3 – Speed Citations: 42,569<sup>2930</sup>**

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<sup>27</sup> <http://www.uj.s.sd.gov/uploads/annual/fy2016/Table%20B-17.pdf>

<sup>28</sup> <http://www.uj.s.sd.gov/uploads/annual/fy2016/Traffic%20Violations.pdf>

<sup>29</sup> Ibid

<sup>30</sup> Includes citations for speeding on state highways, interstate highways, four-lane roads in rural areas, other roadways, in construction zones, in school zones and municipal speeding.

# **FY2018 BUDGET SUMMARY**

			\$402	\$405c	\$405d	\$405d	\$410HF	\$410HV	\$164AL	
			General	Data	Impaired - Mid	24/7	Impaired	Impaired	Repeat Ofdr	
			Beginning Balance	\$1,442,592.61	\$856,037.93	\$680,110.94	\$33,448.66	\$214,628.77	\$33,375.00	\$1,173,350.28
			Projected FY18 Award	\$2,000,000.00	\$300,000.00	\$1,000,000.00	\$33,000.00	\$0.00	\$0.00	\$100,000.00
			Projected TOTAL	\$3,442,592.61	\$1,156,037.93	\$1,680,110.94	\$66,448.66	\$214,628.77	\$33,375.00	\$1,273,350.28
			Available Funds Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub-Grantee	Project Number	Project Title								
Aurora County Sheriff's Office	2018-00-64	Speed Overtime	\$5,787.00							
Belle Fourche Police Department	2018-00-58	Belle Fourche PD Speed Enforcement	\$16,581.00							
Belle Fourche Police Department	2018-00-57	Belle Fourche Impaired Driving Enforcement				\$8,252.58				
Bennett County Sheriff's Office	2018-00-91	DUI				\$1,515.35				
Box Elder Police Department	2018-00-75	FFY2018 SSB Grant	\$32,078.25							
Box Elder Police Department	2018-00-74	FFY2018 IMP Grant				\$15,094.54				
Brookings County Sheriff's Office	2018-00-49	Brookings County Traffic Enforcement-Speed	\$15,000.00							
Brookings County Sheriff's Office	2018-00-47	Brookings County Traffic Enforcement-Alcohol				\$8,482.50				
Brookings Police Department	2018-00-42	Highway Safety Program	\$13,356.80							
Brookings Police Department	2018-00-72	Highway Safety Program				\$2,357.52				
Butte County Sheriff's Office	2018-00-61	Highway safety	\$6,896.80							
Clay County Sheriff's Office	2018-00-48	Clay County Speed Enforcement	\$1,996.00							
Corson County Sheriff's Office	2018-00-84	Highway Safety Grant 2018	\$5,355.00							
Davison County Sheriff's Office	2018-00-28	Speed/Seat Belt Overtime	\$15,000.00							
Dewey County Sheriff's Office	2018-00-96	Highway Safety	\$6,001.32							
Edmunds County Sheriff's Office	2018-00-52	Edmunds CO Speed Enforcment	\$14,099.25							
From the Heart	2018-02-64	Get a Ride Don't Drink and Drive				\$24,500.00				
Groton Police Department	2018-00-76	Groton Highway Safety	\$10,179.68							
Hamlin County Sheriff's Office	2018-00-73	Hamlin County Highway Safety	\$15,707.50							
Hand County Sheriff's Office	2018-00-60	2018 OHS-DPS Hand Co	\$7,550.33							
Hot Springs Police Department	2018-00-69	Speed enforcement grant	\$5,070.96							
Huron Police Department	2018-00-37	Speed/Safety Enforcement	\$16,912.50							
Lead Police Department	2018-00-33	Speed Enforcement 2018	\$22,845.60							
Lincoln County Sheriff's Office	2018-00-78	Safe Highways Program	\$4,799.00							
Lincoln County Sheriff's Office	2018-00-82	Highway Safety Improvement Program				\$2,014.00				
Lyman County Sheriff's Office	2018-00-87	Speed Reduction in Lyman County SD	\$17,191.62							
Madison Police Department	2018-00-46	Speed & Seatbelt Enforcement Grant	\$3,970.00							
Marshall County Sheriff's Office	2018-00-90	FFY2018SSB	\$9,900.00							
Marshall County Sheriff's Office	2018-00-62	FFY2018DUI				\$2,545.00				
Meade County Sheriff's Office	2018-00-92	MCSO SSB	\$18,423.00							
Miller Police Department	2018-00-45	Miller Highway Safety	\$9,339.00							
Minnehaha County Sheriff's Office	2018-00-32	Traffic Enforcement Equipment and OT	\$11,963.60							
Minnehaha County Sheriff's Office	2018-00-59	Impaired Driving OT and Equipment				\$4,115.04				
Minnehaha County State's Attorney	2018-02-62	DUI/Vehicular Crimes Prosecutors				\$106,126.42				
Mitchell Police Department	2018-00-40	MPD Speed Grant 2018	\$20,549.60							
Mitchell Police Department	2018-00-31	South Central Alcohol Task Force				\$8,731.00				
Mobridge Police Department	2018-00-80	2018 Speed/Seatbelt Enforcement Grant	\$4,123.35							
North Sioux City Police Department	2018-00-43	Traffic Enforcement	\$8,403.23							
Office of Highway Safety	2018-03-04	Agate-164							\$35,125.00	
Office of Highway Safety	2018-03-05	Agate-402	\$42,625.00							
Office of Highway Safety	2018-03-06	Alcohol Media-164AL							\$537,163.53	
Office of Highway Safety	2018-03-30	Alcohol Media-410HV						\$33,375.00		
Office of Highway Safety	2018-03-07	Community Outreach-164AL							\$37,980.00	
Office of Highway Safety	2018-03-08	Community Outreach-402	\$46,420.00							
Office of Highway Safety	2018-03-09	Driver Education Coordinator	\$52,750.00							
Office of Highway Safety	2018-03-10	DUI 1st Program							\$51,050.50	
Office of Highway Safety	2018-03-11	Generic Media-402	\$1,724,521.39							
Office of Highway Safety	2018-03-12	Impaired Driving Task Force				\$51,172.00				
Office of Highway Safety	2018-03-13	Judicial Outreach Liaison							\$63,300.00	
Office of Highway Safety	2018-03-14	Law Enforcement Liaison	\$84,400.00							
Office of Highway Safety	2018-03-15	Main Advertising Contract-164AL							\$401,375.00	
Office of Highway Safety	2018-03-16	Main Advertising Contract-402	\$301,375.00							
Office of Highway Safety	2018-03-17	Other Advertising Contract-164AL							\$101,375.00	
Office of Highway Safety	2018-03-18	Other Advertising Contract-402	\$101,375.00							
Office of Highway Safety	2018-03-19	P & A	\$84,400.00							
Office of Highway Safety	2018-03-20	PIO-164							\$26,111.25	
Office of Highway Safety	2018-03-21	PIO-402	\$31,913.75							
Office of Highway Safety	2018-03-22	Roadway Safety-164							\$9,495.00	
Office of Highway Safety	2018-03-23	Roadway Safety-402	\$11,605.00							
Office of Highway Safety	2018-03-24	SD Broadcasters					\$214,628.77			
Office of Highway Safety	2018-03-25	Seatbelt Survey	\$61,375.00							
Office of Highway Safety	2018-03-26	TraCS/WebTraCS		\$351,375.00						
Office of Highway Safety	2018-03-27	TRCC Coordinator		\$31,375.00						
Office of Highway Safety	2018-03-28	USD Government Research-164							\$10,375.00	
Office of Highway Safety	2018-03-29	USD Government Research-402	\$12,375.00							
Office of Highway Safety	2018-03-50	24/7				\$66,448.66				
Office of Highway Safety	2018-03-51	Office of Highway Safety Data Projects		\$746,326.93						
Office of Highway Safety	2018-03-52	Roadway Safety-405d			\$89,727.33					
Office of Rural Health/EMS	2018-02-70	EMS Data		\$26,961.00						
Office of Rural Health/EMS	2018-02-69	EMS Systems Development	\$106,840.80							
Oglala Sioux Tribe	2018-00-39	OST Highway Safety			\$1,590.00					
Pennington County Sheriff's Office	2018-00-55	Highway Safety Grant 402	\$17,870.64							
Pennington County Sheriff's Office	2018-00-83	Highway Safety Grant-Alcohol				\$16,911.47				
Pennington County State's Attorney's Office	2018-02-67	Impaired Driving Prosecutor				\$114,423.72				
Pierre Police Department	2018-00-38	Speed Overtime	\$23,626.53							
Rapid City Police Department	2018-00-63	Rapid City				\$65,532.00				

SD Office of Attorney General - DCI	2018-02-71	DUI Instructor Training			\$11,195.00				
SD Teen Court Association	2018-02-56	Underage Drinking Prevention Project			\$60,000.00				
SDEMSC	2018-02-57	Bike and Pedestrian Safety	\$41,580.00						
SDEMSC	2018-02-54	Occupant Safety	\$28,986.00						
Sioux Falls Police Department	2018-00-30	Impaired Driving			\$194,558.40				
South Dakota Highway Patrol	2018-00-35	Traffic Enforcement Grant	\$253,975.00						
South Dakota Highway Patrol	2018-00-34	Alcohol Related Crash Reduction Grant			\$213,770.00				
South Dakota Highway Patrol	2018-00-36	DRE Grant			\$110,300.00				
South Dakota School of Mines & Technology	2018-02-66	Driving Safety Prevention Program			\$13,567.00				
South Dakota State University	2018-00-68	FFY 2018 SSB	\$1,356.00						
South Dakota State University	2018-00-70	FFY 2018 IMP			\$600.00				
South Dakota State University	2018-02-43	Safe Ride Home			\$32,952.00				
Sturgis Police Department	2018-00-81	Radar traffic intervention	\$3,888.00						
Summerset Police Department	2018-00-65	SUMM SSB	\$7,068.00						
Summerset Police Department	2018-00-94	SUMM IMP			\$6,498.94				
Traffic Safety Resource Prosecutor	2018-02-41	Traffic Safety Resource Prosecutor			\$125,000.00				
Turner County Sheriff's Office	2018-00-29	Limit the Speed 18	\$3,192.00						
Unified Judicial System	2018-02-52	DUI Court Meade, Lawrence, Brown County			\$300,000.00				
Union County Sheriff's Office	2018-00-51	Union County Sheriff's Office Safety Grant	\$4,367.63						
USD: Student Counseling Center	2018-02-53	USD Safe Rides			\$10,000.00				
Vermillion Police Department	2018-00-93	Safety Enforcement	\$2,691.36						
Vermillion Police Department	2018-00-95	Texting Enforcement	\$897.12						
Vermillion Police Department	2018-00-66	Alcohol Enforcement			\$7,990.57				
Volunteers of America	2018-02-45	Hwy Safety	\$47,319.00						
Volunteers of America	2018-02-46	Impaired Driving			\$54,724.56				
Volunteers of America	2018-02-47	LEL	\$16,905.00						
Watertown Police Department	2018-00-79	Watertown	\$3,464.00						
Watertown Police Department	2018-00-77	Patrol Vehicle Video Cameras			\$12,364.00				
Winner Police Department	2018-00-71	Safety 2017	\$4,350.00						
Winner Police Department	2018-00-88	DUI Enforcement			\$3,500.00				
<b>TOTALS</b>			<b>\$3,442,592.61</b>	<b>\$1,156,037.93</b>	<b>\$1,680,110.94</b>	<b>\$66,448.66</b>	<b>\$214,628.77</b>	<b>\$33,375.00</b>	<b>\$1,273,350.28</b>

# **FY2018 ADDENDUM A**

## ADDENDUM A

### EMERGENCY MEDICAL SERVICES

The Office Rural Health, EMS Program approves refresher training for EMS personnel in South Dakota. The EMS Program also recertifies approximately 1000 EMTs each year. There were 865 re-certifications processed in calendar year 2016.

South Dakota recognizes four levels of Emergency Medical Technicians. Training provided is outlined as follows:

1.	<b><u>EMT Basic Level</u></b>	<b><u>NATIONAL HOURS</u></b>		
	865 – Recertification (CY 2016)	@ 24 hours each	=	20,760 hours
	239 – EMT (CY 2016)	@ 160 hours each	=	38,240 hours
2.	<b><u>ALS (Advanced Life Support includes Intermediate Levels 85 &amp; 99)</u></b>			
	110 – Int. 85 Relicense (No New Classes)	@ 40 hours each	=	4,400 hours
	8 – Int. 99 Recertification (No New Classes)	@ 60 hours each	=	480 hours
	78 –AEMT Relicense (CY 2016)	@ 40 hours each	=	3,120 hours
	18-New AEMT license (CY 2016)	@ 200 hours each	=	3,600 hours
3.	<b><u>Paramedic Level</u></b>			
	30 – New (CY 2016)	@ 1,800 hours each	=	54,000 hours
	591 – Recertification (CY 2016)	@ 60 hours each	=	35,460 hours

#### **TOTAL TRAINING HOURS ACROSS LEVELS**

**160,060**

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish an hourly wage for the State of South Dakota<sup>(1)</sup>. The most recent data available is from calendar year 2015 and the rate for South Dakota is \$20.29 per hour. Using this hourly rate, the value of the volunteered training hours is:

**160,060 Hours (x) \$20.29 (=) \$3,247,617.40**

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

**80% of Training Budget \$128,000 (+) Volunteer Hours \$3,247,617.40 (=) \$ 3,375,617.40**

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of \$3,375,617.40 is multiplied by 5.56% as determined in the table below.

**\$ 3,375,617.40 (x) 5.56% (=) \$ 187,684.33**

According to this calculation, South Dakota's proportionate share would be \$187,684.33 which is above the \$160,000 request for assistance in the FFY2016 Highway Safety Plan.

	2012	2013	2014	2015	2016
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	49,371	56,980	68,753	88,241	34,440
Total motor vehicle collision responses	2,810	3,186	3,803	4,751	1,919
Percent of motor vehicle responses compared to total number of response for services	5.7%	5.6%	5.5%	5.4%	5.6%
Five Year Average Motor Vehicle Collision EMS Responses	<b>5.56 % EMS</b>				

**PERFORMANCE MEASURE:**

Additionally, due to draft language from NHTSA, it is suggested that programs such as this utilize Performance Measures to justify funding from §402.

For the South Dakota Office of EMS, the Performance Measurement utilized under this requirement will focus on the average 'on-scene time' for EMS crews at vehicular crashes measured during calendar years. The average 'on-scene' time should show a gradual reduction from year to year due to training that is being funded. Because this is a potentially new requirement of the states, the baseline year for measuring this metric will be calendar year 2013. That year shows an average 'on-scene' time of 16.6 minutes with a goal of 15.75 minutes for 2014.

<b>Average On Scene Times by Dispatch Type: Department of Health View</b>	
Date Range	Avg. On Scene Time/Mins
01/01/2013 - 12/31/2013	16.6
01/01/2014 – 12/31/2014	14.9
01/01/2015 – 12/31/2015	14.8
01/01/2016-12/31/2016	14.0

Notes:

- (1) The hourly rate for volunteer services information can be found at:  
[http://www.independentsector.org/programs/research/volunteer\\_time.html](http://www.independentsector.org/programs/research/volunteer_time.html).

# **FY2018 ADDENDUM B**

Agency	Project Number	Equipment Description	Cost Per Unit	Section of Funding
Box Elder Police Department	2018-00-74	Two (2) L3 Mobile Video System w/ Software. In-car video systems enhance criminal prosecution, limit liability, reduce personnel complaints, train officers and reassure citizens that proper procedures are followed by law enforcement. These systems are current technology digital video systems capable of immediate uplink, sharing and long term digital archival. Digital technology produces superior image and audio quality.	\$5,559.20	Section 405d-Impaired

**FY2018 ADDENDUM C**

## ***Advisory on Roadway Safety Committee***

As noted in the narrative of the Highway Safety Plan, the Office of Highway Safety held four regional meetings to discuss roadway safety issues, ascertain local and regional issues with traffic safety partners, and plan projects to address these safety needs.

The results of these meetings are found in the project pages that follow.

It should be noted that the highway safety planning process is a year-round activity and is done in complete cooperation and concert with the following partners:

- South Dakota Department of Transportation
- Annual Transportation Safety Conference
- Annual Tribal Transportation Safety Conference
- Traffic Records Coordinating Committee
- Numerous Other Private and Community Groups

It has been our experience that these meetings and gatherings provide superior data and collaborative experience, planning and other benefits over the legacy “Roadway Safety Advisory Committee” meetings.

**FY2018 ADDENDUM D**

## **SPECIAL NOTATIONS & ACTIVITIES FOR HSP REVIEW:**

- 1. Speed and Seatbelt Enforcement** – All law enforcement agency speed enforcement overtime projects also include seatbelt enforcement. All law enforcement agencies that receive federal funding also participate in the mandatory “May Mobilization” for seatbelt enforcement. But it should be further noted that this enforcement takes place outside the mobilization period as well and is part of the speed enforcement activities.
- 2. Law Enforcement Overtime Grants and §405 Projects** – These grants are provided to agencies based upon evidence-based enforcement activities and programming. While each specific project may not reference this in its description, the Office of Highway Safety has judged the merit of each individual application for funding based on evidence-based enforcement programs.

The Evidence-Based enforcement program consists of:

- An analysis of crashes, crash fatalities, crash injuries, and areas of highest risk using official crash data from the Office of Accident Records
  - Deployment of a comprehensive array of enforcement activities and resources based on that analysis and other factors. These activities include saturation patrols, sobriety checkpoints, and other proven strategies to mitigate roadway behavioral issues
  - Follow-up analysis of the plan and adjustment if necessary with assistance from the GIS specialist in the Office of Accident Records
  - Discussion between law enforcement, law enforcement liaisons, and other parties when making decisions on grant funds
  - Utilizing official crash data to educate and inform the public on roadway safety dangers through advertising, interviews and other public communication efforts.
- 3. Additional Performance Measurements** – Some grants, such as EMS, use the generic core performance measures (C1, C2, C3) to apply for grant funding. However, when appropriate, the Office of Highway Safety will request project specific performance measures to justify continued funding. These measures will generally be outlined in great specificity in those applications that remain on file in our system.
  - 4. HSP/SHSP Coordination** – In an effort to strengthen program linkage, the Office of Highway Safety and its partner planners at the South Dakota Department of Transportation, have an ongoing relationship of collaboration and discussion in roadway safety planning. The Department of Public Safety-Office of Highway Safety is a partner in the Strategic Highway Safety Planning group with SDDOT.

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C1**

Number of Traffic Fatalities (FARS)

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** Office of Rural Health  
**HSP Project Title:** EMS Systems Development  
**Project Manager Name:** Marty Link  
**Phone:** (605) 367-5372  
**Application Name:** CG18-ORH/EMS-OTH-00069  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
C2 -Reduce the number of serious injuries in traffic crashes  
**Project Number:** 2018-02-69  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$102,240.00	\$0.00	\$102,240.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$4,600.80	\$0.00	\$4,600.80	Section 402	20.600
<b>SUBTOTAL CATEGORIES</b>	<b>\$106,840.80</b>	<b>\$0.00</b>	<b>\$106,840.80</b>		
Federal Funds	\$106,840.80	\$0.00	\$106,840.80		
State & Local Match	\$26,710.20	\$0.00	\$26,710.20		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$133,551.00</b>	<b>\$0.00</b>	<b>\$133,551.00</b>		

### **Problem Identification**

Following the EMS Program transition, a 40 member stakeholder group was formed to provide recommendations to the Department of Health on EMS sustainability and ensuring access to quality EMS in South Dakota, particularly rural South Dakota. The Stakeholder group provided ten recommendations under four topical areas. The four areas included workforce, sustainability, quality, and infrastructure.

Moving forward, the EMS Program will focus on the development of a Technical Assistance component that will assist ambulance service leaders on issues surrounding workforce, sustainability, infrastructure, and quality. One goal of the Technical Assistance Program will be promotion of community level awareness of injury prevention activities. It is essential EMS evolves from purely reacting to an event to an infrastructure that supports and promotes systems of care; including, injury prevention.

The Department of Health's Trauma system continues to see significant growth. Each month, the trauma system conducts performance improvement sessions where trauma cases that occurred in South Dakota are reviewed. Leadership and discussion during these calls are overseen by three trauma surgeons, one from Avera, Sanford, and Rapid City Regional. In addition, EMTs, RN, physicians, and other key trauma team staff attend. After each trauma case is reviewed, the surgeons comment on any discovered opportunities for improvement. The trauma system selects cases directly from the trauma registry. Approximately six cases are reviewed each month with an average attendance of 45 people.

### **Brief Project Summary**

The EMS Program will engage the 49 trauma centers and 130 ground ambulance services in EMS system development by September 30, 2018. The EMS Program will ensure 100% of services and trauma centers have access to local and statewide injury patterns and injury prevention toolkits to reduce morbidity and mortality.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Office of Rural Health/EMS Program  
**HSP Project Title:** EMS Data  
**Project Manager Name:** Marty Link  
**Phone:** (605) 367-5372  
**Application Name:** CG18-ORH/EMS-DATA-00070  
**Major Performance Measure:** Improve the quality of EMS data submitted to the Department.  
**Project Number:** 2018-02-70  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$25,800.00	\$0.00	\$25,800.00	Section 405c	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,161.00	\$0.00	\$1,161.00	Section 405c	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$26,961.00</b>	<b>\$0.00</b>	<b>\$26,961.00</b>		
Federal Funds	\$26,961.00	\$0.00	\$26,961.00		
State & Local Match	\$6,740.25	\$0.00	\$6,740.25		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$33,701.25</b>	<b>\$0.00</b>	<b>\$33,701.25</b>		

### **Problem Identification**

The EMS Program has collected and submitted EMS data to the National Emergency Medical Services Information System (NEMSIS) since 2009. All licensed ambulance services in South Dakota are required to submit NEMSIS compliant data elements; this is accomplished in large part to the state's electronic patient care reporting (ePCR) platform. The current ePCR platform is version 2 compliant; NHTSA is requesting all states to become version 3 compliant.

The current ePCR system allows for the collection and submission of NEMSIS compliant data elements; however, more functionality and feedback is necessary. The EMS Program will be upgrading the ePCR platform throughout 2017 incorporating a number of system enhancements. As part of this upgrade, the EMS Program will work with key healthcare providers on several quality initiatives. These initiatives will encourage feedback to providers on patient care based on data entered into the ePCR. For one example, if a patient involved in a MVC meets the state's definition of a trauma team activation but the EMS provider did not request the activation, the system will immediately provide feedback on best practices. This logic will allow for continuous quality improvement at the local level.

Statewide and system specific reporting of data will be automated with the new ePCR version. The EMS Program will define, create, and automate reporting of specific performance measures that can be monitored over days, weeks, and months. This same functionality will be available for individual EMS agencies for local analysis and continuous quality improvements.

### **Brief Project Summary**

Develop and implement 20 performance improvement data elements for EMS by September 30, 2018.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Volunteers of America, Dakotas  
**HSP Project Title:** LEL  
**Project Manager Name:** Eric Majeres  
**Phone:** (605) 444-6301  
**Application Name:** CG18-VOA-D-OTH-00047  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-02-47  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$13,008.00	\$0.00	\$13,008.00	Section 402	20.600
Travel	\$1,821.00	\$0.00	\$1,821.00	Section 402	20.600
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$2,076.00	\$0.00	\$2,076.00	Section 402	20.600
<b>SUBTOTAL CATEGORIES</b>	<b>\$16,905.00</b>	<b>\$0.00</b>	<b>\$16,905.00</b>		
Federal Funds	\$16,905.00	\$0.00	\$16,905.00		
State & Local Match	\$4,226.25	\$0.00	\$4,226.25		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$21,131.25</b>	<b>\$0.00</b>	<b>\$21,131.25</b>		

### **Problem Identification**

Law Enforcement Liaisons for the SD Office of Highway Safety provide assistance to 66 county sheriff offices, 77 police departments, and 7 tribal law enforcement agencies. The service area for this application is Southeast South Dakota, which includes approximately 79 total agencies eligible for grant funds.

