

# South Dakota 2012 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, INTERIM DIRECTOR**

**MITCH O'HARA, RESEARCH ASSOCIATE**

**JANE REASONER, RESEARCH ASSOCIATE**

**W.O. FARBER CENTER FOR CIVIC LEADERSHIP**

**THE UNIVERSITY OF SOUTH DAKOTA**

## TABLE OF CONTENTS

MISSION STATEMENT.....	3
BACKGROUND .....	3
EXECUTIVE SUMMARY .....	4
<i>Statewide Synopsis</i> .....	4
<i>Highway Safety Plan Outline</i> .....	7
CORE OUTCOME AND BEHAVIOR MEASURES FOR 2010 .....	8
2012 HIGHWAY SAFETY PERFORMANCE GOALS .....	9
PERFORMANCE TRENDING AND GOALS.....	10
C1: <i>Number of fatalities from traffic crashes</i> .....	10
C2: <i>Number of serious injuries from traffic crashes</i> .....	13
C3: <i>Fatalities per vehicle mile traveled</i> .....	15
C4: <i>Number of unrestrained passenger vehicle occupant fatalities</i> .....	18
C5: <i>Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 or above</i> .....	21
C6: <i>Number of speeding-related fatalities</i> .....	24
C7: <i>Number of motorcyclist fatalities</i> .....	26
C8: <i>Number of unhelmeted motorcyclist fatalities</i> .....	29
C9: <i>Number of drivers age 20 or younger involved in fatal crashes</i> .....	31
C10: <i>Number of pedestrian fatalities</i> .....	34
B1: <i>Observed seat belt use for passenger vehicles, front seat outboard occupants</i> .....	37
2011 HIGHWAY SAFETY PLAN BUDGET SUMMARY .....	42
STATE CERTIFICATIONS AND ASSURANCES .....	45
ADDENDUM A: EMERGENCY MEDICAL SERVICES .....	55
ADDENDUM B: EQUIPMENT REQUEST.....	57
ADDENDUM C: ROADWAY SAFETY ADVISORY COMMITTEE MEMBERS .....	58
ADDENDUM D: OFFICE OF HIGHWAY SAFETY PUBLIC EDUCATION COMMUNICATIONS PLAN.....	59
PROJECT DESCRIPTIONS FOR HIGHWAY SAFETY PRIORITY AREAS	
OCCUPANT .....	TAB A
ALCOHOL/IMPAIRED DRIVING .....	TAB B
SPEED .....	TAB C
POLICE TRAFFIC SERVICES .....	TAB D
MEDIA .....	TAB E
SAFE COMMUNITIES .....	TAB F
MOTORCYCLE SAFETY .....	TAB G
PEDESTRIAN/BICYCLES .....	TAB H
OTHER/P&A.....	TAB I
DATA AND TECHNOLOGY .....	TAB J

## TABLES AND FIGURES

<b>C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES</b>	
<i>Annual Traffic Crash Fatalities: 2006-2010</i> .....	11
<i>2006-2010 Fatalities: Three-Year Averages</i> .....	11
<i>Fatalities by Unit Type: 2006-2010</i> .....	12
<i>Total Fatalities per 100,000 In-State Population: 2006-2010</i> .....	12
<b>C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES</b>	
<i>Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2006-2010</i> .....	14
<i>Three-Year Total Injury Averages: 2006-2010</i> .....	14
<i>Three-Year Serious Injury Averages: 2006-2010</i> .....	14
<b>C3: FATALITIES PER VEHICLE MILE TRAVELED</b>	
<i>South Dakota Roadways and VMT</i> .....	16
<i>Fatality and Injury Rates by Location: 2006-2010</i> .....	17
<i>Three-Year Fatality Rate Averages: 2006-2010</i> .....	17
<b>C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES</b>	
<i>Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2006-2010</i> .....	19
<i>Ejection Status by Restraint Usage: 2006-2010</i> .....	20
<b>C5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH BAC OF .08 OR ABOVE</b>	
<i>BAC Accidents and Total Accidents: 2