### **Brief Project Summary**

Reduce the number of traffic fatalities in South Dakota by 3% from 121 in FFY2016 to 117 by September 30, 2018. Law Enforcement Liaison (LEL) will assist local law enforcement agencies to improve local highway safety through enforcement and public education. Responsibilities of the LEL include: encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in training, and be involved with national mobilizations including high visibility enforcement.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Grants Management System  
**HSP Project Title:** Agate-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00004  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-04  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Agate-164AL	\$35,125.00		\$35,125.00	Section 164AL	20.608

### **Brief Project Summary**

Electronic grant management solutions offer options for the advertisement, submittal, and review of grantee proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grant systems with automatic notifications and reminders help sub-grantees stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the issuance of notifications.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Grants Management System  
**HSP Project Title:** Agate-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00005  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-05  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Agate-402	\$42,625.00		\$42,625.00	Section 402	20.600

### **Brief Project Summary**

Electronic grant management solutions offer options for the advertisement, submittal and review of grantee proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grant systems with automatic notifications and reminders help sub-grantees stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the issuance of notifications.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Community Outreach  
**HSP Project Title:** Community Outreach-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00007  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-07  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Community Outreach-164AL	\$37,980.00		\$37,980.00	Section 164AL	20.608

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Community Outreach  
**HSP Project Title:** Community Outreach-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00008  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-08  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Community Outreach-402	\$46,420.00		\$46,420.00	Section 402	20.600

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Driver Education Coordinator  
**HSP Project Title:** Driver Education Coordinator  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00009  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-09  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Driver Education Coordinator	\$52,750.00		\$52,750.00	Section 402	20.600

### **Brief Project Summary**

The Driver Education Coordinator will provide coordination and support for the driver education process in South Dakota by re-establishing the South Dakota Driver Education Association, 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.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Generic Media-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00011  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-11  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Generic Media-402	\$316,500.00		\$316,500.00	Section 402	20.600

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-Judicial Outreach Liaison  
**HSP Project Title:** Judicial Outreach Liaison  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00013  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-13  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Judicial Outreach Liaison	\$63,300.00		\$63,300.00	Section 164AL	20.608

### **Brief Project Summary**

The Judicial Outreach Liaison position provides a foundation for the South Dakota Office of Highway Safety and circuit court judges to focus their outreach efforts in order to educate and mobilize support for impaired driving and other traffic safety activities. This will assist in reflecting the Office of Highway Safety's goal of providing judicial outreach in the state and thereby improving judicial community outreach and promoting confidence and trust in the judiciary.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Law Enforcement Liaisons  
**HSP Project Title:** Law Enforcement Liaisons  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00014  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-14  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Law Enforcement Liaisons	\$84,400.00		\$84,400.00	Section 402	20.600

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Main Advertising Contract-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00016  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-16  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Main Advertising Contract-402	\$301,375.00		\$301,375.00	Section 402	20.600

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Other Advertising Contract-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00018  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-18  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Other Advertising Contract-402	\$101,375.00		\$101,375.00	Section 402	20.600

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Planning and Administration  
**HSP Project Title:** P & A  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00019  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-19  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
P & A	\$84,400.00		\$84,400.00	Section 402	20.600

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-Public Information Officer  
**HSP Project Title:** PIO-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00021  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-21  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
PIO-402	\$31,913.75		\$31,913.75	Section 402	20.600

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-Roadway Safety  
**HSP Project Title:** Roadway Safety-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00023  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-23  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Roadway Safety-402	\$11,605.00		\$11,605.00	Section 402	20.600

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-TraCS/Web TraCS  
**HSP Project Title:** TraCS/Web TraCS  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00026  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-26  
**Percent to Local Benefit:** 0%  
**MOE:** \$87,843.00

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
TraCS/Web TraCS	\$351,375.00		\$351,375.00	Section 405c	20.616

### **Brief Project Summary**

The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the record to become part of the state crash record system. This project will allow additional law enforcement agencies to electronically submit accident reports and update the TraCS system via a web-based system.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** Mountain Plains Evaluation  
**HSP Project Title:** TRCC Coordinator  
**Project Manager Name:** Roland Loudenberg  
**Phone:** (605) 425-3305  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00027  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-27  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
TRCC Coordinator	\$31,375.00		\$31,375.00	Section 405c	20.616

### **Brief Project Summary**

To provide support to the South Dakota Office of Highway Safety to aid in coordination and facilitation of the Traffic Records Coordinating Committee.

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-USD Government Research  
**HSP Project Title:** USD Government Research-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00028  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-28  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
USD Government Research-164AL	\$10,375.00		\$10,375.00	Section 164AL	20.608

### **Brief Project Summary**

The USD Government Research Bureau will draft a Highway Safety Plan for FY19 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY19.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-USD Government Research  
**HSP Project Title:** USD Government Research-402  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00029  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-29  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
USD Government Research-402	\$12,375.00		\$12,375.00	Section 402	20.600

### **Brief Project Summary**

The USD Government Research Bureau will draft a Highway Safety Plan for FY19 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY19.

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C2**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Vermillion Police Department  
**HSP Project Title:** Texting Enforcement  
**Project Manager Name:** Sergeant Joseph Ostrem  
**Phone:** (605) 677-7070  
**Application Name:** LE18-Vermillion Police Department-TXT-00095  
**Major Performance Measure:** C2-Reduce the number of serious injuries in traffic crashes. Other-Increase texting citations in Vermillion.  
**Project Number:** 2018-00-95  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$897.12	\$0.00	\$897.12	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$897.12	\$0.00	\$0.00		
Federal Funds	\$897.12	\$0.00	\$897.12		
State & Local Match	\$224.28	\$0.00	\$224.28		
<b>TOTAL FEDERAL + MATCH</b>	\$1,121.40	\$0.00	\$1,121.40		

### **Problem Identification**

The City of Vermillion has seen an increase in non injury crashes over the past few years. In fiscal year 2015 the Vermillion Police Department responded to 205 non injury crashes. In fiscal year 2016 the Vermillion Police Department responded to 223 non injury crashes. The majority of these crashes are preventable and are attributed to distracted driving namely driving while texting. These statistics are provided from the department's database (Zuercher).

### **Brief Project Summary**

Reduce the number of non-injury crashes in the City of Vermillion from 223 in fiscal year 2016 to 215 by September 30, 2018. Increase the number of texting citations issued from 6 in fiscal year 2016 to 12 by September 30, 2018. Conduct frequent and intense enforcement activities to include stationary and roving patrols. Conduct high visibility enforcement activities during high traffic times. Participate in all national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C3**

Fatalities/VMT (FARS, FHWA)

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C4**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** Lead Police Department  
**HSP Project Title:** Speed Enforcement 2018  
**Project Manager Name:** Robert Lee Williams  
**Phone:** (605) 584-1615  
**Application Name:** LE18-Lead Police Department-SSB-00033  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-33  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$20,685.60	\$0.00	\$20,685.60	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,160.00	\$0.00	\$2,160.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$22,845.60	\$0.00	\$0.00		
Federal Funds	\$22,845.60	\$0.00	\$22,845.60		
State & Local Match	\$5,711.40	\$0.00	\$5,711.40		
<b>TOTAL FEDERAL + MATCH</b>	\$28,557.00	\$0.00	\$28,557.00		

### **Problem Identification**

From January 2013 to January 2015 our agency had made total of 219 traffic stops for speeding on city streets or other highways. During that time there were 17 speed related crashes. Data was collected from our agencies Justice reporting system and the South Dakota Department of Public safety web site.

### **Brief Project Summary**

To maintain zero unrestrained passenger vehicle occupant fatalities in the city limits of Lead by September 30, 2018. The objective is to increase occupant protection arrests (citations/warnings) by 200% from five the previous three years to 15 by September 30, 2018. The objective is to increase speeding arrests (citations/warnings) by 71% from an average 38 the previous three years to 65 by September 30, 2018. Utilizing the requested radar unit, our department will conduct four speed saturation a month in high speed violation areas and conduct two seat belt saturations a month near the local high school.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Marshall County Sheriff's Office  
**HSP Project Title:** FFY2018SSB  
**Project Manager Name:** Ryan Vrchota  
**Phone:** (605) 448-5181  
**Application Name:** LE18-Marshall County Sheriff's Office-SSB-00090  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-90  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$7,500.00	\$0.00	\$7,500.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,400.00	\$0.00	\$2,400.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,900.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$9,900.00	\$0.00	\$9,900.00		
State & Local Match	\$2,475.00	\$0.00	\$2,475.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$12,375.00</b>	<b>\$0.00</b>	<b>\$12,375.00</b>		

### **Problem Identification**

The Marshall County Sheriff's Office is currently the only law enforcement agency in the county. At full staff, the department consists of five certified deputies and the sheriff. Marshall County consists of seven communities along with three Native American housing developments, two schools, three state parks, along with other various lake communities with influx of population throughout the summer months. Throughout these communities, there are several large businesses that create employment for employees that must commute from long distances within and outside the county, the vast majority of which are in the towns of Britton, Veblen, and Langford. Within Britton and Langford are elementary and high schools. Generally early mornings and evenings see the highest traffic rates in Marshall County. There is a need for traffic enforcement around these communities. There were 85 speeding citations and 248 speed warnings issued by Deputies in Marshall County during 2016. There were 36 seat belt citations issued by Deputies in Marshall County during 2016. This data was obtained from the Marshall County Sheriff's Office federal fiscal year data. There was one speed related injury crash during FFY2016.

### **Brief Project Summary**

Maintain zero fatal traffic accidents related to speed and non seat belt usage in Marshall County by September 30, 2018. We will increase seat belt citations in Marshall County by 10% from 36 in base year 2016 to 40 by September 30, 2018. We will increase speed citations in Marshall County by 10% from 85 in base year 2016 to 94 by September 30, 2018. This will be achieved by focusing on the various factors that lead to accidents such as speed, failure to yield, careless/reckless driving, and texting while driving. We will also participate in national mobilizations and will do a minimum four saturation patrols or check points during the national mobilizations. Utilizing the requested radar unit, we will conduct at least three additional saturation patrols, check points, or safety checks during high profile events in grant year 2018.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Mobridge Police Department  
**HSP Project Title:** 2018 Speed/Seatbelt Enforcement Grant  
**Project Manager Name:** Allen T Bohle  
**Phone:** (605) 845-5000  
**Application Name:** LE18-Mobridge PD-SSB-00080  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-80  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$4,123.35	\$0.00	\$4,123.35	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,123.35</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$4,123.35	\$0.00	\$4,123.35		
State & Local Match	\$1,030.84	\$0.00	\$1,030.84		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$5,154.19</b>	<b>\$0.00</b>	<b>\$5,154.19</b>		

### **Problem Identification**

The City of Mobridge had 94 traffic accidents, including 5 injury accidents, reported in the Highway Safety records in 2016. During this same annual period, there were 186 speed related citation/warnings issued and 57 seatbelt/child restraint citation/warnings issued.

### **Brief Project Summary**

The Mobridge Police Department will maintain zero fatal crashes for all unrestrained seating positions by September 30, 2018. The Mobridge Police Department will increase seat belt and child restraint enforcement by 25% from 24 citations in 2016 to 29 by September 30, 2018. The Mobridge Police Department will increase speed citations by 15% from 57 speed citations in fiscal year 2016 to 66 citations by September 30, 2018. We will conduct at least four additional high visibility enforcement events during the year. The Mobridge Police Department will participate in all required national mobilization campaigns. We will provide high visibility enforcement on at least four occasions during the national mobilizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Sturgis Police Department  
**HSP Project Title:** Radar traffic intervention  
**Project Manager Name:** Geody VanDewater  
**Phone:** (605) 347-5070  
**Application Name:** LE18-Sturgis Police Department-SSB-00081  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-81  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,888.00	\$0.00	\$3,888.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,888.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$3,888.00	\$0.00	\$3,888.00		
State & Local Match	\$972.00	\$0.00	\$972.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$4,860.00</b>	<b>\$0.00</b>	<b>\$4,860.00</b>		

### **Problem Identification**

The 2016 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 73 reportable accidents in 2016 in Sturgis, 43.8% were injury accidents with 32 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of accidents. Data from recent years, such as the 2014 Seat Belt Survey estimates that driver's and front seat passenger use seat belts 71.2% of the time, this is down from the 2012 seat belt which showed they used them 71.6% of the time. By increasing speed enforcement and stressing seat belt use it probable that injury accidents in the City of Sturgis Will decrease.

The major roadways used to and from the high school are Highways 34, 14A, and Interstate 90. Saturation patrols and speed enforcement have worked in the past to help reduce this type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45 mph posted speed limit in front of the High School; the median speed for that area is approximately 60 mph. Proactive traffic enforcement making drivers aware of the speed limits on our Highways may help reduce accidents while continuing the need to increase occupant protection through seat belt enforcement.

### **Brief Project Summary**

Reduce the number of subjects injured in the City of Sturgis by 7% from 46 in fiscal year 2016 to 43 by September 30, 2018. Maintain zero speed related fatalities in the City of Sturgis by September 30, 2018. Decrease number of child restraint and seat belt citations and warnings issued in 2016 from 160 to 140 by aggressive education and enforcement. Increase the number of speed citations in the City of Sturgis by 5% from 321 in fiscal period 2016 to 337 by September 30, 2018. Utilizing the requested two radar units, our department will conduct at least five (5) high visibility saturation patrol campaigns focusing on speed and seat belt violations in the Sturgis area during the grant period.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Winner Police Department  
**HSP Project Title:** Safety 2017  
**Project Manager Name:** Paul Schueth  
**Phone:** (605) 842-3324  
**Application Name:** LE18-Winner Police Department-SSB-00071  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-71  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,350.00	\$0.00	\$4,350.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,350.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$4,350.00	\$0.00	\$4,350.00		
State & Local Match	\$1,087.50	\$0.00	\$1,087.50		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$5,437.50</b>	<b>\$0.00</b>	<b>\$5,437.50</b>		

### **Problem Identification**

The City of Winner has issued an average of 11 seat belt citations per year over 3 years, 17 child restraints per year over 3 years, and 41 speeding citations per year over 3 years.

### **Brief Project Summary**

Maintain zero unrestrained passenger fatalities in the City of Winner by September 30, 2018. Maintain zero speeding-related fatality crashes in the City of Winner by September 30, 2018. Increase speed citations from 20 citations in 2016 to 30 citations by September 30, 2018. By increasing the number of speed checks in troubled areas, we will be able to conduct more safety checks for seat belts. In addition, we will transition verbal and written warnings to citations being issued. We will participate in all Highway Safety mobilizations and record our activity on their website and in their mobilization reports.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** SD EMS for Children /University of South Dakota  
**HSP Project Title:** Occupant Safety  
**Project Manager Name:** Corolla Lauck  
**Phone:** (605) 328-6668  
**Application Name:** CG18-SDEMSC-SSB-00054  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
**Project Number:** 2018-02-54  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$22,010.00	\$0.00	\$22,010.00	Section 402	20.600
Travel	\$100.00	\$0.00	\$100.00	Section 402	20.600
Contractual Services	\$775.00	\$0.00	\$775.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$120.00	\$0.00	\$120.00	Section 402	20.600
Indirect Costs	\$5,981.00	\$0.00	\$5,981.00	Section 402	20.600
<b>SUBTOTAL CATEGORIES</b>	<b>\$28,986.00</b>	<b>\$0.00</b>	<b>\$28,986.00</b>		
Federal Funds	\$28,986.00	\$0.00	\$28,986.00		
State & Local Match	\$7,246.50	\$0.00	\$7,246.50		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$36,232.50</b>	<b>\$0.00</b>	<b>\$36,232.50</b>		

### **Problem Identification**

Seat belt use in South Dakota is rising, but we are still behind the national average. According to the Seat Belt use in South Dakota Survey in June 2015; the weighted state rate is 73.6%. 2016 weighted rate was 68.9% verses an 87% usage rate nationally per 2014 NHTSA reports. According to the south Dakota Department of Public Safety 70% of all fatalities were not wearing a seat belt. Of the children 8 years and younger who died in vehicle crashes, 26% were not restrained by an age appropriate device according to Safe Kids Worldwide. Kids who have outgrown their car seats but are not yet 4'9" are not ready for a seat belt alone even though they might try to convince you otherwise. Best practice is to transition them to a booster seat that enables the adult seat belt to fit properly. Booster seats are not baby seats. Children seated in a booster seat in the back seat of the care are 45% less likely to be injured in a crash than children using a seat belt alone. Young drivers are involved in more crashes than any other age group. 26.4% of the drivers in 2015 were under 25 years of age and 45.6% were under age 35. Those drivers under age 25 make up 18.6% of the drivers involved in fatal crashes and 27.3% of the drivers in injury crashes. Drivers under the age of 35 make up 37.1% of the drivers in fatal crashes and 46.7% in injury crashes.

### **Brief Project Summary**

Reduce the number of unrestrained passenger vehicle occupants fatalities and injuries for all seating positions in South Dakota by 10 percent from 828 in 2015 to 745 by September 30, 2018. SD EMS for Children offers the following activities in support of the Office of Highway Safety messaging. 2018 activities will include; educating teens with the intent of reducing injuries and fatalities with a focus on seat belts because they are over represented in crash statistics. It's not fine 'til they're 4'9"; a program developed to enhance parental/caregiver understanding of best practices in transitioning children to seat belts and assisting with booster seats on a needs basis. Continued work with our partners to deliver materials, education and resources compiled from a variety of local and national sources.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Volunteers of America, Dakotas  
**HSP Project Title:** Hwy Safety  
**Project Manager Name:** Eric Majeres  
**Phone:** (605) 444-6301  
**Application Name:** CG18-VOA-D-SSB-00045  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
**Project Number:** 2018-02-45  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$13,008.00	\$0.00	\$13,008.00	Section 402	20.600
Travel	\$5,750.00	\$0.00	\$5,750.00	Section 402	20.600
Contractual Services	\$6,000.00	\$0.00	\$6,000.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$16,750.00	\$0.00	\$16,750.00	Section 402	20.600
Indirect Costs	\$5,811.00	\$0.00	\$5,811.00	Section 402	20.600
<b>SUBTOTAL CATEGORIES</b>	<b>\$47,319.00</b>	<b>\$0.00</b>	<b>\$47,319.00</b>		
Federal Funds	\$47,319.00	\$0.00	\$47,319.00		
State & Local Match	\$11,829.75	\$0.00	\$11,829.75		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$59,148.75</b>	<b>\$0.00</b>	<b>\$59,148.75</b>		

### **Problem Identification**

Without a primary seat belt law for all ages/seating positions, education and awareness efforts are critical to promote occupant protection and to support the efforts of law enforcement. Nationwide seat belt use was 87% in 2014, as measured by the National Highway Traffic Safety Administration's National Occupant Protection Use Survey (NOPUS). South Dakota seat belt use in the same time period was recorded at 69% and has been consistently below the national average. Education and awareness components are necessary elements to increasing belt use and thus lowering the fatalities and injuries that result from the lack of/improper use of occupant restraint systems. From 2013-2015, SD averaged 64 occupant fatalities and 807 injuries when no safety equipment has been used.

### **Brief Project Summary**

Reduce the number of unrestrained occupant fatalities in South Dakota by 5% from 54 in FFY2016 to 51 by September 30, 2018. Volunteers of America, Dakotas will provide educational and awareness materials/resources compiled from a variety of local and national sources. Statewide messaging will focus on 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 priority traffic safety problems to help meet the target/objective and thus lead to a reduction in unrestrained killed/injured occupants.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Seatbelt Survey  
**HSP Project Title:** Seatbelt Survey  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00025  
**Major Performance Measure:** C4-Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
**Project Number:** 2018-03-25  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Seatbelt Survey	\$61,375.00		\$61,375.00	Section 402	20.600

### **Brief Project Summary**

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

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C5**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** Belle Fourche Police Department  
**HSP Project Title:** Belle Fourche Impaired Driving Enforcement  
**Project Manager Name:** Mardi Reeves  
**Phone:** (605) 892-4240  
**Application Name:** LE18-Belle Fourche Police Department-IMP-00057  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-57  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$6,355.08	\$0.00	\$6,355.08	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,897.50	\$0.00	\$1,897.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,252.58</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$8,252.58	\$0.00	\$8,252.58		
State & Local Match	\$8,562.58	\$0.00	\$8,562.58		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$16,815.16</b>	<b>\$0.00</b>	<b>\$16,815.16</b>		

### **Problem Identification**

From January 2013 thru December 2016, our agency has made a total of 273 DUI arrests. In that same time frame, Butte County has had 166 accidents with reported injuries; 18 of those accidents with injuries were within the city limits of Belle Fourche. There were 10 DUI arrests during that time frame that started as traffic stops and resulted in unsafe driving. There was 1 DUI arrest that was directly related to a drunk driving accident that caused injury to a non-driver. All data collected from our agency's Zuercher database.

### **Brief Project Summary**

Maintain zero alcohol related fatalities in the City of Belle Fourche by September 30, 2018. Increase the number of alcohol/drug related impaired driving arrests in the City of Belle Fourche by 20% from 30 in 2016 to 36 by September 30, 2018. Utilizing the requested in-car camera and two breath testing devices, the department will conduct at least 6 saturation patrols in an effort to increase visibility and decrease the number of intoxicated drivers. Saturation patrol locations will be determined based on the areas of town that have had the most DUI related traffic stops. Saturation patrol times will be determined based on most common times of day/night that DUI's occur and during events that bring in large amounts of people to Belle Fourche. The department will participate in a minimum of 1 alcohol checkpoint during the 2018 grant period. The department will participate in the three required national mobilizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Bennett County Sheriff's Office  
**HSP Project Title:** DUI  
**Project Manager Name:** Paul Williams  
**Phone:** (605) 685-6516  
**Application Name:** LE18-Bennett County Sheriffs office-IMP-00091  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-91  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$512.88	\$0.00	\$512.88	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,002.47	\$0.00	\$1,002.47	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,515.35</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$1,515.35	\$0.00	\$1,515.35		
State & Local Match	\$1,515.36	\$0.00	\$1,515.36		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$3,030.71</b>	<b>\$0.00</b>	<b>\$3,030.71</b>		

### **Problem Identification**

Bennett County had 35 crashes in 2012 and seven of those involved alcohol. Of those seven, two resulted in a fatality and five in injuries. In 2012 there were 3 lives lost due to impaired drivers, and nine injured. In 2013 Bennett County had 32 traffic crashes, of those 32, four involved alcohol. Of the four in 2013 there were no fatalities, but three of the four were injury accidents which resulted in seven total injuries. In 2014 there were 2 alcohol involved crashes with one fatality and one injury. In 2015 there were 2 alcohol involved crashes and both were injury. In 2016 we saw a continued decline in the number of alcohol related crashes with 1 injury rollover involving alcohol of the 38 investigated by the Sheriff's Office.

### **Brief Project Summary**

Maintain zero alcohol related fatalities in Bennett County by September 30, 2018. Increase impaired driving citations in Bennett County by 30% from 19 in FFY15 to 25 by September 30, 2018. The Bennett County Sheriff's Office plans on conducting 6 sobriety checkpoints during the grant period. The Sheriff's Office also plans to conduct 6 saturation patrols. The Sheriff's Office will also continue to work with other agencies within Bennett County to promote the use of a designated driver and enforce DUI laws.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Box Elder Police Department  
**HSP Project Title:** FFY2018 IMP Grant  
**Project Manager Name:** Sgt Joshua Campbell  
**Phone:** (605) 923-1401  
**Application Name:** LE18-Box Elder Police Department-IMP-00074  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-74  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$3,538.54	\$0.00	\$3,538.54	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$8,056.00	\$0.00	\$8,056.00	Section 405d-Impaired	20.616
Equipment	\$3,500.00	\$0.00	\$3,500.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$15,094.54	\$0.00	\$0.00		
Federal Funds	\$15,094.54	\$0.00	\$15,094.54		
State & Local Match	\$19,212.94	\$0.00	\$19,212.94		
<b>TOTAL FEDERAL + MATCH</b>	\$34,307.48	\$0.00	\$34,307.48		

### **Problem Identification**

According to local data for FFY2016, the last full year of data that is available, Box Elder officers took 63 enforcement actions for DUI, an increase of 18 from 45 in FFY2015. During calendar year 2016, the last full year for which data is available, the City of Box Elder had 65 state reportable crashes. In those crashes, there were 13 injuries of various types to occupants and no fatalities. Alcohol was a factor in 6. For comparison, in CY2015 there were 58 state reportable crashes, 35 injuries and 0 fatalities. Alcohol was a factor in 11. Clearly, efforts underway have been successful with alcohol related accidents and injury accidents and this project builds upon that success.

### **Brief Project Summary**

Reduce the number of alcohol related crashes in the City of Box Elder by 5% from 6 in FFY2016 to 5 by September 30, 2018. Increase enforcement actions for DUI in the City of Box Elder by 5% from 63 to 66 by September 30, 2018. Our department will participate in all OHS/NHTSA impaired driver mobilizations during the current grant period. Utilizing the requested two in-car video cameras, we will conduct four sobriety checks/saturation patrols during Highway Safety mobilizations plus and additional four during the remainder of the grant period. We will purchase and utilize paid broadcast and billboard media to communicate traffic safety messages.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Brookings County Sheriff's Office  
**HSP Project Title:** Brookings County Traffic Enforcement-Alcohol  
**Project Manager Name:** Sheriff Martin Stanwick  
**Phone:** (605) 696-8300  
**Application Name:** LE18-Brookings County Sheriffs Office-IMP-00047  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-47  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$7,950.00	\$0.00	\$7,950.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$532.50	\$0.00	\$532.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,482.50</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$8,482.50	\$0.00	\$8,482.50		
State & Local Match	\$8,482.50	\$0.00	\$8,482.50		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$16,965.00</b>	<b>\$0.00</b>	<b>\$16,965.00</b>		

### **Problem Identification**

In 2015 licensed South Dakota drivers under 25 years of age represent 15% of the total licensed drivers, but account for 29.6% of the drinking drivers in fatal and injury crashes. 56.6% of the drinking drivers are under 35 years of age but represent only 31.8% of all licensed drivers. Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56.4% of rural fatal and injury crashes and 72.5% of all fatal and injury crashes. In 2016, there were a total of 266 people convicted of DWI, 432 people were also convicted of underage consumption, and 22 people were arrested for underage driving with .02 or more in Brookings County. In 2015 in Brookings County there were a total of 525 crashes and of those 109 people were injured & 2 were killed. Of those, 36 were alcohol related crashes causing 1 death and 16 people injured. I have also looked thru the Brookings County Crash Data on the South Dakota Hwy Safety's home page and found that our high accident days and times are Monday through Friday afternoon's & evenings between the hours of 12:00 PM to 6:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. Brookings County is also the home of SDSU and nearly 13,000 students, and several of these students live in rural areas.

### **Brief Project Summary**

Reduce impaired driving fatality and injury crashes in Brookings County by 2% from 17 in FFY2015 to 16 by September 30, 2018. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing underage consumption, and DUI's. It would also allow us to have extra officers out to assist the SDHP and the City of Brookings with the conduction of sobriety check points and saturation patrols. The goal of the Brookings County Sheriffs Office is to utilize the requested three breath testing devices to increase our DUI & alcohol enforcement actions while working enforcement overtime to average 1 DUI or alcohol enforcement action for every 10 hours of enforcement overtime worked in federal fiscal year 2018.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Brookings Police Department  
**HSP Project Title:** Highway Safety Program  
**Project Manager Name:** Lt. Justina Diamond  
**Phone:** (605) 692-2113  
**Application Name:** LE18-BrookingsPD-IMP-00072  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-72  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$1,933.02	\$0.00	\$1,933.02	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$424.50	\$0.00	\$424.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$2,357.52</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$2,357.52	\$0.00	\$2,357.52		
State & Local Match	\$2,357.52	\$0.00	\$2,357.52		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$4,715.04</b>	<b>\$0.00</b>	<b>\$4,715.04</b>		

### **Problem Identification**

Brookings is a community of 23,225 (2014, U.S. Census Bureau). Located in Brookings is South Dakota State University, which is a Division I - AA University with full-time students at approximately 12,613. The population change between 2010 -2014 has been +1.3% and our median resident age is 23.7. Indicating a high population of young adults. Brookings is known for "Hobo Day", the homecoming celebration for South Dakota State University. It is billed as "The Biggest One-Day Event in the Dakotas" and the events associated with Hobo Day brings thousands of people to our community. One common way that individuals celebrate this massive event is to gain access to alcohol at the many parties hosted throughout the city.

The city of Brookings has seen a dramatic increase in the number of DUI arrests during the past three years, averaging 198 arrests (FFY2014-FFY2016) compared to averaging 129 arrests the previous three year span (FFY2011-FFY2013). This is a 53% increase during this time span. In addition, Brookings County average 92 alcohol related crashes between 2014-2016 and 4 alcohol related fatalities between 2014-2016. Overtime funding would be utilized to increase DUI and alcohol enforcement efforts for special events in the city that historically shows a drastic increase in alcohol violations, impaired driving arrests, and accidents related to alcohol consumption.

### **Brief Project Summary**

Maintain zero fatalities involving a driver/motorcycle operator with a BAC of .08 or above in the city of Brookings by September 30, 2018. The Brookings Police Department takes pride in our DUI enforcement efforts and we hope to maintain zero fatalities within Brookings for the upcoming year by remaining observant and responding diligently to drivers whom we suspect are operating a motor vehicle under the influence of an alcoholic beverage. Utilizing the requested breath testing device, we will provide enforcement for events throughout the year by increasing patrols with the objective of dedicating approximately 45 hours combined Federal and Local to DUI enforcement and raise arrests by 5% from the 2016 level of 198 to 208 DUI Arrests.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Lincoln County Sheriff's Office  
**HSP Project Title:** Highway Safety Improvement Program  
**Project Manager Name:** Dennis Johnson  
**Phone:** (605) 764-5651  
**Application Name:** LE18-LCSO-IMP-00082  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-00-82  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$2,014.00	\$0.00	\$2,014.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$2,014.00	\$0.00	\$0.00		
Federal Funds	\$2,014.00	\$0.00	\$2,014.00		
State & Local Match	\$2,014.00	\$0.00	\$2,014.00		
<b>TOTAL FEDERAL + MATCH</b>	\$4,028.00	\$0.00	\$4,028.00		

### **Problem Identification**

Lincoln County continues to see an increase in impaired drivers and DUI arrests. The Lincoln County Sheriff's Office has averaged 123 DUI arrests during the past three years (FFY2014-FFY2016) compared to an average of 95 arrests per year the previous three years (FFY2011-FFY2014). Lincoln County continues its population growth in and around the City of Sioux Falls and Interstate 29. This in turn leads to more traffic on the roadways which places increased demands on the Lincoln County Sheriff's Office with additional impaired drivers on the roadways. In 2015, there were 46 alcohol-related crashes in Lincoln County with 24 of those being injury crashes.

### **Brief Project Summary**

Reduce the number of people injured or killed in alcohol related traffic crashed in Lincoln County by 4% from 24 in FY2015 to 23 by September 30, 2018. Conduct a minimum of 7 saturation patrols within the county. Participate in all national mobilizations. Assist the South Dakota Highway Patrol with sobriety and safety checkpoints. Educate the public through the use of social media and safety materials at schools and public events.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Marshall County Sheriff's Office  
**HSP Project Title:** FFY2018DUI  
**Project Manager Name:** Ryan Vrchota  
**Phone:** (605) 448-5181  
**Application Name:** LE18-Marshall County Sheriff's Office-IMP-00062  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-62  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$795.00	\$0.00	\$795.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,750.00	\$0.00	\$1,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$2,545.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$2,545.00	\$0.00	\$2,545.00		
State & Local Match	\$2,545.00	\$0.00	\$2,545.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$5,090.00</b>	<b>\$0.00</b>	<b>\$5,090.00</b>		

### **Problem Identification**

Marshall County Sheriff's Office is currently the only law enforcement agency in the county. At full staff, department consists of five certified deputies and the sheriff. Marshall County consists of seven communities along with three Native American housing developments, two schools, three state parks, along with other various lake communities with influx of population throughout the summer months. Throughout the spring, summer, and fall seasons, traffic around the lake region areas increases dramatically with seasonal residents going to and from lake homes and campers taking advantage of Marshall County's three state parks. As recreation increases, so does alcohol consumption in both young and seasoned drivers. There is a need for DUI traffic enforcement around the lake region to ensure everyone has a safe stay. With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Alcohol is consumed at such events. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional DUI enforcement during these times in these areas. According to Marshall County Federal Fiscal Year Data, there were 30 DUI arrests in Marshall County During 2016. There were also two alcohol related injury crashes that occurred in Marshall County during FFY2016.

### **Brief Project Summary**

Reduce the number of alcohol related injury traffic crashes in Marshall County by 50% from 2 in base year 2016 to 1 by September 30, 2018. Increase the number of DUI arrests by 5% from 30 in base year 2016 to at least 32 DUI arrests by September 30, 2018. Objectives will be achieved by saturating high alcohol consumption areas such as street dances, town celebrations, and campgrounds as well as utilizing the requested in-car camera. We will participate in national mobilizations and will do a minimum of four saturation patrols or check points during the national mobilizations along with at least four more saturation patrols, check points, or safety checks during high profile events within the 2018 grant year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Minnehaha County Sheriff's Office  
**HSP Project Title:** Impaired Driving OT and Equipment  
**Project Manager Name:** Joe Bosman  
**Phone:** (605) 367-4300  
**Application Name:** LE18-Minnehaha County Sheriff's Office-IMP-00059  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-00-59  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$3,567.54	\$0.00	\$3,567.54	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$547.50	\$0.00	\$547.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,115.04</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$4,115.04	\$0.00	\$4,115.04		
State & Local Match	\$4,115.04	\$0.00	\$4,115.04		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$8,230.08</b>	<b>\$0.00</b>	<b>\$8,230.08</b>		

### **Problem Identification**

In FFY2016, the jurisdiction to which Minnehaha County Sheriff's Office responds to had 3 fatality crashes, as well as 6-injury2, 5-injury3, and 5-injury4 crashes for a total of 19 crashes due to alcohol related offenses. These crashes mainly occurred in the late evening, and most often Thursdays, Fridays, and Saturdays.

(This information was provided in a report generated by a statistician at the SD State Accident Records office.) Also, this data does not include crashes that occurred within Sioux Falls or Brandon city limits, as the Minnehaha County Sheriff's Office does not have primary jurisdiction in those areas.

### **Brief Project Summary**

Reduce the number of alcohol related fatality crashes in Minnehaha County by 33% from 3 in FFY2016 to 2 by September 30, 2018. Increase patrols by conducting at least 10 enforcement events focusing on traffic safety and enforcement, utilizing the requested three breath testing devices, utilizing deputies on overtime, including national mobilizations, saturation patrols, and special events in the county communities. Participate in collaborative efforts with other law enforcement agencies to conduct sobriety checkpoints on major highways. Participate in collaborative efforts with other law enforcement agencies to conduct sobriety checkpoints on major highways.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Oglala Sioux Tribe Department of Public Safety  
**HSP Project Title:** OST Highway Safety  
**Project Manager Name:** Ken Franks  
**Phone:** (605) 867-5141  
**Application Name:** LE18-OSTDPS-IMP-00039  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-39  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$1,590.00	\$0.00	\$1,590.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,590.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$1,590.00	\$0.00	\$1,590.00		
State & Local Match	\$1,590.00	\$0.00	\$1,590.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$3,180.00</b>	<b>\$0.00</b>	<b>\$3,180.00</b>		

### **Problem Identification**

At the end of fiscal year 2016, there were 51 serious injury and 12 fatal motor vehicle crashes on the Pine Ridge Reservation. One of the leading causes of these crashes was alcohol. In the age group of 18 to 28, the pedestrian or the driver was under the influence of an alcohol beverage or driving while intoxicated. Of the fatalities, 67% occurred between the hours of 3 p.m. to 11 p.m., 83% occurred Friday through Sunday with a BAC result of .08% to .290%. There were 628 DWI arrests made with the highest BAC of .488%, we had 5 individuals who were repeat offenders being arrested for DWI 2 to 4 times in one year and 10,681 alcohol related arrests.

### **Brief Project Summary**

Reduce motor vehicle fatalities on the Pine Ridge Reservation from 17 to 14 by September 30, 2018. Maintain 628 impaired driving arrests on the Pine Ridge Reservation by September 30, 2018. The department will present weekly one hour radio presentations discussing impaired driving. Pre and Post news paper ads associated with impaired driving mobilizations. We will participate in all national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Pennington County Sheriff's Office  
**HSP Project Title:** Highway Safety Grant-Alcohol  
**Project Manager Name:** Dustin Morrison  
**Phone:** (605) 394-6113  
**Application Name:** LE18-Penn CO SO-IMP-00083  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-83  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$3,418.97	\$0.00	\$3,418.97	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$13,492.50	\$0.00	\$13,492.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$16,911.47	\$0.00	\$0.00		
Federal Funds	\$16,911.47	\$0.00	\$16,911.47		
State & Local Match	\$16,911.47	\$0.00	\$16,911.47		
<b>TOTAL FEDERAL + MATCH</b>	\$33,822.94	\$0.00	\$33,822.94		

### **Problem Identification**

According to statistics provided by the Office of Highway Safety, there were 17,867 traffic crashes in the State of South Dakota in fiscal year 2016. In the same reporting period, Pennington County reported 2,333 crashes, which is 13% of the total crashes in South Dakota. There were 13 fatalities and 658 injury crashes in Pennington County during fiscal year 2016. Some of these crashes were a result of high risk drivers. Alcohol and drug impairment are factors associated with high risk drivers. During fiscal year 2016, there were 159 crashes in Pennington County which were alcohol related. These are all factors that can be addressed through enforcement and education. Pennington County continues to be in the top ten counties in motor vehicle crashes in South Dakota.

### **Brief Project Summary**

Reduce the number of alcohol related traffic crashes in Pennington County by 3% from 159 in FFY 2016 to 154 by September 30, 2018. Increase the number of impaired driving arrests in Pennington County by 5% from 324 in fiscal year 2016 to 340 by September 30, 2018. Utilize Pennington County Drug Recognition Experts to assist in the successful identification and apprehension of those drivers in which drug impairment is suspected. Make one DUI arrest or alcohol related arrest for every 10 hours of saturation patrol. Participate in eight sobriety checkpoints conducted during the grant period. Utilize the seven requested in-car cameras and seven breath testing devices to conduct 152 hours of saturation patrols to find and arrest impaired drivers.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Rapid City Police Department  
**HSP Project Title:** Rapid City  
**Project Manager Name:** Dave Kinser  
**Phone:** (605) 519-0518  
**Application Name:** LE18-Rapid City Police Department-IMP-00063  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-63  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$65,532.00	\$0.00	\$65,532.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$65,532.00	\$0.00	\$0.00		
Federal Funds	\$65,532.00	\$0.00	\$65,532.00		
State & Local Match	\$65,532.00	\$0.00	\$65,532.00		
<b>TOTAL FEDERAL + MATCH</b>	\$131,064.00	\$0.00	\$131,064.00		

### **Problem Identification**

The City of Rapid City has a problem with intoxicated drivers. Over the past three years, the Rapid City Police Department has made the following Driving Under the Influence arrests and crashes:

2014-965 arrests; 2015-874 arrests; 2016-937 arrests

2014-66 crashes; 2015-84 crashes; 2016-90 crashes

Impaired drivers continue to be a persistent problem in Rapid City. It is also well known alcohol and intoxicated drivers are contributing factors in traffic crashes. Driving Under the Influence arrests increased by 9.5% from 2015-2016 while, impaired driver crashes increased by 7% during the same time-frame. The data suggests that the increase in impaired arrests and increase in crashes indicates that there needs to be more officers dedicated to interdicting impaired drivers.

\*\*The data was obtained from local internal Rapid City Police Department data tracking, which is augmented by the State Department of Highway Safety.

### **Brief Project Summary**

Reduce the number of alcohol related crashes in Rapid City by 5% from 90 in fiscal year 2016 to 85 by September 30, 2018. Increase the number of issued impaired driver citations in Rapid City by 5% from 937 in fiscal year 2016 to 984 by September 30, 2018. Establish a dedicated impaired driver enforcement section of 2 officers whose primary duties are to conduct routine impaired driver enforcement activities during peak impaired driver hours between the times of 1600-0300 hours. The department will conduct a minimum of 4 driving under the influence saturations and will participate in the National Enforcement Mobilizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Sioux Falls Police Department  
**HSP Project Title:** Impaired Driving  
**Project Manager Name:** Sgt. Randy Brink  
**Phone:** (605) 978-6644  
**Application Name:** LE18-Sioux Falls Police Department-IMP-00030  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-00-30  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$188,500.00	\$0.00	\$188,500.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$4,058.40	\$0.00	\$4,058.40	Section 405d-Impaired	20.616
Equipment	\$2,000.00	\$0.00	\$2,000.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$194,558.40	\$0.00	\$194,558.40		
Federal Funds	\$194,558.40	\$0.00	\$194,558.40		
State & Local Match	\$194,558.40	\$0.00	\$194,558.40		
<b>TOTAL FEDERAL + MATCH</b>	\$389,116.80	\$0.00	\$389,116.80		

### **Problem Identification**

The City of Sioux Falls has continued to see that the alcohol impaired driver can cause serious or fatal crashes. According to SDARS, from January 1st, 2014 through December 31st, 2016 there have been a total of 18 fatal crashes and 3,282 injury crashes. Of the 18 fatal crashes 2 were alcohol related. According to SDARS the City of Sioux Falls has experienced a total of 780 alcohol related crashes between 1/1/2014 and 12/31/2016 with 274 of those being injury crashes. The total number of alcohol related crashes had remained steady from 2014 to 2015 with the numbers seeing a decrease in 2016. They went from 281 in 2014, 283 in 2015, to 216 in 2016. The number of alcohol related injury crashes has also seen a decrease from 2014 to 2016. The numbers were 101 in 2014, 99 in 2015, and 74 in 2016. According to SFPD records we arrested 1,106 DWI's in 2014, 1,128 in 2015, and 1,152 in 2016. The arrest numbers have been slightly increasing from year to year given our enforcement efforts and the continued need to remove impaired drivers from the roadway. According to the SD Office of Highway Safety, Minnehaha County ranks 1st in alcohol related crashes and 4th in alcohol related fatalities from the years of 2014-2016. During the first 3 months of 2017 the SFPD has made 287 DWI arrests.

### **Brief Project Summary**

Reduce alcohol fatalities in Sioux Falls from 1 in 2016 to zero in FFY2018 by September 30, 2018. The Sioux Falls Police Department will take part in all mandatory National Mobilizations and schedule 10 large high visibility enforcement saturations for FFY 18. Utilizing the requested ten breath testing devices, the department will conduct large saturations with up to 16 officers per event and the focus will be on locating impaired drivers. The Sioux Falls Police Department will conduct saturation patrols during holidays or events that typically have a higher likelihood of impaired drivers such as St. Patrick's Day, New Year's Eve, and various Sioux Falls events such as Jazz Fest, Rib Fest, Hot Harley Nights.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** South Dakota Highway Patrol  
**HSP Project Title:** Alcohol Related Crash Reduction Grant  
**Project Manager Name:** Colonel Craig Price  
**Phone:** (605) 773-3105  
**Application Name:** LE18-South Dakota Highway Patrol-IMP-00034  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-00-34  
**Percent to Local Benefit:** 100%  
**MOE:** \$210,020.00

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$190,020.00	\$0.00	\$190,020.00	Section 405d-Impaired	20.616
Travel	\$5,000.00	\$0.00	\$5,000.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,750.00	\$0.00	\$3,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$15,000.00	\$0.00	\$15,000.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$213,770.00	\$0.00	\$0.00		
Federal Funds	\$213,770.00	\$0.00	\$213,770.00		
State & Local Match	\$210,020.00	\$0.00	\$210,020.00		
<b>TOTAL FEDERAL + MATCH</b>	\$423,790.00	\$0.00	\$423,790.00		

### **Problem Identification**

Alcohol abuse continues to be a problem in South Dakota. South Dakota is a rural state with several small communities. For many individuals access to and consumption of alcohol has been part of life. This approach is still pervasive and condoned by many communities. As a result, South Dakota's alcohol related fatality rate remains high compared to the rest of the nation. Alcohol involved crashes remain a significant problem for South Dakota. The problem of the impaired driver persists despite education efforts, high visibility enforcement, and changing social attitudes. The South Dakota Highway Patrol will continue to focus enforcement efforts on the drinking and drugged driver in an effort to remove these impaired drivers from South Dakota roadways. The need to focus on alcohol as a primary contributing factor in motor vehicle crashes is reinforced by South Dakota's traffic crash data. In CY 2016, 31% of the fatal crashes in South Dakota involved a driver that had been drinking; there were 103 fatal crashes that killed 55 people where alcohol was a contributing factor. Additionally, in CY 2016, there were 588 people injured in alcohol related crashes.

### **Brief Project Summary**

Reduce the number of fatalities in alcohol-related crashes in South Dakota by 7% from the three year average of 50 to 47 by September 30, 2018. Utilizing the request field test kits, the Highway Patrol will detail troopers to 3,870 hours of high visibility impaired driving enforcement, and address juvenile drug and alcohol detection overtime throughout FFY2018. These hours will be utilized during sobriety checkpoints, impaired driving saturation patrols, and other high intense enforcement efforts. To allow state troopers that are trained as drug recognition experts 600 hours overtime to conduct evaluations on suspected drug impaired drivers.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** South Dakota Highway Patrol  
**HSP Project Title:** DRE Grant  
**Project Manager Name:** Colonel Craig Price  
**Phone:** (605) 773-3105  
**Application Name:** LE18-South Dakota Highway Patrol-IMP-00036  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-00-36  
**Percent to Local Benefit:** 100%  
**MOE:** \$96,055.00

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$94,555.00	\$0.00	\$94,555.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$14,245.00	\$0.00	\$14,245.00	Section 405d-Impaired	20.616
Other Direct Costs	\$1,500.00	\$0.00	\$1,500.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$110,300.00	\$0.00	\$0.00		
Federal Funds	\$110,300.00	\$0.00	\$110,300.00		
State & Local Match	\$96,055.00	\$0.00	\$96,055.00		
<b>TOTAL FEDERAL + MATCH</b>	\$206,355.00	\$0.00	\$206,355.00		

### **Problem Identification**

South Dakota is following a national trend of the increased presence of drug impaired drivers on our roadways. Due to recent legalization of Cannabis in Colorado and other states, South Dakota is geographically situated to see additional increases in drug impaired driving. Even through traditional drunk driving arrests and alcohol involved crashes are decreasing, there is an increasing trend of drug impaired driving arrests and drug impaired driving crashes. The main problem that Law Enforcement in South Dakota faces in the fight against drug impaired driving is the identification of those under the influence of not only illegal drugs, but also prescription medications and other substances which can impair the ability of a person to safely operate a motor vehicle. In order to detect a person under the influence of drugs, advanced specialized training is required. Normal field sobriety tests administered by officers are not enough to detect a person who is under the influence of many drugs or substances. South Dakota Law Enforcement officers must continue their training and education geared towards the detection and apprehension of drug impaired drivers.

### **Brief Project Summary**

The South Dakota Highway Patrol has set a specific objective in its ongoing Strategic Plan to increase the number of officers trained in Drug Recognition Experts (DRE), Advanced Roadside Impaired Driving Education (ARIDE) and Standardized Field Sobriety Tests (SFST's), with their Law Enforcement partners across the state by 10%. The objective of this project is to offer a DRE School and ARIDE Courses in South Dakota. These training sessions will be hosted by the South Dakota Highway Patrol and offered to all Law Enforcement officers in South Dakota. The DRE School will train Law Enforcement officers in the expertise of detection and apprehension of people under the influence of illegal and legal drugs and substances which impair a person. In addition, the ARIDE Course will address training for officers to identify drug impairment by assessing drivers suspected of being impaired by illegal and legal drugs and substances which impair a person.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Summerset Police Department  
**HSP Project Title:** SUMM IMP  
**Project Manager Name:** Don Allen  
**Phone:** (605) 721-6806  
**Application Name:** LE18-Summerset Police Department-IMP-00094  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-94  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$1,248.94	\$0.00	\$1,248.94	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$5,250.00	\$0.00	\$5,250.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,498.94</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$6,498.94	\$0.00	\$6,498.94		
State & Local Match	\$8,106.91	\$0.00	\$8,106.91		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$14,605.85</b>	<b>\$0.00</b>	<b>\$14,605.85</b>		

### **Problem Identification**

The City of Summerset is a smaller community of approximately 2,500 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1,814 citizens, derived from the 2010 census. It is located 8 miles from Rapid City, which has a population of approximately 75,000 citizens. There are two major highways running through our city, Sturgis Road and Interstate 90. In 2015, officers issued 332 citations and warnings for speed violations. This is an increase of 296 citations and warnings from the previous year.

### **Brief Project Summary**

Reduce the number of impaired driver fatalities in the City of Summerset by 100% from 1 in FFY16 to 0 by September 30, 2018. Increase the number of impaired driving citations in the City of Summerset by 40% from 6 in FFY16 to 9 by September 30, 2018. Utilizing the requested three in-car cameras, the department will conduct saturation patrols in high traffic areas to increase the number of impaired driving citations. The Summerset Police Department will participate in the National Mobilizations conducted throughout the year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Vermillion Police Department  
**HSP Project Title:** Alcohol Enforcement  
**Project Manager Name:** Sergeant Joseph Ostrem  
**Phone:** (605) 677-7070  
**Application Name:** LE18-Vermillion Police Department-IMP-00066  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-66  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$990.57	\$0.00	\$990.57	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$7,000.00	\$0.00	\$7,000.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$7,990.57	\$0.00	\$0.00		
Federal Funds	\$7,990.57	\$0.00	\$7,990.57		
State & Local Match	\$13,170.57	\$0.00	\$13,170.57		
<b>TOTAL FEDERAL + MATCH</b>	\$21,161.14	\$0.00	\$21,161.14		

### **Problem Identification**

The City of Vermillion has seen an increase in the number of DWI arrests during the past three years. In FY2014, the department arrested 57 impaired drivers, in FY 2015 the department arrested 77 impaired drivers, in FY2016 the department arrested 86 impaired drivers. The department is currently on pace to surpass the FY2016 arrests for FY2017. This is an annual increase of at least 9% in the past three years. The City of Vermillion has a fluctuating population based upon the University of South Dakota. USD's student population often causes a dramatic rise in alcohol and drug related incidents including DWI. The University, Vermillion School District and local businesses host many sporting, cultural and social events during the year which bring many people to the city. These statistics are provided from the department's database (Zuercher).

### **Brief Project Summary**

Maintain zero fatalities in crashes involving an impaired driver or operator in the city of Vermillion by September 30, 2018. Increase the number of DWI arrests in the City of Vermillion by 2% from 86 in FY 2016 to 88 by September 30, 2018. The Vermillion Police Department's objective is to reduce the number of impaired drivers on the road by utilizing the requested four in-car video cameras and through proactive, high visibility and saturation patrols. The department will participate in all national mobilization campaigns and conduct saturation patrols during time frames identified as likely to have a higher than average number of impaired drivers on the road. The department will use it's database to assess past trends as well as upcoming and current events held in the city. The department will conduct at least two publicized enforcement campaigns during the Christmas Holiday season and the Fourth of July season.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Watertown Police Department  
**HSP Project Title:** Patrol Vehicle Video Cameras  
**Project Manager Name:** Ryan Remmers  
**Phone:** (605) 882-6210  
**Application Name:** LE18-Watertown PD-IMP-00077  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-77  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$12,364.00	\$0.00	\$12,364.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$12,364.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$12,364.00	\$0.00	\$12,364.00		
State & Local Match	\$12,364.00	\$0.00	\$12,364.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$24,728.00</b>	<b>\$0.00</b>	<b>\$24,728.00</b>		

### **Problem Identification**

According to the 2015 South Dakota Motor Vehicle Crash Summary, 35.7% of all fatal crashes within South Dakota were alcohol related. In 2015, there were 49 alcohol related motor vehicle crashes in Codington County, which resulted in 28 injuries. Watertown, which is the county seat of Codington County, is certainly not immune from the problem of impaired driving. Over the past five years within the City of Watertown, there have been an average of 134 people injured in crashes each year. The Watertown Police Department (WPD) has made an average of 198 DUI arrests each year, during that same five-year period.

The WPD relies heavily on our dash-mounted video camera systems to document evidence related to impaired driving arrests. The WPD most recently received funding through the SD Office of Highway Safety for video cameras in FY2013, when four cameras were purchased. The remainder of the cameras in our eleven marked patrol cars are much older. They are antiquated and at the end of their life expectancy. They are regularly taken out of service and sent in for repair, leaving the officer with no effective means to document large portions of encounters with impaired drivers.

### **Brief Project Summary**

Reduce the number of alcohol related crashes in the City of Watertown from 49 in 2015 to 40 by September 30, 2018. The department will increase the number of impaired driving citations from 174 in 2016 to 184 by September 30, 2018. This program will help our officers to better preserve and document evidence of impaired driving. Utilizing the requested eleven in-car video cameras, the WPD will maintain a highly publicized twelve-month program designed to discourage impaired driving and apprehend persons who drive under the influence of alcohol or drugs. The WPD will conduct 5 sobriety checkpoints throughout the funding period. We will produce public service announcements that will be broadcast on each of the six local radio stations and printed in the local newspaper. The WPD will provide public education about the dangers of impaired driving through community presentations. The WPD will continue to participate in national mobilizations and continue to report appropriate statistics to the Office of Highway Safety website on a monthly basis.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Winner Police Department  
**HSP Project Title:** DUI Enforcement  
**Project Manager Name:** Paul Schueth  
**Phone:** (605) 842-3324  
**Application Name:** LE18-Winner Police Department-IMP-00088  
**Major Performance Measure:** C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-88  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,500.00	\$0.00	\$3,500.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$3,500.00	\$0.00	\$3,500.00		
State & Local Match	\$3,500.00	\$0.00	\$3,500.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$7,000.00</b>	<b>\$0.00</b>	<b>\$7,000.00</b>		

### **Problem Identification**

The City of Winner has averaged 33 DUI's over the last 3 years, 11 open container in motor vehicles over the last 3 year, and 3 alcohol related crashes over the last 3 years.

### **Brief Project Summary**

Maintain zero fatal crashes involving alcohol in the City of Winner by September 30, 2018. Maintain zero alcohol related crashes involving drivers under 21 in the City of Winner by September 30, 2018. Increase the number of impaired citations from 30 citations in 2016 to 33 citations by September 30, 2018. By conducting multiple check points through out the City of Winner at various times every month, we should be able to decrease the number of DUI violations. Conduct sobriety check points/saturation patrols in troubled alcohol areas. We will participate in all Mobilizations during this grant period.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** FROM THE H E A R T INC  
**HSP Project Title:** Get a Ride Don't Drink and Drive  
**Project Manager Name:** Nancy Scharenbroich  
**Phone:** (605) 321-4542  
**Application Name:** CG18-FROM THE H E A R T INC-IMP-00064  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-64  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$24,500.00	\$0.00	\$24,500.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$24,500.00	\$0.00	\$24,500.00		
Federal Funds	\$24,500.00	\$0.00	\$24,500.00		
State & Local Match	\$24,500.00	\$0.00	\$24,500.00		
<b>TOTAL FEDERAL + MATCH</b>	\$49,000.00	\$0.00	\$49,000.00		

### **Problem Identification**

The State of South Dakota has seen an increase in the number of alcohol involved crashes from 47 in FFY 2014 to 48 in FFY 2015, according to the South Dakota Traffic Statistical Summary 2014-2015 Annual Crash Report. In order to help decrease this number, From the H.E.A.R.T., Inc. has supplied the Driver License Program Offices across the state with a perfect public educational tool to convey the dangers of drinking and driving. Our message is a simple one "Get a Ride Don't Drink and Drive". This message is reinforced by billboards, radio public service announcements and TV public service announcements all across the state of South Dakota.

### **Brief Project Summary**

Reduce the number of people killed in alcohol involved crashes in the state of SD by 5% from 48 fatalities in 2015 to 45 by September 30, 2018. In order to accomplish this objective, billboards across the state on main roadways and highways will display the message, "Get a Ride Don't Drink and Drive" and drivers will hear it on the radio as they travel our roads and in their homes across the state of South Dakota. Public Service announcements will be broadcasted on the TV during the holidays and high traffic times in order to deter people from drinking and driving.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Minnehaha County State's Attorney's Office  
**HSP Project Title:** DUI/Vehicular Crimes Prosecutors and Legal Office Assistant  
**Project Manager Name:** Aaron McGowan  
**Phone:** (605) 367-4226  
**Application Name:** CG18-Minnehaha County State's Attorney-IMP-00062  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-62  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$103,476.42	\$0.00	\$103,476.42	Section 405d-Impaired	20.616
Travel	\$2,650.00	\$0.00	\$2,650.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$106,126.42	\$0.00	\$106,126.42		
Federal Funds	\$106,126.42	\$0.00	\$106,126.42		
State & Local Match	\$106,126.42	\$0.00	\$106,126.42		
<b>TOTAL FEDERAL + MATCH</b>	\$212,252.84	\$0.00	\$212,252.84		

### **Problem Identification**

Minnehaha County is a growing urban community with accompanying increases in traffic and related alcohol-impaired traffic violations. In 2015, the Minnehaha County State's Attorney's Office charged out 1,530 DUI, Vehicular Battery, and Vehicular Homicide cases, according to statistics maintained by the State's Attorney's Office. In 2016, the Minnehaha County State's Attorney's Office charged out 1,542 DUI, Vehicular Battery and Vehicular Homicide cases.

### **Brief Project Summary**

Maintain or reduce the 19% dismissal/reduction rate of DUI and Vehicular Battery cases prosecuted by the Minnehaha County State's Attorney's Office from fiscal year 2016 to September 30, 2018. The DUI prosecutors will prosecute and coordinate the prosecution of DUI cases in Minnehaha County, provide training as needed to law enforcement and prosecuting attorneys in Minnehaha County on investigating and prosecuting impaired driving cases, and document reasons for reductions or dismissals of DUI cases in Minnehaha County. This project would fund two DUI prosecutors and an office assistant that would spend 100% of their time working on DUI cases.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Pennington County State's Attorney's Office  
**HSP Project Title:** Impaired Driving Prosecutor  
**Project Manager Name:** Koln Fink -- Deputy State's Attorney  
**Phone:** (605) 394-2191  
**Application Name:** CG18-Penn Co State's Attorney's Office-IMP-00067  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-67  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$114,423.72	\$0.00	\$114,423.72	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$114,423.72	\$0.00	\$114,423.72		
Federal Funds	\$114,423.72	\$0.00	\$114,423.72		
State & Local Match	\$114,423.72	\$0.00	\$114,423.72		
<b>TOTAL FEDERAL + MATCH</b>	\$228,847.44	\$0.00	\$228,847.44		

### **Problem Identification**

Our records show that Pennington County filed 1,863 cases against DUI offenders in FY2016. As there were approximately 10,166 DUI cases charged in the State of South Dakota for FY2016, Pennington County DUI charges accounted for approximately 18.3% of the total DUI charges in the State of South Dakota for that fiscal year. Approximately 2,507 cases were dismissed in the State during that time period; resulting a 24.6% dismissal rate state-wide for DUI cases. During FY2016, Pennington County dismissed or reduced a total of 254 DUI cases, which results in a 13.6% dismissal/reduction rate.

According to these statistics and in-house data kept by the Pennington County State's Attorney's Office, since a dedicated DUI prosecutor has been assigned to oversee these cases, there has been an overall decrease in dismissals, reductions, and "no-charges." These numbers also reflect that Pennington County is devoting a great deal of time and resources to DUI trials. These numbers and statistics demonstrate the accomplishments that have been made since there has been a dedicated DUI prosecutor in Pennington County. These numbers further demonstrate the continued need for the dedicated DUI Prosecutor to address and monitor the dismissal rates of DUI offenses in Pennington County and to ensure that DUI cases are handled appropriately. The DUI prosecutor, along with the DUI legal assistant help in continuing to address dismissals and enhance the overall prosecution of DUI offenses in Pennington County.

### **Brief Project Summary**

The main objective of this project is to ensure that DUI related crash cases receive the individualized attention that is needed by maintaining a dismissal/reduction rate of 14% by September 30, 2018. We will obtain our objective by prosecuting and coordinating the prosecution of DUI and vehicular crime cases in Pennington County, focusing on the improved prosecution of DUI and vehicular crime cases in Pennington County, and serving as a resource to law enforcement in Pennington County regarding the prosecution of DUI and vehicular crime cases.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** SD Division of Criminal Investigation  
**HSP Project Title:** DUI Instructor Training  
**Project Manager Name:** Scott Rechtenbaugh  
**Phone:** (605) 773-3584  
**Application Name:** CG18-SD Office of Attorney General - DCI-IMP-00071  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-71  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$4,695.00	\$0.00	\$4,695.00	Section 405d-Impaired	20.616
Contractual Services	\$6,500.00	\$0.00	\$6,500.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$11,195.00</b>	<b>\$0.00</b>	<b>\$11,195.00</b>		
Federal Funds	\$11,195.00	\$0.00	\$11,195.00		
State & Local Match	\$11,195.00	\$0.00	\$11,195.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$22,390.00</b>	<b>\$0.00</b>	<b>\$22,390.00</b>		

### **Problem Identification**

For the three-year period of 2013-2015, South Dakota experienced 51,775 reportable crashes. Alcohol was involved in 1,943 fatal and injury crashes. Within these numbers, there were 404 fatal crashes. Nearly 35% of all fatal crashes had alcohol involved. There were 137 alcohol related fatal crashes in the three-year period. As of June 2015, South Dakota had 1843 full and part-time law enforcement officers. However, for the past several years, there has been a double-digit percentage turnover within the profession. Compound that with promotions, there is a continual need to train officers as they enter different levels of their careers. Continuing education in DWI Detection is a necessity. The course we are proposing is an advanced level class not provided during the basic law enforcement academy. The volume of work created by alcohol related crashes requires the most up to date training, especially for court cases dealing with vehicular homicide, vehicular battery, and manslaughter. It is crucial to provide advanced training in the field, as there are presently no mandated requirements for traffic enforcement training after completion of the basic academy. So the courses need to be taken to the officers so they can be kept current on new technology and improvements in curriculums

### **Brief Project Summary**

Provide DUI Instructor training to officers by May 1, 2018 to increase the number of trained law enforcement officers by 30. This project will provide traffic enforcement opportunities to law enforcement officers throughout South Dakota. Currently, Law Enforcement Training conducts traffic programs at the basic level. This task expands the training into the advanced levels that are not presently available within the state. These programs will include training veteran officers in proper SFST instruction and prosecutors, DREs, and officers in the underlying methodology of eye examinations of alcohol and drug impaired individuals. Law Enforcement Training will coordinate the training and will make it available to all South Dakota law enforcement.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** South Dakota School of Mines & Technology  
**HSP Project Title:** Driving Safety Prevention Program  
**Project Manager Name:** Patricia Mahon, PhD  
**Phone:** (605) 394-5186  
**Application Name:** CG18-SDSMT-IMP-00066  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-66  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$7,034.00	\$0.00	\$7,034.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$5,000.00	\$0.00	\$5,000.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$300.00	\$0.00	\$300.00	Section 405d-Impaired	20.616
Indirect Costs	\$1,233.00	\$0.00	\$1,233.00	Section 405d-Impaired	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$13,567.00</b>	<b>\$0.00</b>	<b>\$13,567.00</b>		
Federal Funds	\$13,567.00	\$0.00	\$13,567.00		
State & Local Match	\$13,567.00	\$0.00	\$13,567.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$27,134.00</b>	<b>\$0.00</b>	<b>\$27,134.00</b>		

### **Problem Identification**

The Campuses Community Wellness Coalition (CCWC) has provided alcohol education information and offers a Safe Rides Home program to approximately 4,000 students attending the South Dakota School of Mines (SDSMT), Western Dakota Tech (WDT), He Sapa Center in Rapid City - Oglala Lakota College (OLC), and National American University (NAU). In 2017, CCWC officially included the opportunity to approximately 1,200 other students attending the University Center in Rapid City. A Safe Rides Home program is needed because our yearly survey of college students indicates that an average of 40% of the student body (who drink alcohol) are occasional or frequent binge drinkers with a BAC of 0.08 or above. Students tend to go elsewhere to drink (house parties or bars) and become seriously impaired drivers and passengers. Underage drinking of freshmen and sophomores varies according to each campus, but there is significant "rite of passage" peer pressure to drink. CCWC also provides education about the consequences of impaired driving including harm to self and others, traffic crashes, financial costs, legal and health troubles, loss of financial aid, and the end of their academic opportunities. Many are motivated to use the Safe Rides Home program. In a rural community like Rapid City, this service teaches students how to use a taxi (or a designated driver); thereby reducing the risk of traffic crash injuries.

### **Brief Project Summary**

To reduce the number of alcohol impaired college students who are killed or injured in alcohol involved traffic crashes in Rapid City by increasing the number of students using the Safe Rides Home program by 5% from 630 in fiscal year 2016 to 661 in September 30, 2018. In FY2018, CCWC will conduct 7 orientation programs, small group programming, brochures, posters, website, and tabling events at various colleges. Several organizations partner with these activities by donating giveaway items, posters, and simulated driving experiences that we take from campus to campus. ASAP, Inc. pays for the social norms posters and the billboards we make about drinking and driving. To increase awareness within local bar establishments by giving them information about the Safe Ride Home program by October 2018.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** South Dakota State University Wellness Center  
**HSP Project Title:** Safe Ride Home  
**Project Manager Name:** Mariah Weber  
**Phone:** (605) 688-4585  
**Application Name:** CG18-SDSU-IMP-00043  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-43  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$24,500.00	\$0.00	\$24,500.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$8,452.00	\$0.00	\$8,452.00	Section 405d-Impaired	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$32,952.00</b>	<b>\$0.00</b>	<b>\$32,952.00</b>		
Federal Funds	\$32,952.00	\$0.00	\$32,952.00		
State & Local Match	\$32,952.00	\$0.00	\$32,952.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$65,904.00</b>	<b>\$0.00</b>	<b>\$65,904.00</b>		

### **Problem Identification**

Impaired driving and alcohol-related car crashes are nationally known safety problems and have the potential for deadly consequences. According to the South Dakota State University (SDSU) spring 2017 American College Health Association (ACHA) survey, 1.4% of SDSU students reported driving after having 5 or more drinks in the last 30 days, and 23.8% reported driving after having any amount of alcohol in the last 30 days. In 2015, the 21- to 24-year-old age group had the highest percentage of drivers with BACs of .08 g/dL or higher (30%) in fatal crashes. In addition, in 2015, 15% of all drivers involved in fatal crashes during the week were alcohol-impaired, compared to 28% on weekends. According to the 2016 South Dakota Motor Vehicle Traffic Crash Summary, released by the Department of Public Safety, Brookings County had 24 reportable alcohol related motor vehicle crashes including 0 fatal crashes and 10 injury crashes. The mission of Safe Ride is to save lives by keeping impaired drivers off of the road and offering SDSU students, Brookings community members, and visitors a safe transportation alternative. Since inception in September, 2006, SDSU's Safe Ride program has provided transportation to a total of 142,561 riders (through March 2017). During the 2016-2017 academic year (through March 2017) the Safe Ride program has provided transportation to a total of 15,285 riders.

### **Brief Project Summary**

Reduce the number of people killed or injured in alcohol involved crashes in Brookings County by 10% from 10 in 2016 to 9 by September 30, 2018. Provide Safe Ride Monitor trainings to 8-10 students three times per year. Provide Safe Ride transportation on Wednesday, Friday, and Saturday nights, 9pm-3am for 31 weeks during the 2017-2018 academic year. Provide Safe Ride transportation during three-day holiday weekends and during special events that occur on days other than Wednesday, Friday, or Saturday. Revise the 2016-2017 Safe Ride map to speed up the service and provide drop off and pick up locations that are utilized most.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Traffic Safety Resource Prosecutor  
**HSP Project Title:** Traffic Safety Resource Prosecutor  
**Project Manager Name:** Paul E. Bachand  
**Phone:** (605) 224-0461  
**Application Name:** CG18-Traffic Safety Resource Prosecutor-IMP-00041  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-41  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$100,920.00	\$0.00	\$100,920.00	Section 405d-Impaired	20.616
Travel	\$20,640.00	\$0.00	\$20,640.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$3,440.00	\$0.00	\$3,440.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$125,000.00	\$0.00	\$125,000.00		
Federal Funds	\$125,000.00	\$0.00	\$125,000.00		
State & Local Match	\$0.00	\$0.00	\$0.00		
<b>TOTAL FEDERAL + MATCH</b>	\$125,000.00	\$0.00	\$125,000.00		

### **Problem Identification**

Most deputy prosecutors responsible for handling the impaired driving and other traffic cases are the least experienced in the office. The high volume of traffic cases, combined with a well-funded defense bar that is constantly presenting new legal challenges and a constant turnover of deputy prosecutors who try impaired driving cases exacerbate the difficulty in obtaining convictions. Funding is necessary in order to provide specialized training to prosecutors to effectively prosecute impaired driving cases. In light of these issues, supplemental training and technical assistance is desperately needed to fulfill NHTSA's state goal of prosecutor preparedness in the area of impaired driving prosecution. It is for this reason that continued funding of the Traffic Safety Resource Prosecutor grant position is necessary. The South Dakota Unified Judicial System noted that there were 10,166 total DUI filings in the state during fiscal year 2016. This is an increase of 895 filings from FY 2015 and the highest DUI filings since 2008. In FY 2016 there were 84 DUI trials with 5 acquittals. (2016 Criminal Caseload Date - South Dakota Unified Judicial System) 2,507 dismissals occurred during FY 2015. Assistance must be provided to prosecutors so that they are able to address the still high volume of traffic related cases and to lower the dismissal rate.

### **Brief Project Summary**

Reduce impaired driving fatalities in the State of South Dakota by 10% from 41 in fiscal year 2016 to 37 by September 30, 2018. The TSRP intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers. In order for justice to be done, prosecutors and law enforcement officers must be continuously trained in the current applicable state statutes and regulations that govern traffic offenses as well as the ever changing case law produced by appellate court decisions that impact traffic offense cases. Statewide training for prosecutors and law enforcement officer on traffic safety related topics will be offered throughout the year. The TSRP intends to provide one dedicated statewide training for traffic safety issues.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Unified Judicial System  
**HSP Project Title:** DUI Court Meade, Lawrence, Brown County  
**Project Manager Name:** Noreen Plumage  
**Phone:** (605) 773-4161  
**Application Name:** CG18-Unified Judicial System-IMP-00052  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-52  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$204,265.00	\$0.00	\$204,265.00	Section 405d-Impaired	20.616
Travel	\$3,010.00	\$0.00	\$3,010.00	Section 405d-Impaired	20.616
Contractual Services	\$78,700.00	\$0.00	\$78,700.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$14,025.00	\$0.00	\$14,025.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$300,000.00	\$0.00	\$300,000.00		
Federal Funds	\$300,000.00	\$0.00	\$300,000.00		
State & Local Match	\$300,000.00	\$0.00	\$300,000.00		
<b>TOTAL FEDERAL + MATCH</b>	\$600,000.00	\$0.00	\$600,000.00		

### **Problem Identification**

There are over two million drivers with 3 or more Driving While Impaired (DWI or DUI) convictions in the United States. Every year, more than half of the alcohol impaired fatalities involve a driver with a Blood Alcohol Content (BAC) of .15 or higher. Repeat DUI individuals with a BAC of .15 or higher can be classified as a Hardcore Drinker and Driver (HCDD). Approximately 25% will reoffend another time, but within this 25%, approximately 3% will continue to reoffend. South Dakota Motor Vehicle crash statistics indicate alcohol was involved in 533 of traffic fatalities of all crashes in South Dakota. The Unified Judicial reports in FY16 there were 6,900 DUI 1st filings, 1,983 DUI 2nd filings, and 1,283 felony (3 or more) filings. DUI Courts are the most effective criminal justice intervention for breaking the cycle of the Hard Core Drinker and Driver. DUI Courts combine accountability and engagement in treatment to change the behavior of the HCDD and ultimately decrease the chances of a traffic fatality. The DUI Court provides an alternative to probation alone or to incarceration. The South Dakota Unified Judicial System is requesting funding to operate two DUI Courts, one in the 4th Circuit (Meade, Lawrence, Butte) and one in the 5th Circuit (Brown County).

### **Brief Project Summary**

Increase DUI Court successful completion rate of the hard core drinker and driver from 56% to 59% by September 30, 2018. Other targets include decreasing the number of failed PBTs and UAs by 1% and increasing the number of participants obtaining legal driving status from 26% to 27%. DUI Court meetings and status hearings held weekly and attended by team members and participants. Special quarterly or bi-yearly meetings held to review program goals and development, to include community stakeholders. DUI Court participants will participate in Community Service Learning projects on an annual basis. DUI Courts will expand community partnerships with the 24/7 program, law enforcement, employers, local housing authorities, and community service organizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** University of South Dakota  
**HSP Project Title:** USD Safe Rides  
**Project Manager Name:** Michele Turner  
**Phone:** (605) 677-5777  
**Application Name:** CG18-USD: Student Counseling Center-IMP-00053  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-53  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$9,091.00	\$0.00	\$9,091.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$909.00	\$0.00	\$909.00	Section 405d-Impaired	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>		
Federal Funds	\$10,000.00	\$0.00	\$10,000.00		
State & Local Match	\$10,000.00	\$0.00	\$10,000.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>		

### **Problem Identification**

Students at the University of South Dakota, like students across the nation, will engage in high-risk behavior including driving after having consumed any amount of alcohol. The University's composition of students changes every year as students graduate and new students arrive. The changing demographics make prevention planning and services ongoing and transitional. According to the CORE Alcohol and Drug Survey administered to USD students in 2015, 89.5% of students reported consuming alcohol in the past year ("annual prevalence") and 82.8% of students reported consuming alcohol in the past 30 days (30-day prevalence). 37.7% reported some form of public misconduct (such as trouble with the police, fighting/argument, DWI/DUI, vandalism) at least once during the past year as a result of drinking or drug use. 20.7% reported that they had driven a care while under the influence. This data suggests that USD students engage in high-risk behaviors.

### **Brief Project Summary**

Maintain 0 number of USD students injured in alcohol related crashes in Vermillion during scheduled Safe Ride's nights by September 30, 2018. We will contract with the Vermillion Public Transit (VPT) to operate one Safe Ride bus regularly on Thursday, Friday and Saturday nights during the Fall & Spring semesters at USD. Increase operation during nonstandard events, for example: 3 buses will run on Friday and Saturday during USD's Homecoming Celebration. Provide ongoing awareness and education about binge drinking, drinking and driving, as well as other alcohol-related items throughout the Fall and Spring semesters. Collaborate with on and off campus entities to provide awareness materials throughout the year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Volunteers of America, Dakotas  
**HSP Project Title:** Impaired Driving  
**Project Manager Name:** Eric Majeres  
**Phone:** (605) 444-6301  
**Application Name:** CG18-VOA-D-IMP-00046  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-02-46  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$26,004.00	\$0.00	\$26,004.00	Section 405d-Impaired	20.616
Travel	\$1,000.00	\$0.00	\$1,000.00	Section 405d-Impaired	20.616
Contractual Services	\$7,500.00	\$0.00	\$7,500.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$13,500.00	\$0.00	\$13,500.00	Section 405d-Impaired	20.616
Indirect Costs	\$6,720.56	\$0.00	\$6,720.56	Section 405d-Impaired	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$54,724.56</b>	<b>\$0.00</b>	<b>\$54,724.56</b>		
Federal Funds	\$54,724.56	\$0.00	\$54,724.56		
State & Local Match	\$54,724.56	\$0.00	\$54,724.56		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$109,449.12</b>	<b>\$0.00</b>	<b>\$109,449.12</b>		

### **Problem Identification**

Impaired driving continues to be a safety priority in South Dakota as illustrated by 9,271 DWI arrests in 2015. There were 533 alcohol related fatal and injury crashes in South Dakota during 2015. Alcohol-related fatal and injury crashes increased by 13.4% from the previous year. Volunteers of America, Dakotas will work toward a 5% reduction in fatalities by focusing on individuals aged 21-39, who represent 37.5% of the persons killed.

### **Brief Project Summary**

Reduce the total number of impaired driving fatalities in South Dakota by 5% from 55 in FFY2016 to 52 by September 30, 2018. Volunteers of America, Dakotas will provide materials and resources compiled from a variety of local and national sources. 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. Educational materials will address impaired driving issues to help meet the target/objective and thus lead to a reduction in impaired driving injuries/fatalities.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Alcohol Media-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00006  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-06  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Alcohol Media-164AL	\$422,000.00		\$422,000.00	Section 164AL	20.608

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Alcohol Media-410HV  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00030  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-30  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Alcohol Media-410HV	\$33,375.00		\$33,375.00	Section 410HV	20.601

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Mountain Plains Evaluation  
**HSP Project Title:** DUI 1st Program  
**Project Manager Name:** Roland Loudenberg  
**Phone:** (605) 425-3305  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00010  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-10  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
DUI 1st Program	\$51,050.50		\$51,050.50	Section 164AL	20.608

### **Brief Project Summary**

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. The evaluators will participate in project steering committee meetings and conduct site visits and monitor program implementation to assess the implementation and fidelity of the model.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** Mountain Plains Evaluation  
**HSP Project Title:** Impaired Driving Task Force  
**Project Manager Name:** Roland Loudenberg  
**Phone:** (605) 425-3305  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00012  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-12  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Impaired Driving Task Force	\$51,172.00		\$51,172.00	Section 405d-Impaired	20.616

### **Brief Project Summary**

The South Dakota Impaired Driving 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. The South Dakota Impaired Driving Plan presents a synopsis of impaired driving indicators and statistics relevant to impaired driving in South Dakota, outlines areas of concern, identifies priority areas for future programming, and outlines a process upon which the South Dakota Impaired Driving Task Force can guide and inform the Office of Highway Safety in implementing and prioritizing funding for programming (that is evidence based) to reduce impaired driving in South Dakota.

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Main Advertising Contract-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00015  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-15  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Main Advertising Contract-164AL	\$401,375.00		\$401,375.00	Section 164AL	20.608

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Media Projects  
**HSP Project Title:** Other Advertising Contract-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00017  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-17  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Other Advertising Contract-164AL	\$101,375.00		\$101,375.00	Section 164AL	20.608

### **Brief Project Summary**

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

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-Public Information Officer  
**HSP Project Title:** PIO-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00020  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-20  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
PIO-164AL	\$26,111.25		\$26,111.25	Section 164AL	20.608

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** DPS-Roadway Safety  
**HSP Project Title:** Roadway Safety-164AL  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00022  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-22  
**Percent to Local Benefit:** 0%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Roadway Safety-164AL	\$9,495.00		\$9,495.00	Section 164AL	20.608

### **Brief Project Summary**

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

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** South Dakota Broadcasters Association  
**HSP Project Title:** SD Broadcasters  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00024  
**Major Performance Measure:** C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above  
**Project Number:** 2018-03-24  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
SD Broadcasters	\$214,628.77		\$214,628.77	Section 410HF	20.601

### **Brief Project Summary**

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

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C6**

Number of Speeding Related Fatalities (FARS)

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** Aurora County  
**HSP Project Title:** Speed Overtime  
**Project Manager Name:** David Fink  
**Phone:** (605) 942-7736  
**Application Name:** LE18-ACSO-SSB-00064  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-64  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$5,787.00	\$0.00	\$5,787.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$5,787.00	\$0.00	\$5,787.00		
Federal Funds	\$5,787.00	\$0.00	\$5,787.00		
State & Local Match	\$1,446.75	\$0.00	\$1,446.75		
<b>TOTAL FEDERAL + MATCH</b>	\$7,233.75	\$0.00	\$7,233.75		

### **Problem Identification**

Aurora County has a population of 2,733 in 713 square miles and contains three organized municipalities and two other smaller areas of population. Our rural area consists of 2 major roadways of Hwy 281 and Interstate 90, along with that we have Hwy 16. Many people will stay off of these roads to avoid the high traffic, but still want to travel at a higher speed than what is posted on our local roads. As a small law enforcement department we lack the manpower and as a result we often do not have the staff to work the speed enforcement, because of other duties involved with the Sheriff's Department. This grant allows the officers to work dedicated speed enforcement. We increased our speed citations by 192% with 106 tickets in FFY2015 to 310 in FFY2016 on our local roads.

### **Brief Project Summary**

To maintain zero people killed in speed related crashes in Aurora County by September 30, 2018. Increase the number of speed citations in Aurora County from the previous 3 year average of 171 per year to 200 by September 30, 2018. We will conduct a minimum of 6 speed saturations and checkpoints. Officers will spend an average of 10 hours per month on speed enforcement, focusing on areas that we have identified as having a high probability of speed violators. We will participate in Highway Patrol enforcement saturations in our area during local and state events that generate increased traffic. We will also participate in all national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Belle Fourche Police Department  
**HSP Project Title:** Belle Fourche PD Speed Enforcement  
**Project Manager Name:** Mardi Reeves  
**Phone:** (605) 892-4240  
**Application Name:** LE18-Belle Fourche Police Department-SSB-00058  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-58  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$14,411.40	\$0.00	\$14,411.40	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,169.60	\$0.00	\$2,169.60	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$16,581.00	\$0.00	\$0.00		
Federal Funds	\$16,581.00	\$0.00	\$16,581.00		
State & Local Match	\$4,145.25	\$0.00	\$4,145.25		
<b>TOTAL FEDERAL + MATCH</b>	\$20,726.25	\$0.00	\$20,726.25		

### **Problem Identification**

In our area there are major problems with speeding and seatbelt use. Three major highways run in the area of Belle Fourche. Highway 212 borders the north end of town, Highway 34 borders the south end of town, and Highway 85 runs through the middle of Belle Fourche. With that we see many drivers passing through the area with a variety of traffic issues. We also have speed and seatbelt complaints in the areas of the Belle Fourche schools. From January 2015 thru December 2016 our agency has issued 39 seatbelt related violations. In this same time period the department has issued a total of 983 speeding violations.

### **Brief Project Summary**

Maintain zero speed-related fatalities in Belle Fourche by September 30, 2018. Increase seatbelt citations in the City of Belle Fourche by 50% from 20 seatbelt citations in 2016 to 30 citations by September 30, 2018. Increase speed citations in the City of Belle Fourche by 20% from 139 citations in 2016 to 166 by September 30, 2018. Utilizing the requested radar unit, the department will conduct at least 4 speed saturation patrols in problematic areas. The department will conduct at least 1 seat belt saturation patrol during the grant period to increase visibility and awareness on seat-belt use especially to young drivers. The department will utilize our 2 speed trailers to display speeding in problematic areas of town.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Box Elder Police Department  
**HSP Project Title:** FFY2018 SSB Grant  
**Project Manager Name:** Sgt Joshua Campbell  
**Phone:** (605) 923-1401  
**Application Name:** LE18-Box Elder Police Department-SSB-00075  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-75  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$10,014.75	\$0.00	\$10,014.75	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$16,555.50	\$0.00	\$16,555.50	Section 402	20.600
Equipment	\$5,508.00	\$0.00	\$5,508.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$32,078.25</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$32,078.25	\$0.00	\$32,078.25		
State & Local Match	\$8,019.56	\$0.00	\$8,019.56		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$40,097.81</b>	<b>\$0.00</b>	<b>\$40,097.81</b>		

### **Problem Identification**

According to local data for FFY2016, the last full year of data that is available, Box Elder officers took 1,069 enforcement actions for speed violations, an increase of 167 from FFY2015. There were 100 taken for occupant restraints, a reduction of 32 from FFY2015. These represent only a small portion of total violations believed to be occurring and reported by citizens and demonstrate the continued need and benefit of substantive, aggressive traffic safety programming. During calendar year 2016, the last full year for which data is available, the City of Box Elder had 81 state reportable crashes. In those 81 crashes, there were 29 injuries of various types to occupants and no fatalities. Speed was a factor in 9. For comparison, in CY2015 there were 58 state reportable crashes, 35 injuries and 0 fatalities. Speed was a factor in 6. Clearly, efforts underway have been successful and this project builds upon that success.

### **Brief Project Summary**

Reduce the number of speed related crashes in the City of Box Elder from 9 in FY2016 to 8 by September 30, 2018. Increase enforcement actions for child/adult restraint violations in the City of Box Elder by 3% from 1,068 in FFY2016 to 1,101 by September 30, 2018. Increase enforcement actions for speed violations in the City of Box Elder by 3% from 100 in FFY2016 to 103 by September 30, 2018. Our department will conduct focused speed enforcement activities in areas identified as high risk of crash potential or demonstrating trends in violation, participate in all OHS/NHTSA impaired driver mobilizations during the grant period, and deploy agency speed trailer three times monthly at selected enforcement zones for deterrence and public education.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Brookings County Sheriff's Office  
**HSP Project Title:** Brookings County Traffic Enforcement-Speed  
**Project Manager Name:** Sheriff Martin Stanwick  
**Phone:** (605) 696-8300  
**Application Name:** LE18-Brookings County Sheriffs Office-SSB-00049  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-49  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$15,000.00	\$0.00	\$15,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$15,000.00	\$0.00	\$0.00		
Federal Funds	\$15,000.00	\$0.00	\$15,000.00		
State & Local Match	\$3,750.00	\$0.00	\$3,750.00		
<b>TOTAL FEDERAL + MATCH</b>	\$18,750.00	\$0.00	\$18,750.00		

### **Problem Identification**

Brookings County is one of the top 8 counties in South Dakota for rural fatal & injury related crashes in 2015 (Source: Motor Vehicle Crash Summary Report). In 2015, licensed South Dakota drivers under 25 years of age represented 15% of the total licensed drivers, but accounted for 44.4% of the speeding drivers in fatal and injury crashes. 66.5% of the speeding drivers in fatal and injury crashes are under 35 years of age but represented only 31.8% of all licensed drivers (Source: Motor Vehicle Crash Summary Report). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56.4% of rural fatal and injury crashes and 72.5% of all fatal and injury crashes. (Source: Motor Vehicle Crash Summary Report). Looking through the Brookings County Crash Data on the South Dakota Hwy Safety's home page, our high accident days and times are Monday through Friday afternoon's & evenings between the hours of 12:00 PM to 6:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. (Source South Dakota Office of Accident Records). In 2015 in Brookings County there were a total of 525 crashes and of those 109 people were injured 2 killed. Of those, 55 crashes involved speed or overdriving the road conditions as a factor in the crashes causing 1 death and 12 being injured. (Source: Motor Vehicle Crash Summary Report).

### **Brief Project Summary**

Reduce speeding related fatality and injury crashes in Brookings County by 2% from 13 in FFY 2015 to 12 by September 30, 2018. The goal of the Brookings County Sheriffs Office is to increase our speeding enforcement actions while working enforcement overtime to average 3 speeding citations for every 4 hours of enforcement overtime worked in federal fiscal year 2018. We believe that goal will decrease the number of traffic crashes by 2% in Brookings County. The Brookings County Sheriffs Office will be participating in all the national mobilizations with a minimum of 4 activities during the three major mobilizations and 4 during the rest of the year. We will also utilize saturation patrols in the above listed problem areas, to deter speeding and seatbelt violations. Brookings County has also bought with our own funds a speed trailer, which we will set up in problem areas in hopes that it will help deter speeding in those areas.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Brookings Police Department  
**HSP Project Title:** Highway Safety Program  
**Project Manager Name:** Lt. Justina Diamond  
**Phone:** (605) 692-2113  
**Application Name:** LE18-BrookingsPD-SSB-00042  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-42  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$5,470.80	\$0.00	\$5,470.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$7,886.00	\$0.00	\$7,886.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$13,356.80</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$13,356.80	\$0.00	\$13,356.80		
State & Local Match	\$3,908.70	\$0.00	\$3,908.70		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$17,265.50</b>	<b>\$0.00</b>	<b>\$17,265.50</b>		

### **Problem Identification**

Brookings is a community of 23,225 (2014, U.S. Census Bureau). Located in Brookings is South Dakota State University, which is a Division I-AA University with full-time students at approximately 12,613. According to our department records, in 2016, the police department issued 976 speeding citations and investigated 759 accidents. With a more concentrated effort from the previous year, we issued 105 more speeding citations in 2016 than 2015. Our accident numbers decreased by 18, which was encouraging. (Per our community policing agenda we provide accidents reports to citizens when they occur on private property.) In contrast, when reviewing 2015 data from safesd.gov, Brookings had a total of 263 state reportable crashes with no fatalities. Regardless, motor vehicle crashes continue to be a leading cause of death during the first three decades of American's lives.

In addition, the National Average for seatbelt is approximately 90% but the number of people that use seatbelts in south Dakota is much lower at 75%. Education and enforcement need to continue to improve in South Dakota. In 2016, the Brookings Police Department issued 139 citations for individuals not wearing their seatbelts. This was a 239% increase over the previous year, due in part to our grant encouraging us to focus on this important traffic safety issue.

### **Brief Project Summary**

Keep the number of people killed in speed related traffic crashes in Brookings at zero base year 2016 to zero in 2017. Our department will dedicate 150 hours combined Federal and Local to speed enforcement and raise citations by 3% from the 2016 level of 976 to 1005 by September 30, 2018. We will conduct saturation patrols, submit monthly data to Office of Highway Safety, participate in required national mobilizations and utilize media, i.e., newspapers, radio, and social media to educate and gain voluntary compliance. The Brookings Police department will be looking to purchase two new Stalker Radar Units. In addition, we will be looking to purchase one portable Radar Speed Displays to utilize in our growing community to help educate the public in areas with reoccurring speed infractions.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Butte County Sheriff's Office  
**HSP Project Title:** Highway safety  
**Project Manager Name:** Gary Brunner  
**Phone:** (605) 892-3324  
**Application Name:** LE18-Butte County Sheriff-SSB-00061  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
B1 -Increase observed seat belt usage for passenger vehicles and front seat occupants  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-61  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,796.80	\$0.00	\$3,796.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$1,500.00	\$0.00	\$1,500.00	Section 402	20.600
Equipment	\$1,600.00	\$0.00	\$1,600.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,896.80</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$6,896.80	\$0.00	\$6,896.80		
State & Local Match	\$1,724.20	\$0.00	\$1,724.20		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$8,621.00</b>	<b>\$0.00</b>	<b>\$8,621.00</b>		

### **Problem Identification**

Speed related crashes are a problem in Butte County. In 2014, Butte County had 190 vehicle crashes, 101 of these crashes were speed or over driving conditions. There were 2 fatalities and 31 injury crashes. According to the Office of Highway Safety data, these 190 crashes resulted in a revenue loss of \$1,319,542.00 dollars. In 2015, we had a total of 206 crashes, 98 of these accidents were related to speed or over driving conditions. One crash led to a fatality and there were 44 injury crashes. The Office of Highway Safety data also shows a loss of revenue in 2015 of \$1,330,470.00. Increased traffic do to oil production and pipeline construction is also resulting in a higher accident rate do to speed. Highway 85 and Highway 79 go through our county with long stretches of rural driving. These stretches lead drivers to over drive speed limits, leading to speed related crashes. In 2016, our agency investigated 83 crashes with 2 of those being injury crashes.

### **Brief Project Summary**

Reduce the number of speed related crashes in Butte County by 100% from the three year average (2014-2016) of 3 to 0 by September 30, 2018. Maintain the percentage of seatbelt use in Butte County at 94 percent or above by September 30, 2018. Increase the number of seatbelt/child restraint citations in Butte county by 25% from 32 in FY2016 to 40 by September 30, 2018. Maintain the number of speed citations in Butte County at 180 by September 30, 2018. Utilizing the requested radar unit, our department will conduct at least 25 speed saturation patrols, will participate in all mobilizations, will use the help of this grant to assist with paid media advertising, and will move our speed trailer to different locations to remind the public to be ware of their speed.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** Clay County Sheriff's Office  
**HSP Project Title:** Clay County Speed Enforcement  
**Project Manager Name:** Jeff Anders  
**Phone:** (605) 677-7100  
**Application Name:** LE18-Clay County Sheriff's Office -SSB-00048  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-48  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,996.00	\$0.00	\$1,996.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,996.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$1,996.00	\$0.00	\$1,996.00		
State & Local Match	\$499.00	\$0.00	\$499.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$2,495.00</b>	<b>\$0.00</b>	<b>\$2,495.00</b>		

### **Problem Identification**

The Clay County Sheriff's Office responded to two fatality crashes per year in both 2015 and 2016. Clay County issued 33 speeding citations in 2016. The Clay County Sheriff's Office will perform patrols in Clay County on Hwy 50, Hwy 46 and rural county roads to locate and stop speeding violators.

### **Brief Project Summary**

Reduce the number of speed related fatalities in traffic crashes from 2 in 2016 to 1 by September 30, 2018. Increase patrols in Clay County to increase citations by 10% from 33 citations in 2016 to 37 by September 30, 2018. Reduce the number of traffic crashes caused by speeding by utilizing the request radar unit and increased patrols in Clay County for speeding violators. The Clay County Sheriff's Office will conduct speed enforcement campaigns in Clay County as well as have planned activities for the 3 national mobilizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Corson County Sheriffs Office  
**HSP Project Title:** Highway Safety Grant 2018  
**Project Manager Name:** Sheriff Keith Gall  
**Phone:** (605) 273-4210  
**Application Name:** LE18-Corson County Sheriffs Office-SSB-00084  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-84  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$5,355.00	\$0.00	\$5,355.00	Section 402	20.600
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$5,355.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$5,355.00	\$0.00	\$5,355.00		
State & Local Match	\$1,338.75	\$0.00	\$1,338.75		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$6,693.75</b>	<b>\$0.00</b>	<b>\$6,693.75</b>		

### **Problem Identification**

In FFY16, Corson County had a high number of crashes occurring on US HWY 12 between mile post markers 142 and 176. FFY 2016, Corson County had a total of 51 documented crashes to include 1 fatality, 5 injuries and 45 property damages. By researching the FFY16 documents provided by the Office of Highway Safety, it appears injury crashes are occurring between the time of 10:30am and 12:00pm. Some of these crashes may have been reduced by reduction of speed and the use of seatbelts. In 2016 there were 376 citations issued.

### **Brief Project Summary**

Reduce the number of speed related fatalities in Corson County by 100% from 1 in FFY16 to 0 by September 30, 2018. The Corson County Sheriffs Office will increase the number of speeding citations to an objective of 376 citation in FFY16 to 384 speed citations in FFY18. Increase speed citations and additional saturation patrols will take place throughout the grant year. The use of crash data will utilized for man power and extra patrol placement. The Corson County Sheriffs Office will participate in all required national mobilization campaigns. Corson County Sheriff's Office deputies receive mileage instead of overtime pay as they are not allowed by county commission.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Davison County Sheriff's Office  
**HSP Project Title:** Speed / Seat Belt Overtime  
**Project Manager Name:** Steve Harr  
**Phone:** (605) 995-8630  
**Application Name:** LE18-Davison County Sheriff's Office-SSB-00028  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-28  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$15,000.00	\$0.00	\$15,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$15,000.00	\$0.00	\$0.00		
Federal Funds	\$15,000.00	\$0.00	\$15,000.00		
State & Local Match	\$3,750.00	\$0.00	\$3,750.00		
<b>TOTAL FEDERAL + MATCH</b>	\$18,750.00	\$0.00	\$18,750.00		

### **Problem Identification**

The Davison County Sheriff's Office's proposal is to request assistance in the enforcement of speeding and seat belt violations. The Sheriff's Office has 432 square miles to patrol with seven full time sworn deputies. These include the Sheriff, Chief Deputy, Jail Administrator, and four deputies. Due to scheduling constraints we usually have one deputy working during the evening. We have several large events that are taking place this year. They include the following: Corn Palace Stampede Rodeo, Bull Bash, DakotaFest, Corn Palace Week Festival, mud runs, and several golf tournaments. Traffic violations cause a large problem during these events because a large number of people are in attendance.

Our target areas for this enforcement will include I-90 and Highway 37. These are the two areas that have the largest number of crashes in our county and we will target this area at varying times during the day. We will also target the outskirts of Mitchell, as well as rural areas of our county, as well as areas near our golf courses and other events that may have speeding violations. Speeding and a lack of seat belt use continues to be a problem in Davison County. Davison County is in the top 10 counties in South Dakota for unbelted fatalities. We are also in the top 10 counties in South Dakota for speed related crashes. In 2014 our office issued 645 speeding citations and 142 seat belt citations. In 2015 our office issued 691 speeding citations and 102 seat belt citations. In 2016 our office issued 730 speeding citations and 112 seat belt citations.

### **Brief Project Summary**

Reduce speed related crashes in Davison County by 4% from our 3 year average of 21 per year to 20 by September 30, 2018. Increase the number of speed citations in Davison County by 1% from 730 in 2016 to 737 by September 30, 2018. We will continue to enforce speed laws by utilizing the overtime requested. Our Deputies will work radar enforcement on I-90 and Highway 37 to enforce speed laws. Our Deputies will work radar enforcement during large events that take place in our county throughout the year. Our office will participate in all three national mobilizations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Dewey County Sheriff's Office  
**HSP Project Title:** Highway Safety  
**Project Manager Name:** Les Mayer  
**Phone:** (605) 865-3330  
**Application Name:** LE18-Dewey County Sheriffs Office-SSB-00096  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-96  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$331.32	\$0.00	\$331.32	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$5,670.00	\$0.00	\$5,670.00	Section 402	20.600
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,001.32</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$6,001.32	\$0.00	\$6,001.32		
State & Local Match	\$1,500.33	\$0.00	\$1,500.33		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$7,501.65</b>	<b>\$0.00</b>	<b>\$7,501.65</b>		

### **Problem Identification**

The Cheyenne River Sioux Tribe (CRST) passed a resolution in March of 2005 excluding the SD Highway Patrol from patrolling on the CRST reservation. Since this time, the SD Highway Patrol has not patrolled in Dewey County. The CRST Highway Safety Officer position that was stationed in Timber Lake as not been refilled for the past several years and appears to have been discontinued. The lone CRST Highway Safety Officer lives in Dupree and works US Highway 212, SD Hwy 65 from Moreau River to US highway 212, and SD Highway 63 from Moreau River to Cheyenne River. This leaves the Dewey County Sheriffs Office to patrol SD Highway 65 from Corson County line to Isabel, SD Highway 20, and SD Highway 63 from Corson County line to Moreau River. With our limited budget, this would be impossible without the help of SD Highway Safety.

Not all accidents are reported that the CRST Police Dept investigates and therefore the accidents records for Dewey County are not accurate. As a small three man department we had a goal of 60 speed citations. We actually issued 98 speeding citations, 836 speed warnings, 85 DUI arrests, 104 alcohol citations, 71 drug citations, and 418 other violations. We also issued 164 seat belt warning and 54 child restraint warnings. We see a lot of the same subjects repeat offending as we cannot cite the tribal members into Tribal Court to receive a consequence for their actions that would be a habit changing deterrent to make the roads safer for the traveling public.

### **Brief Project Summary**

Reduce the number of speed related crashes in Dewey County by 10% from the four year average (2013 to 2016) of 1.5 to 0 by September 30, 2018. Maintain our occupant protection citation level in Dewey County at 25 citations by September 30, 2018. Increase our speed citations in Dewey County by 10% from 60 to 66 by September 30, 2018. We will continue our patrolling at peak times and areas of violations as determined by analysis of data collected by use of speed trailer and speed signs. We will also continue with saturation patrols in conjunction with area agencies to promote reduction in speed violations and speed related crashes in Dewey County. We will participate in all national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Edmunds County Sheriff  
**HSP Project Title:** Edmunds CO Speed Enforcement  
**Project Manager Name:** kyle couchey  
**Phone:** (605) 426-6262  
**Application Name:** LE18-EdmundsSO-SSB-00052  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
**Project Number:** 2018-00-52  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$14,099.25	\$0.00	\$14,099.25	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$14,099.25	\$0.00	\$14,099.25		
Federal Funds	\$14,099.25	\$0.00	\$14,099.25		
State & Local Match	\$3,524.81	\$0.00	\$3,524.81		
<b>TOTAL FEDERAL + MATCH</b>	\$17,624.06	\$0.00	\$17,624.06		

### **Problem Identification**

Highway US 12 has been a problem area for speed related fatalities the last several years. Media and public outcry has reached a level that has never before been seen in this county. In 2015 we had 15 speed related crashes in Edmunds County. In 2016 we had 6 speed related crashes of which 2 involved injury. Our numbers have been decreasing through our own efforts in collaboration with the Highway Patrol the last year but we believe with this grant we can reduce our speed related injury accidents to an even further low.

### **Brief Project Summary**

Reduce the number of speed involved injury traffic crashes in Edmunds County by 50% from 2 in 2016 to 1 by September 30, 2018. Our agency will have highly visible Sheriff's Office presence on problem roadways during high peak travel hours, we will conduct 6 speed enforcement campaigns, and offer overtime to officers to work speed related violations at peak high travel times of the day.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Groton Police Department  
**HSP Project Title:** Groton Highway Safety  
**Project Manager Name:** Stacy E. Mayou  
**Phone:** (605) 397-8100  
**Application Name:** LE18-Groton Police Department-SSB-00076  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
**Project Number:** 2018-00-76  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$10,179.68	\$0.00	\$10,179.68	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$10,179.68	\$0.00	\$10,179.68		
Federal Funds	\$10,179.68	\$0.00	\$10,179.68		
State & Local Match	\$2,544.92	\$0.00	\$2,544.92		
<b>TOTAL FEDERAL + MATCH</b>	\$12,724.60	\$0.00	\$12,724.60		

### **Problem Identification**

US 12 and SD 37 are major highways that intersect in Groton. US12 is a four lane highway and a major thoroughfare between I-29 and the City of Aberdeen. Three miles west of Groton is a BIO Refinery Plant which employs 41 people and takes in 19 to 20 thousand truck loads of corn per year, in addition to other truck traffic associated with plant operations. All things considered, this makes speeding violations a safety issue for the City of Groton. Data from the Department of Public Safety website shows 87 speed citations were written in FY2015 compared to 106 in FY2016. Data from The Department of Public Safety indicates there were zero fatal and zero injury crashes that were speed related. Comments received from the motoring public and the fact that the speeding numbers are staying steady indicate our persistent enforcement effort is making a difference. With the help of a FY2018 speed grant, it is our intention to continue to send a message to motorist that speeding is not tolerated in the City of Groton, so we can experience low crash numbers.

### **Brief Project Summary**

Maintain zero people killed in speed related crashes in the City of Groton by September 30, 2018. Increase speed citations in the City of Groton by 5% from 106 in FFY2016 to 111 by September 30, 2018. Our speed board will be used a minimum of (8) eight times this grant period in our school zones and (12) twelve times on major highways within the City of Groton. Safety information will be disseminated at traffic stops, public events and on display boards at City Hall and the Police Department to keep the public informed. Highway Safety announcements will also run on the local access channel (4) four times. We will participate in all required National Mobilizations. We will participate in a minimum of (4) four saturation patrols.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Hamlin County Sheriff's Office  
**HSP Project Title:** Hamlin County Highway Safety  
**Project Manager Name:** Chief Deputy Tayt Alexander  
**Phone:** (605) 783-3232  
**Application Name:** LE18-Hamlin County Sheriff's Office-SSB-00073  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-73  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$11,491.50	\$0.00	\$11,491.50	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,216.00	\$0.00	\$4,216.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$15,707.50	\$0.00	\$0.00		
Federal Funds	\$15,707.50	\$0.00	\$15,707.50		
State & Local Match	\$3,926.88	\$0.00	\$3,926.88		
<b>TOTAL FEDERAL + MATCH</b>	\$19,634.38	\$0.00	\$19,634.38		

### **Problem Identification**

The Hamlin County Sheriff's Office overall calls for services for traffic complaints remains high. According to department stats, last year the agency received 267 traffic complaints followed by 2015's 225 complaints. This year, our department has taken 76 complaints with speeding being the common complaint and concern. With continued high call volume, it becomes hard for the department to work on traffic issues and safety concerns that are linked to serious traffic crashes without the assistance of overtime. From 2015 to 2016, our department has responded to 12 injury accidents and one fatal accident each year with overall accidents increase from 219 to 230. Our department would like to continue our efforts on keeping these numbers down.

### **Brief Project Summary**

Maintain zero speed related fatalities in Hamlin County by September 30, 2018. We would to increase our speed enforcement efforts with an increase of 2% on speed citations from 423 to 431 by September 30, 2018. The Hamlin County Sheriff's Office overall goal is to continue to work on traffic issues, complaints and safety concerns to help keep serious crashes down. To help with the department's objective, the department is planning on passing our flyers with highway safety information, post safety information on the department's Facebook page and post enforcement actions in local newspapers. We will also take part in the national mobilizations with at least 4 saturation patrols or check points. Utilizing the requested radar unit, the department will conduct at least 4 saturation patrols outside the national mobilization time frame.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Hand County Sheriffs Office  
**HSP Project Title:** 2018 OHS-DPS Hand Co  
**Project Manager Name:** Doug DeBoer  
**Phone:** (605) 853-2408  
**Application Name:** LE18-Hand County Sheriff's Office-SSB-00060  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-60  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$7,550.33	\$0.00	\$7,550.33	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$7,550.33	\$0.00	\$0.00		
Federal Funds	\$7,550.33	\$0.00	\$7,550.33		
State & Local Match	\$1,887.58	\$0.00	\$1,887.58		
<b>TOTAL FEDERAL + MATCH</b>	\$9,437.91	\$0.00	\$9,437.91		

### **Problem Identification**

Hand County is a large county covering nearly 1440 square miles of land. We have four major highways running through the county, they are US HWY 14, US HWY 212, SD HWY 45 and SD HWY 26. The majority of area along these highways is rural and sparsely populated. It is our observation that as motorist leave the community of Miller, which is in the center of the county, their speeds increase because they perceive there is less law enforcement present. On rural county highways, speed complaints do arise but not like they do on the State or Federal highways. There seems to be a perception among motorists we contact that because it is rural, their speeding is to be tolerated. We continue to know that speed and seatbelt usage play a huge role in the survivability in auto crashes. Since our rural highways are all 65 mph zones, we can have a closure speed of over 130 in a two vehicle head-on or glancing collision. The reduction of speed on the rural highways appears to be our best tool in reducing and keeping injury and fatal accident rates down. We strive to bring the number of injury and fatal crashes down. We currently have no fatal crashes in the county and we want to keep that number through this grant period as well. Our injury crashes, while down, are still too high at 9.6 over the last 14 years we have kept records.

### **Brief Project Summary**

Reduce the number of people injured in traffic crashes in Hand County by 15% from 9.6 (average from 2004 to 2016) to 8 by September 30, 2018. Increase the number of traffic citations issued in Hand county by 10% from 315 to 346 by September 30, 2018. We believe that increase speed enforcement saturation patrols will help us reach that objective. Conduct an average of three speed saturation/enforcement patrols per week on the four state and federal highways in our county. Our primary roadways of concern are US HWY 14 and SD HWY 45 which is where the bulk of our accidents and traffic complaints arise. These three saturations will run for no less then two hours each and the officers will be devoted to a ten mile stretch of roadway. Our enforcement effort will concentrate on speed enforcement but will also incorporate seatbelt enforcement. Our efforts will also include a public education element where we speak to motorist, civil groups, social media groups about our enforcement effort and desire to keep the highways safe for the motoring public. Participate in all of the mandatory mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Hot Springs Police Department  
**HSP Project Title:** Speed Enforcement Grant  
**Project Manager Name:** William Wainman  
**Phone:** (605) 745-5200  
**Application Name:** LE18-Hot Springs Police Department-SSB-00069  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-69  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$5,070.96	\$0.00	\$5,070.96	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$5,070.96</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$5,070.96	\$0.00	\$5,070.96		
State & Local Match	\$1,267.74	\$0.00	\$1,267.74		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$6,338.70</b>	<b>\$0.00</b>	<b>\$6,338.70</b>		

### **Problem Identification**

We are seeing an increase in speed in the city limits of Hot Springs. In 2013 we issued 187 speeding citations and had 89 traffic crashes. In 2014 we issued 91 speeding citations and had 104 traffic crashes. In 2015 we issued 565 speed citations and had 70 crashes. In 2016 we issued 133 speeding citations and had 66 crashes and 9 were speed related.

### **Brief Project Summary**

Maintain zero speed related fatal crashes in the City of Hot Springs by September 30, 2018. Increase speed related citations in the City of Hot Springs by 10% from 133 in FFY16 to 146 by September 30, 2018. Increase speed enforcement within the city limits of Hot Springs which would include Hwy 18, Hwy 18 Bypass, Hwy 71, Hwy 385. Increase speed enforcement in school zones. Increase speed enforcement on all municipal streets. Utilizing the request three radar units, we will participate in 4 highly publicized speed enforcement campaigns. Participate in the national mobilizations. We will use crash data statistics to distribute manpower to reduce crashes and address speed violations.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** Huron Police Department  
**HSP Project Title:** Speed/Safety Enforcement  
**Project Manager Name:** Kevin Van Diepen  
**Phone:** (605) 353-8550  
**Application Name:** LE18-Huron Police Department-SSB-00037  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-37  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$16,912.50	\$0.00	\$16,912.50	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$16,912.50	\$0.00	\$0.00		
Federal Funds	\$16,912.50	\$0.00	\$16,912.50		
State & Local Match	\$4,228.13	\$0.00	\$4,228.13		
<b>TOTAL FEDERAL + MATCH</b>	\$21,140.63	\$0.00	\$21,140.63		

### **Problem Identification**

Speed violators and unrestrained drivers have been identified as a problem in our city. During FFY16, the Huron Police Department responded to 518 traffic crashes with numerous involving injuries caused by unrestrained occupants and speeding. By using the grant funds it is the hope of the Huron Police Department to reduce the number of injury crashes, reducing the speed of drivers causing the crashes and to get more cooperation to increase the usage of safety belts to protect occupants involved in crashes. We will have a dedicated officer using these funds to enforce these two things to better protect the motoring public.

### **Brief Project Summary**

Maintain zero people killed within the City of Huron from speed or unrestrained occupant crashes by September 30, 2018. Increase seatbelt citations by 20% from 49 FFY16 to 59 by September 30, 2018. Increase speed citations by 10% from 229 FFY16 to 252 by September 30, 2018. The department will conduct publicized speed and seatbelt saturation patrols. We will work with the Beadle County Sheriffs Office and the South Dakota Highway Patrol during these patrols also. Officers will be assigned to work as dedicated enforcement patrols to reduce speed and unrestrained occupant related crashes. Officers will conduct extra speed patrols in schools zone to make it safer for children going to and from school. We will use the grant funds to increase patrols during high traffic times during such things as the SD State Fair, Wheel Jam, the Wisconsin 100 and other high influx events in the city of Huron.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Lincoln County Sheriff's Office  
**HSP Project Title:** Safe Highways Program  
**Project Manager Name:** Dennis Johnson  
**Phone:** (605) 764-5651  
**Application Name:** LE18-LCSO-SSB-00078  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
**Project Number:** 2018-00-78  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$3,375.00	\$0.00	\$3,375.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,424.00	\$0.00	\$1,424.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,799.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$4,799.00	\$0.00	\$4,799.00		
State & Local Match	\$1,199.75	\$0.00	\$1,199.75		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$5,998.75</b>	<b>\$0.00</b>	<b>\$5,998.75</b>		

### **Problem Identification**

Usage of the highway systems in Lincoln County continue to increase. During the three year period from 2013-2015, Lincoln County averaged 797 crashes per year. Of these, injury crashes averaged 190 per year during this period. During this period, speed as a contributing factor in crashes averaged 100 per year.

### **Brief Project Summary**

Reduce the number of people injured in speed-related traffic crashes in Lincoln County by 5% from 64 in base year 2016 to 61 by September 30, 2018. The office will conduct six (6) speed enforcement campaigns in identified problem areas. Use Federal Overtime funds and the requested radar unit to target complaint and high traffic areas. Enforce speed limits on all highway systems in Lincoln County. Promote safe driving through social media and other outlets.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Lyman County Sheriff's Office  
**HSP Project Title:** Speed Reduction in Lyman County SD  
**Project Manager Name:** Ryan Bottjen  
**Phone:** (605) 869-2267  
**Application Name:** LE18-Lyman County Sheriff's Office-SSB-00087  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-87  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$7,591.62	\$0.00	\$7,591.62	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$9,600.00	\$0.00	\$9,600.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$17,191.62	\$0.00	\$0.00		
Federal Funds	\$17,191.62	\$0.00	\$17,191.62		
State & Local Match	\$4,349.51	\$0.00	\$4,349.51		
<b>TOTAL FEDERAL + MATCH</b>	\$21,541.13	\$0.00	\$21,541.13		

### **Problem Identification**

Lyman County is located in South-Central South Dakota with Interstate 90 traveling through the center of the county, as well as US Highway 83 and South Dakota Highways 248 and 47 going through the county. Due to these major roadways we see an increased number of in state as well as out of state travels passing through the county. Many of these travelers come for the Sturgis Motorcycle Rally, a one week event, in the beginning of August. However, we see an increase in travelers 1 to 2 weeks before the start of the rally and 1 to 2 weeks after the end of the rally. An increase in traffic flow such as this means an increase in speed violations as well as speed related crashes.

According to 2014 fiscal year data from the Office of Highway Safety there were 165 crashes in Lyman County; 21 of which were speed over a safe rate, 57 injury accidents, and 3 fatalities. According to the 2015 fiscal year data from the Office of Highway Safety there were 144 crashes in Lyman County; 3 were a direct cause of speeding, 9 of which were speed over a safe rate, 20 injury accidents, and 1 fatality. According to the 2016 fiscal year data from the Office of Highway Safety there were 191 crashes in Lyman County; 6 were a direct cause of speeding, 19 were speed over a safe rate, and 48 injury accidents.

### **Brief Project Summary**

To reduce the number of speed related accidents in Lyman County by 70% from 35 in FY 2016 to 10 by September 30, 2018. To increase the number of speed citations from 6 in FY 2016 to 50 by September 30, 2018. Utilizing the four requested radar units, we will conduct 6 to 8 saturation patrols during scheduled events throughout the year. Conduct saturation patrols during the weeks around the Sturgis Motorcycle Rally. Conduct saturation patrols during the Pheasant opening weekend. Schedule patrols during times data indicates speed crashes occur. We will participate in the three required mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Madison Police Department  
**HSP Project Title:** Speed & Seatbelt Enforcement Grant  
**Project Manager Name:** Aaron Talich  
**Phone:** (605) 256-7506  
**Application Name:** LE18-Madison Police Department-SSB-00046  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-46  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$2,250.00	\$0.00	\$2,250.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,720.00	\$0.00	\$1,720.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,970.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$3,970.00	\$0.00	\$3,970.00		
State & Local Match	\$992.50	\$0.00	\$992.50		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$4,962.50</b>	<b>\$0.00</b>	<b>\$4,962.50</b>		

### **Problem Identification**

The Madison Police Department is composed of twelve full-time officers that are state certified, who provide 24-hour law enforcement services to residents of the community and the Campus of Dakota State University (DSU). These three highways, 81, 19, and 34 produce a large amount of traffic through Madison. College students are a truly "mobile" group and travel great distances to obtain their education. Our major highways also provide quick means of relocation for seasonal residents. Looking at the numbers, speeding citations were very high in 2011 and have gradually decreased in the following years until 2016. I feel this is partially due to the overtime made available to officers by this grant with increased patrols in FY 2016 as we didn't have a grant in FY 2015. Traffic accidents have gradually gone down over the past six years with the lowest being in 2014. We noticed a spike in 2015 which we believe can be partially attributed to not having a federal grant for most of the year.

Speeding Citations 2011: 206; 2012: 136; 2013: 96; 2014: 83; 2015: 137; 2016: 298

Traffic Accidents 2011: 200; 2012: 190; 2013: 188; 2014: 187; 2015: 206; 2016: 195

Seatbelt Citations 2011: 50; 2012: 56; 2013: 37; 2014: 61; 2015: 27; 2016: 60

### **Brief Project Summary**

Maintain zero speed related fatalities in the City of Madison by September 30, 2018. The Madison Police Department will increase enforcement activities by requiring officers working overtime to try to obtain at least 1 citation per grant hour. The department will conduct at least 2 highly publicized speed and seatbelt enforcement campaigns, will participate in all highway safety mobilizations, utilize the requested radar unit to conduct numerous speed saturations during problem times. Specific events that will be targeted include Trojan Days, Prairie Village, and peak times of traffic moving on weekends to and from the lakes as well as people going to and coming from work.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Meade County Sheriff's Office  
**HSP Project Title:** MCSO SSB  
**Project Manager Name:** Steve Reimer  
**Phone:** (605) 347-2681  
**Application Name:** LE18-Meade County Sheriff's Office-SSB-00092  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-92  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$18,423.00	\$0.00	\$18,423.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$18,423.00	\$0.00	\$0.00		
Federal Funds	\$18,423.00	\$0.00	\$18,423.00		
State & Local Match	\$4,605.75	\$0.00	\$4,605.75		
<b>TOTAL FEDERAL + MATCH</b>	\$23,028.75	\$0.00	\$23,028.75		

### **Problem Identification**

The County of Meade is the largest county in the state with approximately 26,000 citizens, according to the Meade County administration for 2016. Meade County is located in western South Dakota with Rapid City on its southern (shared) border, which has a population of approximately 75,000 according to the Pennington County administration. There are 5 major highways in Meade County, these are I-90, Hwy 34, Hwy 79, Hwy 73, Hwy 212, and Sturgis Rd (Hwy 34 South). During the FFY of 2016 our deputies issued 885 citations and warnings for speed violations. There were also a total of 472 traffic crashes in Meade County for the FFY2016, 55 of these crashes were speed related with 24 of them resulting in injuries.

### **Brief Project Summary**

Maintain zero speed related fatalities in Meade County by September 30, 2018. Increase seat belt citations in Meade County by 20% from 1 in FFY 2016 to 72 by September 30, 2018. Increase speed citations in Meade County by 20% from 236 in FFY 2016 to 283 by September 30, 2018. The Meade County Sheriff's Office will conduct saturation patrols in high traffic areas to reduce the number of speeding, aggressive driving, non-seat belted driver's, non-seat belted front seat occupants and non restrained children and or minors violations. Meade County Sheriff's Office will participate in the National Mobilizations conducted throughout the year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Miller Police Department  
**HSP Project Title:** Miller Highway Safety  
**Project Manager Name:** Shannon Speck  
**Phone:** (605) 853-2400  
**Application Name:** LE18-Miller Police Department-SSB-00045  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-45  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$6,939.00	\$0.00	\$6,939.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,400.00	\$0.00	\$2,400.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,339.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$9,339.00	\$0.00	\$9,339.00		
State & Local Match	\$2,334.75	\$0.00	\$2,334.75		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$11,673.75</b>	<b>\$0.00</b>	<b>\$11,673.75</b>		

### **Problem Identification**

The City of Miller is located in a rural setting with a population of approximately 1,489 people. Because of the rural setting and wide open spaces there is a mindset that speeding is acceptable and tolerated. SD 45 and US 14 are 2 State Highways that travel through Miller. On a daily basis, several thousand vehicles pass through Miller on these State Highways. Throughout the year traffic violations and traffic crashes occur on these state highways. Fortunately, due to approval of past grants and our enforcement efforts we have been able to keep the speed related injury crashes and speed related fatal crashes at zero for FY2016. Our enforcement statistics show that we still have work to keep these crashes at a minimum. The Miller Police Department consists of 4 full time officers. With all the duties associated with our agency, traffic enforcement and education often takes a backseat. If approved, this grant will allow us to dedicate enforcement hours focusing on speed and occupant protection violations.

### **Brief Project Summary**

Maintain zero people killed in speed related crashes in the City of Miller by September 30, 2018. Increase occupant protection citations in the City of Miller by 5% from 34 in FY2016 to 36 by September 30, 2018. Increase speed citations in the City of Miller by 5% from 174 in FY2016 to 183 by September 30, 2018. Utilizing the requested radar unit, the department will participate in a minimum of 12 speed /seatbelt saturation patrols with a focus on SD 45 and US 14. Continue to enforce traffic violations during normal patrol hours. Extra enforcement will take place during special events throughout FFY2018 that generate high traffic volumes, such and the Sturgis Motorcycle Classic and the South Dakota State Fair. Participate in all required mobilizations and assist in all sobriety checks in conjunction with the South Dakota Highway Patrol held in our jurisdiction. Continue to maintain a safety information display rack at the Police Department.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Minnehaha County Sheriff's Office  
**HSP Project Title:** Speeding, Traffic Enforcement Equipment and OT - Minnehaha County  
**Project Manager Name:** Joe Bosman  
**Phone:** (605) 367-4300  
**Application Name:** LE18-Minnehaha County Sheriff's Office-SSB-00032  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
**Project Number:** 2018-00-32  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$8,463.60	\$0.00	\$8,463.60	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,500.00	\$0.00	\$3,500.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$11,963.60	\$0.00	\$0.00		
Federal Funds	\$11,963.60	\$0.00	\$11,963.60		
State & Local Match	\$3,560.90	\$0.00	\$3,560.90		
<b>TOTAL FEDERAL + MATCH</b>	\$15,524.50	\$0.00	\$15,524.50		

### **Problem Identification**

In FFY2016, the jurisdiction to which the Minnehaha County Sheriff's Office responds had crashes which resulted in injury severities as follows: 0 fatalities, 9 injury2, 21 injury3, 29 injury4 for a total of 59 due to speed related offenses. These crashes most frequently occurred in the afternoon and mid-morning hours of the day, with Fridays and Mondays having the highest number of crashes.

(This information was provided in a report generated by a statistician at the SD State Accident Records office.) This data does not include crashes that occur within Sioux Falls or Brandon city limits, as the Minnehaha County Sheriff's Office does not have primary jurisdiction in those areas. A report of seat belt citation data shows that 5 citations were issued in FFY2016.

### **Brief Project Summary**

Reduce the number of speed related injuries in Minnehaha County by 8.5% from 59 in FFY2016 to 54 by September 30, 2018. Increase the number of occupant protection citations in Minnehaha County by 200% from 5 in FFY2016 to 10 by September 30, 2018. Conduct at least 8 special enforcement events focusing on speed and seat belt enforcement utilizing deputies on overtime including national mobilizations, saturation patrols, and special events in county communities. Purchase a portable speed trailer to post in speed related crash locations and where reports of vehicles exceeding the safe speed limit have been made. Conduct saturation patrols utilizing deputies on overtime during recognized times of traffic exceeding safe and/or legal speed limits. Continue to place priority on deputy writing citations on secondary offense of not wearing restraints as required. Focus patrols on streets and highways where reports of vehicles exceeding the safe speed limit have been made.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Mitchell Police Department  
**HSP Project Title:** MPD Speed Grant 2018  
**Project Manager Name:** Sgt. Brad Buysse  
**Phone:** (605) 995-8400  
**Application Name:** LE18-Mitchell Police Department-SSB-00040  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-40  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$4,500.00	\$0.00	\$4,500.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$16,049.60	\$0.00	\$16,049.60	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$20,549.60</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$20,549.60	\$0.00	\$20,549.60		
State & Local Match	\$5,137.40	\$0.00	\$5,137.40		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$25,687.00</b>	<b>\$0.00</b>	<b>\$25,687.00</b>		

### **Problem Identification**

The City Of Mitchell has many areas of the city that invite motorists to speed. These areas include our Main Street, which is a 20 mph zone in the business district; many wide open four-lane traffic ways; SD Highway 37, coming into town from the north; as well as the four-lane road between the interstate and Havens/Burr intersection and the downtown areas. These areas have been traditional hot spots for our local traffic. These same areas also represent many of our traffic accident areas. There is heavy tourist traffic to and from the Corn Palace downtown and the Prehistoric Indian Village 1.5 miles north. Mitchell has many other tourist attractions that lead to motorists not paying full attention to their driving, which leads to many auto accidents each year. Our goal is to reduce the number of speeders in our jurisdiction, thereby reducing the number of accidents.

We have five patrol cars and usually have 4 officers on shift, with occasional days of 5. All officers work traffic enforcement, in addition to regular patrol duties. The position would be available to all sworn officers in the department, so the additional money would be shared among the entire department, not just one officer. Mitchell hosts many events throughout the year, including two motorcycle poker runs, a Memorial Day weekend street dance/car show/fun run, 4th of July fireworks, the Corn Palace Stampede Rodeo for four days, a three day Dakota Fest Farm Show, The Corn Palace Festival for five days and numerous athletic events throughout the entire year.

### **Brief Project Summary**

Maintain zero speed related fatal accidents within the City of Mitchell by September 30, 2018. Increase the number of speeding citations in the City of Mitchell by 10% from 73 in FY2016 to 80 by September 30, 2018. The department will place already acquired speed boards/trailers at various locations throughout the City of Mitchell to deter speeding in high traffic areas, school zones, tourists sites, and construction zones. Utilizing the requested seven radar units, conduct a minimum of 4 speed enforcement saturation patrols in the City of Mitchell targeting school zones, high traffic areas, and citizen speed complaint areas. Participate in national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** North Sioux City Police Department  
**HSP Project Title:** Traffic Enforcement  
**Project Manager Name:** Rich Headid  
**Phone:** (605) 232-3302  
**Application Name:** LE18-NSCPD-SSB-00043  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-43  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$4,647.23	\$0.00	\$4,647.23	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,756.00	\$0.00	\$3,756.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,403.23</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$8,403.23	\$0.00	\$8,403.23		
State & Local Match	\$2,730.81	\$0.00	\$2,730.81		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$11,134.04</b>	<b>\$0.00</b>	<b>\$11,134.04</b>		

### **Problem Identification**

Our department has a speed concern throughout our city. We issued 239 speeding citations in 2016. Some of our bigger target areas will be HWY 105, Marie Avenue, Northshore Drive, South Derby Lane, and Streeter Drive in North Sioux City, SD.

### **Brief Project Summary**

Maintain zero traffic crash fatalities in North Sioux City, SD by September 30, 2018. Increase speed citations on residential roadways in North Sioux City, SD by 5% from 239 in 2016 to 251 by September 30, 2018. Our department plans on accomplishing our set goals by utilizing the requested radar and LIDAR unit, conducting at least three (3) mobilizations during FFY2018, setting up speed trailer in high problem areas, and by conducting at least two (2) publicized speed enforcement campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Pennington County Sheriff's Office  
**HSP Project Title:** Highway Safety Grant 402  
**Project Manager Name:** Dustin Morrison  
**Phone:** (605) 394-6113  
**Application Name:** LE18-Penn CO SO-SSB-00055  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-55  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$6,366.00	\$0.00	\$6,366.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$11,504.64	\$0.00	\$11,504.64	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$17,870.64	\$0.00	\$0.00		
Federal Funds	\$17,870.64	\$0.00	\$17,870.64		
State & Local Match	\$4,467.66	\$0.00	\$4,467.66		
<b>TOTAL FEDERAL + MATCH</b>	\$22,338.30	\$0.00	\$22,338.30		

### **Problem Identification**

According to statistics provided by the Office of Highway Safety, there were 17,867 traffic crashes in the State of South Dakota in fiscal year 2016. In the same year reporting period, Pennington County reported 2,333 crashes which is 13% of the total crashes in South Dakota. There were 13 fatalities and 658 injury crashes in Pennington County during FFY 2016. Some of these crashes were a result of high risk drivers. Speed and lack of seatbelt usage are factors associated with high risk drivers. During FFY 2016, Pennington County had 256 speed related crashes. Three of the speed related crashes resulted in fatalities. These are all factors that can be addressed through enforcement and education. Pennington County continues to be in the top ten counties in motor vehicle crashes.

### **Brief Project Summary**

Reduce the number of speed related crashes in Pennington County by 2% from 256 in fiscal year 2016 to 251 by September 30, 2018. Increase speed citations in Pennington County by 2% from 2587 citations in fiscal year 2016 to 2638 citations by September 30, 2018. Utilizing the requested seven radar units, the department will conduct 200 hours of saturation patrols that will focus on speed and seatbelt enforcement and will participate in all national mobilization campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Pierre Police Department  
**HSP Project Title:** Speed Overtime  
**Project Manager Name:** Justin Harmon  
**Phone:** (605) 773-7413  
**Application Name:** LE18-pierre police-SSB-00038  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-38  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$4,426.53	\$0.00	\$4,426.53	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$19,200.00	\$0.00	\$19,200.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$23,626.53</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$23,626.53	\$0.00	\$23,626.53		
State & Local Match	\$6,113.03	\$0.00	\$6,113.03		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$29,739.56</b>	<b>\$0.00</b>	<b>\$29,739.56</b>		

### **Problem Identification**

The Pierre Police Department does not have any officers assigned to work traffic enforcement on a full time basis. Patrol officers watch for traffic violations between calls for service whenever possible. On average, the department handles 10,000 calls for service. These calls are divided up amongst the (16) patrol officers, leaving very little time for traffic enforcement during the regular course of duty. Previous year's grants have allowed us to deploy officers to work traffic enforcement. With this increased enforcement, the City of Pierre has noticed a dramatic decrease in State Reportable Accidents. In FY2016 Accidents Records data shows 14 speed related crashes and one speed related fatal crash. The attached 2015 State Reportable Motor Vehicle Crashes Report for Pierre shows a map that indicates the majority of State Reportable accidents in Pierre occurred on 1 of the 3 highways that run through the city (US14/SD34/SD1804). With the approval of this grant, our department can continue to impact these major highways and reduce or maintain low speed related crashes.

### **Brief Project Summary**

Reduce the number of people killed in speed related crashes in the City of Pierre from 1 in FY2016 to 0 by September 30,2018. Increase the number of seatbelt citations in the City of Pierre by 10%, from 64 in FY2016 to 71 by September 30, 2018. Increase the number of speed citations in the City of Pierre by 10%, from 186 in FY2016 to 205 by September 30, 2018. Utilizing the requested eight radar units, the department will have police officers randomly conduct traffic enforcement using marked police cars. Special emphasis will be to deploy these officers during national mobilizations and campaigns established by NHTSA. A minimum of four high visibility enforcement activities, such as checkpoints or saturation patrols, will be performed during the national mobilizations (May Seatbelt, Labor Day Impaired Driving, and Holiday Season Impaired Driving and two additional high visibility enforcement activities during the remainder of the grant year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** South Dakota Highway Patrol  
**HSP Project Title:** Traffic Enforcement Grant  
**Project Manager Name:** Colonel Craig Price  
**Phone:** (605) 773-3105  
**Application Name:** LE18-South Dakota Highway Patrol-SSB-00035  
**Major Performance Measure:** C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions  
C6 -Reduce the number of speeding-related fatalities  
**Project Number:** 2018-00-35  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$106,275.00	\$0.00	\$106,275.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$147,700.00	\$0.00	\$147,700.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$253,975.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$253,975.00	\$0.00	\$253,975.00		
State & Local Match	\$63,493.75	\$0.00	\$63,493.75		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$317,468.75</b>	<b>\$0.00</b>	<b>\$317,468.75</b>		

### **Problem Identification**

A major factor in South Dakota's high fatality numbers is speed. In CY 2016, 1,800 crashes were speed related. Of those, 34 were fatal, and 556 were injury crashes. The Highway Patrol recognizes the danger of speed as a factor in crashes, this is as important to focus on as impaired driving in enforcement efforts. Seatbelt use and hazardous moving violations are dangerous as well. In South Dakota, 67% of fatal crashes the driver was not restrained. That is why the Highway Patrol will dedicate 2,500 hours of high-intensity, high-visibility, speed, hazardous moving violation detection and seatbelt enforcement overtime in areas prone to fatal crashes. By utilizing statistics from Accident Records and the Department of Transportation, the Highway Patrol will target areas of South Dakota that show high traffic volume and fatal crashes. Additional traffic enforcement will take place during high traffic periods when South Dakota roadways are being traveled heavily. By targeting these areas, South Dakota should show a decrease in the amount of fatal and injury crashes caused by speed, hazardous moving violations with drivers unrestrained.

### **Brief Project Summary**

Reduce the number of unrestrained fatalities in South Dakota by 3% from the three year average of 46 to 45 by September 30, 2018. Reduce the number of speeding-related fatalities in South Dakota by 7% from the three year average of 29 to 27 by September 30, 2018. Utilizing the requested 40 radar units and 10 LIDAR units, the Highway Patrol will detail troopers to 2,500 hours of traffic enforcement overtime. A significant amount of the planned traffic enforcement overtime will be used in association with the patrol's "Operation Safe" projects. The Highway Patrol will conduct Operation Safe's in each of the NHTSA identified campaigns.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** South Dakota State University PD  
**HSP Project Title:** FFY 2018 SSB  
**Project Manager Name:** Brandon Schultz  
**Phone:** (605) 688-5117  
**Application Name:** LE18-SDSU\*-SSB-00068  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-68  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,356.00	\$0.00	\$1,356.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,356.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$1,356.00	\$0.00	\$1,356.00		
State & Local Match	\$339.00	\$0.00	\$339.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$1,695.00</b>	<b>\$0.00</b>	<b>\$1,695.00</b>		

### **Problem Identification**

SDSU saw an increase in traffic crashes in FFY 2016 to 99 from 89 in FFY 2015. Over this same period we have seen a drop in speed citations and warnings issued by the department from 921 to 481. The decrease in enforcement is an effect of limited space to park a patrol car to utilize standard RADAR equipment making it harder to set up enforcement efforts in high vehicle and pedestrian traffic areas.

### **Brief Project Summary**

Reduce the number of traffic crashes on the SDSU Campus by 5% from 99 in FFY 2016 to 94 by September 30, 2018. By increasing speed enforcement in high traffic areas, we hope to increase speed citations by 5% from 126 in FFY 2016 to 133 by September 30, 2018. To accomplish this we will participate in all Highway Safety Campaigns. We will utilize the requested LIDAR to set up speed enforcement activities in areas of campus that limit the positioning of a patrol vehicle to properly use a RADAR unit in speed enforcement activities.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Summerset Police Department  
**HSP Project Title:** SUMM SSB  
**Project Manager Name:** Don Allen  
**Phone:** (605) 721-6806  
**Application Name:** LE18-Summerset Police Department-SSB-00065  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-65  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$7,068.00	\$0.00	\$7,068.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,068.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$7,068.00	\$0.00	\$7,068.00		
State & Local Match	\$1,767.00	\$0.00	\$1,767.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$8,835.00</b>	<b>\$0.00</b>	<b>\$8,835.00</b>		

### **Problem Identification**

The City of Summerset is a smaller community of approximately 2,500 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1,814 citizens, derived from the 2010 census. It is located 8 miles from Rapid City, which has a population of approximately 75,000 citizens. There are two major highways running through our city, Sturgis Road and Interstate 90. In 2015, officers issued 332 citations and warnings for speed violations. This is an increase of 296 citations and warnings from the previous year. During the period of 01/01/2014 to 12/31/2015 there were 126 total traffic crashes within the geographic boundaries of Summerset. This includes Sturgis Road between the junction of SD 231 to Elk Creek Road, Interstate 90 between mile markers 46 to 52. Speed and aggressive driving were involved in 26 of the 126 crashes or 25 %. Three of these crashes resulted in fatalities.

### **Brief Project Summary**

Reduce the number of speed related fatalities in the City of Summerset by 33% from 3 in FFY16 to 2 by September 30, 2018. Increase seat belt citations in the city of Summerset by 20% from 55 in FFY16 to 66 by September, 30, 2018. Increase speed citations in the city of Summerset by 20% from 171 in FFY16 to 205 by September 30, 2018. The department will conduct saturation patrols in high traffic areas to reduce the number of speeding motorist, aggressive driving, non-belted front seat occupants and children not restrained violations. The Summerset Police Department will participate in the National Mobilizations conducted throughout the year.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Turner County Sheriff's Office  
**HSP Project Title:** Limit the Speed 18  
**Project Manager Name:** S. Luke  
**Phone:** (605) 297-3225  
**Application Name:** LE18-TurnerSO-SSB-00029  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-29  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,192.00	\$0.00	\$3,192.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,192.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$3,192.00	\$0.00	\$3,192.00		
State & Local Match	\$798.00	\$0.00	\$798.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$3,990.00</b>	<b>\$0.00</b>	<b>\$3,990.00</b>		

### **Problem Identification**

We have approximately 271 traffic stops for speeding, 38 traffic complaints, and general traffic issues in our area due to ethanol plants and several major highways. We have an increased amount of traffic issues and complaints during and around the Turner County Fair in August. Although we had zero speed related fatalities in FFY2016, we want to increase our traffic stops and speeding citations in attempt to alleviate the unsafe driving. We want to educate people on safe driving and belt usage.

### **Brief Project Summary**

Maintain zero speed related fatalities in Turner County by September 30, 2018. We want to increase our speeding citations in Turner County by 20% from 23 in FFY2017 to 28 by September 30, 2017. Utilizing the requested two radar units, we will conduct 2 speed enforcement saturation campaigns with a focus during the Turner County Fair. We will participate in all 3 of the state mandated mobilization enforcement periods in FFY2018.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Union County Sheriff's Office  
**HSP Project Title:** Union County Sheriff's Office Safety Grant  
**Project Manager Name:** Robert Albertsen  
**Phone:** (605) 356-2679  
**Application Name:** LE18-Union Co So-SSB-00051  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
**Project Number:** 2018-00-51  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$4,367.63	\$0.00	\$4,367.63	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$4,367.63	\$0.00	\$0.00		
Federal Funds	\$4,367.63	\$0.00	\$4,367.63		
State & Local Match	\$1,091.91	\$0.00	\$1,091.91		
<b>TOTAL FEDERAL + MATCH</b>	\$5,459.54	\$0.00	\$5,459.54		

### **Problem Identification**

The mission of the Union County Sheriff's Office is to reduce the number of motor vehicle crashes and to reduce the economic and emotional loss resulting from vehicle crashes. In 2016, Union County had a total of 257 crashes. While the total number of crashes dramatically increased from 146 in 2015. Union County had a total of 66 injury crashes. Speeding remains an issue in Union County. Union County decreased speed citations from 355 in 2015, to 250 in 2016, and 680 warnings to 433 warnings. (SD DPS Accident Records) Union County has a resident population of 14,934. (<https://www.census.gov/quickfacts/table/PST045216/46127,00>). It encompasses 460 square miles. Major travel lanes are Interstate 29 and South Dakota Highways 46, 48, and 50.

### **Brief Project Summary**

The Union County Sheriff's Office has a goal to decrease the number of speed related crashes from 3 in FFY2016 to 0 by September 30, 2018. The Union County Sheriff's Office will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the three national mobilization times during the fiscal year along with four more saturations/checkpoints. The Union County Sheriff's Office will also focus on the importance of seat belt usage by the travelers within our jurisdiction.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Vermillion Police Department  
**HSP Project Title:** Safety Enforcement  
**Project Manager Name:** Sergeant Joseph Ostrem  
**Phone:** (605) 677-7070  
**Application Name:** LE18-Vermillion Police Department-SSB-00093  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A2 -Occupant Protection Citations  
A3 -Speed Citations  
**Project Number:** 2018-00-93  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,691.36	\$0.00	\$2,691.36	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$2,691.36	\$0.00	\$2,691.36		
Federal Funds	\$2,691.36	\$0.00	\$2,691.36		
State & Local Match	\$672.84	\$0.00	\$672.84		
<b>TOTAL FEDERAL + MATCH</b>	\$3,364.20	\$0.00	\$3,364.20		

### **Problem Identification**

Cherry Street and Princeton Avenue have been identified as problem areas within the City of Vermillion. In FY2016 Cherry Street accounted for 42% of speeding citations and 33% of seat belt citations. Cherry Street runs east and west through the City of Vermillion and is considered the business route for South Dakota Highway 50. Cherry Street has various speed limits posted through the City of Vermillion. These statistics are provided from the department's database (Zuercher). Cherry St. (Injury Accidents): FY 2014–7; FY 2015–12; FY 2016–8

Princeton Avenue has been identified as another problem area within the City of Vermillion for speed violations. Princeton Avenue is home to a recently opened Casey's Convenience Store, a soon to be opened (May 13th) Tractor Supply Company (TSC) as well as the local Walmart. These businesses are located near the north end of Princeton Ave near Highway 50. Princeton Avenue is home to a city park (Lyons Park) and the Vermillion Middle School (VMS) and the VMS sports complex which hosts activities through the school year and summer months. Princeton Avenue is also adjacent to the South Dakota National Guard Armory which doubles as an emergency shelter during inclement weather. Princeton Ave. (Non Injury Accidents): FY2014–11; FY2015–19; FY2016–20

### **Brief Project Summary**

Reduce the number of injury crashes in the City of Vermillion from 22 in FY2016 to 20 by September 30, 2018. Increase seat belt and child restraint citations from 30 in FY2016 to 35 by September 30, 2018. Increase speeding citations from 185 in FY2016 to 200 by September 30, 2018. We will conduct frequent and intense enforcement activities to include stationary and roving patrols, conduct high visibility enforcement activities during high traffic times, participate in all national mobilization campaigns, and make use of speeding enforcement equipment currently in inventory within the department.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Watertown Police Department  
**HSP Project Title:** Watertown  
**Project Manager Name:** Ryan Remmers  
**Phone:** (605) 882-6210  
**Application Name:** LE18-Watertown PD-SSB-00079  
**Major Performance Measure:** C6 -Reduce the number of speeding-related fatalities  
A3 -Speed Citations  
**Project Number:** 2018-00-79  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,464.00	\$0.00	\$3,464.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,464.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$3,464.00	\$0.00	\$3,464.00		
State & Local Match	\$866.00	\$0.00	\$866.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$4,330.00</b>	<b>\$0.00</b>	<b>\$4,330.00</b>		

### **Problem Identification**

The city of Watertown is experiencing a significant problem related to traffic crashes and injuries resulting from them. Looking back into the recent past, one can see a steady increase in traffic crashes in our city. In 2006, the Watertown Police Department (WPD) investigated 265 state-reportable traffic crashes. The number of crashes steadily increased over the years, peaking at 437 crashes in 2012 and 428 crashes in 2013. The WPD began a highly publicized, multi-year, traffic safety program starting in 2014. That programs resulted in a steady reduction of crashes each year with 409 crashes in 2014, 388 in 2015, and 369 in 2016. The number of people of injured in crashes closely corresponds to the numbers of crashes cited just above. In other words, the number of people injured in crashes peaked at 146 in 2012 and then steadily declined to 121 in 2016. This data leads us to believe that a highly publicized, multi-year, traffic safety program can have, and has already had, a meaningful impact on roadway safety within our community. The funding being requested in this proposal would help us to continue our mission on ensuring the safety of the motoring public.

### **Brief Project Summary**

The Watertown Police Department will reduce the number of speed related fatal crashes within Watertown from 1 in 2015 to 0 by September 30, 2018. The Watertown Police Department will increase the number of speeding citations issued from 277 in 2015 to 300 by September 30, 2018. The WPD will continue its highly publicized speed reduction campaign using a two-pronged approach—education and enforcement. WPD officers will continue to devote a significant portion of their time toward this program, which will consist of speed enforcement patrols and public awareness presentations. The patrols will be conducted on segments of roadways in which the probability of crashes is the highest. The WPD will strategically deploy its speed board trailer at targeted locations. The WPD will use its speed capturing data recorder in a variety of locations to help determine where and when speeding problems occur. The funding from in proposal will allow us to purchase two radar units for patrol cars. Our officers will utilize these radar units to address speeding problems in our community.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C7**

Number of Motorcycle Fatalities (FARS)

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C8**

Number of Un-Helmeted Motorcyclist Fatalities (FARS)

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C9**

Number of Drivers Age 20 or Younger Involved in Fatal Crashes

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization:** Mitchell Police Department  
**HSP Project Title:** South Central Alcohol Task Force  
**Project Manager Name:** Officer Dan Kopfmann  
**Phone:** (605) 995-8400  
**Application Name:** LE18-Mitchell Police Department-IMP-00031  
**Major Performance Measure:** C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes  
**Project Number:** 2018-00-31  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$5,171.00	\$0.00	\$5,171.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$1,210.00	\$0.00	\$1,210.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$2,350.00	\$0.00	\$2,350.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,731.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		
Federal Funds	\$8,731.00	\$0.00	\$8,731.00		
State & Local Match	\$8,731.00	\$0.00	\$8,731.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$17,462.00</b>	<b>\$0.00</b>	<b>\$17,462.00</b>		

### **Problem Identification**

The City of Mitchell began to see an increase in underage consumption arrests beginning in 2004. This was after a three year decrease in arrests. We felt beginning alcohol sales compliance checks at the retail level would potentially slow that down. This is unacceptable due to the problems that arise from underage consumption of alcohol - car crashes, assaults, drug use, thefts, and other crimes. Underage Consumption of Alcohol arrests in Mitchell: 2000-2013 = Average 232 per year; 2014-106; 2015-114; 2016-148

We send an undercover Confidential Informant (C.I.) wired for sound and equipped with marked money to track the transaction into the various businesses that sell alcohol in an attempt to purchase alcohol. This has been a proven countermeasure to increase alcohol sales compliance within the South Central Alcohol Task Force coverage area. The passing rate for alcohol compliance checks in the city of Mitchell is as follows: 2014-93% average pass rate; 2015-92%; 2016-91%. In 2004 the South Central Alcohol Task Force was formed and the following Counties joined to help combat the purchase of alcohol by underage individuals in their jurisdictions: Davison County and Miner County. In 2009, Aurora County also joined the South Central Alcohol Task Force. The passing rate for alcohol compliance checks in those counties is as following: Miner County: 2015-100%; 2016-75%; Davison County: 2015-100%; 2016-100%; Aurora County: 2015-94%; 2016-100%

### **Brief Project Summary**

Maintain a 90% or higher compliance rate for establishments that sell alcohol within the South Central Alcohol Task Force. Our department teaches Certified Alcohol Seller Training (C.A.S.T.) curriculum to our local alcohol license holders and their employees once per month. The department also checks alcohol compliance at the retail level. We pay a Confidential Informant (C.I.) to assist. The businesses in Mitchell are checked twice during the fiscal year or as manpower allows.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** South Dakota State University PD  
**HSP Project Title:** FFY 2018 IMP  
**Project Manager Name:** Brandon Schultz  
**Phone:** (605) 688-5117  
**Application Name:** LE18-SDSU\*-IMP-00070  
**Major Performance Measure:** C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes  
A1 -Impaired Driving Citations  
**Project Number:** 2018-00-70  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$600.00	\$0.00	\$600.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	\$600.00	\$0.00	\$0.00		
Federal Funds	\$600.00	\$0.00	\$600.00		
State & Local Match	\$600.00	\$0.00	\$600.00		
<b>TOTAL FEDERAL + MATCH</b>	\$1,200.00	\$0.00	\$1,200.00		

### **Problem Identification**

The main age group we deal with on the SDSU campus are between the ages of 16 and 25 years old. In FFY11-FFY13 we averaged 34 impaired driving arrests a year. In FFY14-FFY16 the average jumped to 40 impaired driving arrests a year. In FFY 2015 30.1% of drivers involved in alcohol related crashes were under the age of 25. Our goal is to reduce the number of people injured in impaired driving accidents in Brookings County.

### **Brief Project Summary**

Reduce the number of people killed or injured in crashes at SDSU and City of Brookings by 5% from 80 in FFY15 to 76 by September 30, 2018. Increase impaired driving citations by 5% from 43 in FFY 2016 to 46 by September 30, 2018. The department would like to reduce impaired driving crashes by participating in all Highway Safety campaigns, conduct at least 5 public speaking presentations about alcohol and impaired driving on the SDSU Campus.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** SD Teen Court Association  
**HSP Project Title:** Underage Drinking Prevention Project  
**Project Manager Name:** Jennifer Stalley  
**Phone:** (605) 224-8118  
**Application Name:** CG18-SDTCA-IMP-00056  
**Major Performance Measure:** C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes  
**Project Number:** 2018-02-56  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$60,000.00	\$0.00	\$60,000.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
<b>SUBTOTAL CATEGORIES</b>	<b>\$60,000.00</b>	<b>\$0.00</b>	<b>\$60,000.00</b>		
Federal Funds	\$60,000.00	\$0.00	\$60,000.00		
State & Local Match	\$60,000.00	\$0.00	\$60,000.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>		

### **Problem Identification**

There were an estimated 8.7 million underage drinkers in 2014, including 5.4 million binge drinkers and 1.4 million heavy drinkers. (Results from the 2014 National Survey on Drug Use and Health; Summary of National Findings 2014). South Dakota youth continue to rank among the highest in the nation for underage drinking and binge drinking. According to the South Dakota Office of Highway Safety, 121 underage (under 21 years of age) drinking drivers were involved in vehicular accidents in 2015, and 55 of these accidents resulted in injury or fatality. These underage drinking drivers accounted for 2 fatalities and 53 accidents that resulted in injury. (2015 South Dakota Motor Vehicle Traffic Crash Survey, Table 3-16). During FY 2016, there were 223 charges of underage drinking and driving and 3,597 charges of underage consumption in the state. (South Dakota Unified Judicial System). The twelve teen court programs in South Dakota serve youth in eighteen counties across the state. Between 2006 and 2016, the teen court programs heard over 5,400 cases. Of those cases, 2,713 were substance-related cases. The teen court programs reported a completion rate of more than 85% on substance-related cases, with youth successfully completing their sentences within the required time frame. During this same time period, less than 15% of the youth who completed the teen court program on substance-related offenses re-offended in any way within six months following the completion of their teen court sentence.

### **Brief Project Summary**

To reduce underage consumption and the number of underage impaired drivers by completing 80% of teen court sentences with a less than 15% recidivism rate. South Dakota Teen Court Association member courts will use evidence-based models to positively impact youth behaviors to reduce alcohol violations among high-risk youth to prevent underage consumption and reduce the number of underage passengers and drivers. All participating teen court programs will adopt and remain in compliance with the South Dakota Teen Court Association Standards. 100% of teen court youth sentenced on an alcohol related offense will be provided an opportunity to learn about the effects of substance abuse, and gain skills to live healthier and productive lives.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C10**

Number of Pedestrian Fatalities (FARS)

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization** SDEMSC/University of South Dakota  
**HSP Project Title:** Bike and Pedestrian Safety  
**Project Manager Name:** Corolla Lauck  
**Phone:** (605) 328-6668  
**Application Name:** CG18-SDEMSC-BPD-00057  
**Major Performance Measure:** C10 -Reduce the number of pedestrian fatalities  
C11 -Reduce the number of bicycle fatalities  
**Project Number:** 2018-02-57  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$22,010.00	\$0.00	\$22,010.00	Section 402	20.600
Travel	\$400.00	\$0.00	\$400.00	Section 402	20.600
Contractual Services	\$2,500.00	\$0.00	\$2,500.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$8,090.00	\$0.00	\$8,090.00	Section 402	20.600
Indirect Costs	\$8,580.00	\$0.00	\$8,580.00	Section 402	20.600
<b>SUBTOTAL CATEGORIES</b>	<b>\$41,580.00</b>	<b>\$0.00</b>	<b>\$41,580.00</b>		
Federal Funds	\$41,580.00	\$0.00	\$41,580.00		
State & Local Match	\$10,395.00	\$0.00	\$10,395.00		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$51,975.00</b>	<b>\$0.00</b>	<b>\$51,975.00</b>		

### **Problem Identification**

Approximately 215 individuals in South Dakota were injured or killed each year in bicycle and pedestrian crashes, according to the SD Office of Accident Records report from 2014. According to Accident Records from 2015, 27% of the reported bicycle crashes involved children under the age of 14, and 17% involved riders under the age of 20. Crashes involving individuals between the ages of 21-65 is 56%. Data for 2015 show 96% of the bike crashes happen between the ages of 1-65. Noting age's 11-15 account for 23% of bicycle crashes followed by ages 6-10 at 15% and ages 31-35 comprised to 14%. Crash summary data from 2006-2015 motor vehicle drivers contributing circumstances are: failure to yield, traffic signal and turn/lane changes. South Dakota, and in particular the metropolitan region of Sioux Falls, continues to experience an increasing trend in both pedestrian and bicycle activity, which shows a disproportionate percentage of injuries and fatalities occurring within the city. With increased education programs across South Dakota with a focus in Minnehaha and Pennington Counties we believe we can reduce the number of injuries and fatalities. According to Accident Records, pedestrian injuries and fatalities from 2015, 20% involved children from 1-13 in ages, and 15% were ages 14-20, with a remarkable increase to 64% in pedestrian injuries and fatalities ages 21-65. Broad spectrum pedestrian education for all ages in South Dakota with a specific focus on ages 11-15 which account for 14% of injuries and fatalities.

### **Brief Project Summary**

Reduce pedestrian fatalities in South Dakota by 20% from 10 in FFY2016 to 8 by September 30, 2018. Reduce pedestrian injuries in South Dakota by 10% from 99 in FFY162015 to 89 by September 30, 2018. Reduce bicycle fatalities in South Dakota by 50% from 1 in FFY2016 to 0 by September 30, 2018. Reduce bicycle injuries in South Dakota by 0% from 79 in FFY2016 to 71 by September 30, 2018. Educate children and their care givers in safe walking and bicycling habits, routes and best practices. SD EMS for Children will incorporate the prevention education on these initiatives in current educational activities along with creating a separate educational package for all EMS agencies to use. Conduct bike rodeos during spring, summer and fall seasons that train children to ride safely and always wear a helmet using our Don't Thump Your Melon Program.

**Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **TAB C11**

Number of Bicyclist Fatalities (FARS)

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **ACTIVITY MEASURES**

Organization	Project Number	B1 - Increase observed seat belt usage for passenger vehicles and front seat occupants	Total Federal Dollars
Butte County Sheriff's Office	2018-00-61	Maintain the percentage of seatbelt use in Butte County at 94 percent or above by September 30, 2018.	\$6,896.80
Organization	Project Number	A1 - Impaired Driving Citations	Total Federal Dollars
Belle Fourche Police Department	2018-00-57	Increase the number of alcohol/drug related impaired driving arrests in the City of Belle Fourche by 20% from 30 in 2016 to 36 by September 30, 2018.	\$8,252.58
Bennett County Sheriff's office	2018-00-91	Increase impaired driving citations in Bennett County by 30% from 19 in FFY15 to 25 by September 30, 2018.	\$1,515.35
Box Elder Police Department	2018-00-74	Increase enforcement actions for DUI in the City of Box Elder by 5% from 63 in FFY 2016 to 66 by September 30, 2018.	\$15,094.54
Brookings County Sheriff's Office	2018-00-47	1 alcohol enforcement action for every 10 hours worked.	\$8,482.50
Brookings Police Department	2018-00-72	To dedicate 80 hours combined Federal and Local to DUI Enforcement and raise arrests by 5% from the 2016 level of 198 to 208 DUI Arrests.	\$2,357.52
Marshall County Sheriff's Office	2018-00-62	Increase DUI citations in Marshall County by 5% from 30 in FFY2016 to 32 by September 30, 2018.	\$2,545.00
Oglala Sioux Tribe Department Of Public Safety	2018-00-39	Maintain 628 impaired driving arrests on the Pine Ridge Reservation by September 30, 2018.	\$1,590.00
Pennington County Sheriff's Office	2018-00-83	Increase the number of impaired driving arrests in Pennington County by 5% from 324 in fiscal year 2016 to 340 by September 30, 2018.	\$16,911.47
Rapid City Police Department	2018-00-63	Increase the number of issued impaired driver citations in Rapid City by 5% from 937 in fiscal year 2016 to 984 by September 30, 2018.	\$65,532.00
SDSU Police Department	2018-00-70	Increase impaired driving citations by 5% from 43 in FFY 2016 to 46 by September 30, 2018.	\$600.00
Summerset Police Department	2018-00-94	Increase impaired driving citations in the City of Summerset by 40% from 6 in FFY16 to 9 by September 30, 2018.	\$6,498.94
Vermillion Police Department	2018-00-66	Increase the number of DWI arrests in the City of Vermillion by 2% from 86 in FFY 2016 to 88 by September 30, 2018.	\$7,990.57
Watertown Police Department	2018-00-77	We will increase the number of impaired driving arrests in the City of Watertown from 174 in 2016 to 184 by September 30, 2018.	\$12,364.00
Winner Police Department	2018-00-88	Increase the number of Impaired driving citations from 30 citations in fiscal year 2016 to 33 citations by September 30, 2018.	\$3,500.00
Organization	Project Number	A2 - Occupant Protection Citations	Total Federal Dollars
Belle Fourche Police Department	2018-00-58	Increase seatbelt citations in the City of Belle Fourche by 50% from 20 seatbelt citations in 2016 to 30 citations by September 30, 2018.	\$16,581.00
Box Elder Police Department	2018-00-75	Increase enforcement actions for child/adult restraint violations in the City of Box Elder by 3% from 1,068 in FFY2016 to 1,101 by September 30, 2018.	\$32,078.25
Brookings County Sheriff's Office	2018-00-49	1 enforcement action for every 10 hours of overtime worked in federal fiscal year 2018.	\$15,000.00
Butte County Sheriff's Office	2018-00-61	Increase the number of seatbelt/child restraint citations in Butte County by 25% from 32 in FY2016 to 40 by September 30, 2018.	\$6,896.80
Dewey County Sheriff's Office	2018-00-96	Hold our present occupant protection citations in Dewey County at 25 citations for FFY2018.	\$6,001.32
Groton Police Department	2018-00-76	Increase the number of seatbelt citations in the City of Groton by 14% from 28 in FY2016 to 32 by September 30, 2018.	\$10,179.68
Huron Police Department	2018-00-37	Increase seatbelt citations in the City of Huron by 20% from 49 in FFY16 to 59 by September 30, 2018.	\$16,912.50
Lead Police Department	2018-00-33	Increase occupant protection arrests (citations/warnings) in the City of Lead by 200% from 5 in the previous three years to 15 by September 30, 2018.	\$22,845.60
Marshall County Sheriff's Office	2018-00-90	Increase seat belt citations in Marshall County by 10% from 36 in base year 2016 to 40 seat belt citations by September 30, 2018.	\$9,900.00
Meade County Sheriff's Office	2018-00-92	Increase seat belt citations in the county of Meade from 1 in FFY 2016 to 72 by September 30, 2018.	\$18,423.00
Miller Police Department	2018-00-45	Increase occupant protection citations in the City of Miller by 5% from 34 in FFY16 to 36 by September 30, 2018.	\$9,339.00
Minnehaha County Sheriff's Office	2018-00-32	Increase the number of occupant protection citations in Minnehaha County by 200% from 5 in FFY2016 to 10 by September 30, 2018.	\$11,963.60
Mobridge Police Department	2018-00-80	Increase seat belt and child restraint enforcement in the City of Mobridge by 25% from 24 citations in 2016 to 29 by September 30, 2018.	\$4,123.35
Pierre Police Department	2018-00-38	Increase the number of seatbelt citations in the City of Pierre by 10% from 64 in FY2016 to 71 by September 30, 2018.	\$23,626.53
Sturgis Police Department	2018-00-81	Decrease number of child restraint and seat belt citations and warnings issued in 2016 from 160 to 140 by aggressive education and enforcement.	\$3,888.00
Summerset Police Department	2018-00-65	Increase seat belt citations in the City of Summerset by 20% from 55 in FFY16 to 66 by September, 30, 2018.	\$7,068.00

Vermillion Police Department	2018-00-93	Increase seat belt and child restraint citations in the City of Vermillion from 30 in FY2016 to 35 by September 30, 2018.	\$2,691.36
<b>Organization</b>	<b>Project Number</b>	<b>A3 - Speed Citations</b>	<b>Total Federal Dollars</b>
Aurora County Sheriff's Office	2018-00-64	Increase the number of speed citations in Aurora County from the previous 3 year average of 171 per year to 200 by September 30, 2018.	\$5,787.00
Belle Fourche Police Department	2018-00-58	Increase speed citations in the City of Belle Fourche by 20% from 139 citations in 2016 to 166 by September 30, 2018.	\$16,581.00
Box Elder Police Department	2018-00-75	Increase enforcement actions for speed violations in the City of Box Elder by 3% from 100 in FFY2016 to 103 by September 30, 2018.	\$32,078.25
Brookings County Sheriff's Office	2018-00-49	3 speeding enforcement actions for every 4 hours of enforcement worked in federal fiscal year 2018	\$15,000.00
Brookings Police Department	2018-00-42	To dedicate 150 hours combined Federal and Local to Speed Enforcement and raise citations by 3% from 2016 level of 976 to 1005 in 2018.	\$13,356.80
Butte County Sheriff's Office	2018-00-61	Maintain the number of speed citations in Butte County at 180 by September 30, 2018.	\$6,896.80
Clay County Sheriff's Office	2018-00-48	Increase patrols in Clay County to increase citations by 10% from 33 citations in 2016 to 37 by September 30, 2018.	\$1,996.00
Corson County Sheriff's Office	2018-00-84	Increase the number of speed citations in Corson County by 2% from 376 citations in FFY2016 to 384 citations by September 30, 2018.	\$5,355.00
Davison County Sheriff's Office	2018-00-28	Increase the number of speed citations in Davison County by 1% from 730 in 2016 to 737 by September 30, 2018.	\$15,000.00
Dewey County Sheriff's Office	2018-00-96	Increase speed citations in Dewey County by 10% from 60 in FY 2016 to 66 by September 30, 2018.	\$6,001.32
Hamlin County Sheriff's Office	2018-00-73	Increase speed citations by 2% in Hamlin County from 423 in FFY2016 to 431 by September 30, 2018.	\$15,707.50
Hand County Sheriff's Office	2018-00-60	Increase the number of traffic citations issued in Hand county by 10% from 315 to 346 by September 30, 2018.	\$7,550.33
Hot Springs Police Department	2018-00-69	Increase speed citations in the City of Hot Springs by 10% from 133 in FFY2016 to 146 by September 30, 2018.	\$5,070.96
Huron Police Department	2018-00-37	Increase speed citations in the City of Huron by 10% from 229 in FFY16 to 252 by September 30, 2018.	\$16,912.50
Lead Police Department	2018-00-33	Increase speeding arrests (citations/warnings) in the City of Lead by 71% from an average 38 the previous three years to 65 by September 30, 2018.	\$22,845.60
Lyman County Sheriff's Office	2018-00-87	To increase the number of speed citations in Lyman County from 6 in FY 2016 to 50 by September 30, 2018.	\$17,191.62
Madison Police Department	2018-00-46	Increase the total number of speeding citations issued by requiring officers to issue at least 1 citation per grant hour worked.	\$3,970.00
Marshall County Sheriff's Office	2018-00-90	Increase speed citations in Marshall County by 10% from 85 in base year 2016 to 94 speed citations by September 30, 2018.	\$9,900.00
Meade County Sheriff's Office	2018-00-92	Increase speed citations in the county of Meade by 20% from 236 in FFY 2016 to 283 by September 30, 2018.	\$18,423.00
Miller Police Department	2018-00-45	Increase speed citations in the City of Miller by 5% from 174 in FFY16 to 183 by September 30, 2018.	\$9,339.00
Mitchell Police Department	2018-00-40	Increase the number of speeding citations in the City of Mitchell by 10% from 73 in FY2016 to 80 by September 30, 2018.	\$20,549.60
Mobridge Police Department	2018-00-80	Increase speed citations in the City of Mobridge by 15% from 57 speed citations in fiscal year 2016 to 66 citations by September 30, 2018.	\$4,123.35
North Sioux City Police Department	2018-00-43	Increase speed citations on residential roadways in North Sioux City, SD by 5% from 239 in 2016 to 251 by September 30, 2018.	\$8,403.23
Pennington County Sheriff's Office	2018-00-55	Increase speed cites in Pennington County by 2% from 2587 cites in fiscal year 2016 to 2638 cites by September 30, 2018.	\$17,870.64
Pierre Police Department	2018-00-38	Increase the number of speed citations in the City of Pierre by 10% from 186 in FY2016 to 205 by September 30, 2018.	\$23,626.53
South Dakota State University	2018-00-68	Increase speed enforcement in high traffic areas to increase speed citations by 5% from 126 in FFY 2016 to 133 by September 30, 2018.	\$1,356.00
Sturgis Police Department	2018-00-81	Increase the number of speed citations in the City of Sturgis by 5% from 321 in fiscal period 2016 to 337 by September 30, 2018.	\$3,888.00
Summerset Police Department	2018-00-65	Increase speed citations in the city of Summerset by 20% from 171 in FFY16 to 205 by September 30, 2018.	\$7,068.00
Turner County Sheriff's Office	2018-00-29	We want to increase our speeding citations in Turner County by 20% from 23 in FFY2016 to 28 by September 30, 2018.	\$3,192.00
Vermillion Police Department	2018-00-93	Increase speeding citations in the City of Vermillion from 185 in FY2016 to 200 by September 30, 2018.	\$2,691.36
Watertown Police Department	2018-00-79	The WPD will increase the number of speeding citations issued from 277 in 2015 to 300 by September 30, 2018.	\$3,464.00
Winner Police Department	2018-00-71	Increase speed citations in the City of Winner from 20 citations in fiscal year 2016 to 30 citations by September 30, 2018.	\$4,350.00

# **FY2018 PROJECTS BY CORE PERFORMANCE AREA**

## **DATA PROJECTS**

## HIGHWAY SAFETY PLAN PROJECT SUMMARY

**HSP Project Organization** Office of Rural Health/EMS Program  
**HSP Project Title:** EMS Data  
**Project Manager Name:** Marty Link  
**Phone:** (605) 367-5372  
**Application Name:** CG18-ORH/EMS-DATA-00070  
**Major Performance Measure:** Improve the quality of EMS data submitted to the Department.  
**Project Number:** 2018-02-70  
**Percent to Local Benefit:** 100%  
**MOE:** Not Required

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$25,800.00	\$0.00	\$25,800.00	Section 405c	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,161.00	\$0.00	\$1,161.00	Section 405c	20.616
<b>SUBTOTAL CATEGORIES</b>	<b>\$26,961.00</b>	<b>\$0.00</b>	<b>\$26,961.00</b>		
Federal Funds	\$26,961.00	\$0.00	\$26,961.00		
State & Local Match	\$6,740.25	\$0.00	\$6,740.25		
<b>TOTAL FEDERAL + MATCH</b>	<b>\$33,701.25</b>	<b>\$0.00</b>	<b>\$33,701.25</b>		

### **Problem Identification**

The EMS Program has collected and submitted EMS data to the National Emergency Medical Services Information System (NEMSIS) since 2009. All licensed ambulance services in South Dakota are required to submit NEMSIS compliant data elements; this is accomplished in large part to the state's electronic patient care reporting (ePCR) platform. The current ePCR platform is version 2 compliant; NHTSA is requesting all states to become version 3 compliant.

The current ePCR system allows for the collection and submission of NEMSIS compliant data elements; however, more functionality and feedback is necessary. The EMS Program will be upgrading the ePCR platform throughout 2017 incorporating a number of system enhancements. As part of this upgrade, the EMS Program will work with key healthcare providers on several quality initiatives. These initiatives will encourage feedback to providers on patient care based on data entered into the ePCR. For one example, if a patient involved in a MVC meets the state's definition of a trauma team activation but the EMS provider did not request the activation, the system will immediately provide feedback on best practices. This logic will allow for continuous quality improvement at the local level.

Statewide and system specific reporting of data will be automated with the new ePCR version. The EMS Program will define, create, and automate reporting of specific performance measures that can be monitored over days, weeks, and months. This same functionality will be available for individual EMS agencies for local analysis and continuous quality improvements.

### **Brief Project Summary**

Develop and implement 20 performance improvement data elements for EMS by September 30, 2018.

### **Evidence Based: Yes**

**SOURCE: Countermeasures That Work - NHTSA Office of Behavioral Safety Research, Sixth Edition**

## **HIGHWAY SAFETY PLAN PROJECT SUMMARY**

**HSP Project Organization:** DPS-TraCS/Web TraCS  
**HSP Project Title:** TraCS/Web TraCS  
**Project Manager Name:** Lee Axdahl  
**Phone:** (605) 773-4949  
**Application Name:** OHS-APP-2018-SDDPS\_OHS-00026  
**Major Performance Measure:** C1-Reduce the number of traffic fatalities  
**Project Number:** 2018-03-26  
**Percent to Local Benefit:** 0%  
**MOE:** \$87,843.00

<b>Cost Summary</b>	<b>Current Approved</b>	<b>Additional Approved</b>	<b>Total to HSP</b>	<b>Section</b>	<b>CFDA</b>
TraCS/Web TraCS	\$351,375.00		\$351,375.00	Section 405c	20.616

### **Brief Project Summary**

The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the record to become part of the state crash record system. This project will allow additional law enforcement agencies to electronically submit accident reports and update the TraCS system via a web-based system.

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

*[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: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, 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, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 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.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

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

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

### **NONDISCRIMINATION**

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“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) and 49 CFR part 21;
- **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, sub-recipients 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;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**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:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o 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 –
  - o Abide by the terms of the statement.
  - o 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- 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-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

**BUY AMERICA ACT**  
**(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 only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved by the Secretary of Transportation.

**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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan 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. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. 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 for the benefit 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 for the benefit 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.)
5. 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))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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 seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
  - 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. 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))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6-26-2017  
Date

**Trevor Jones**  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety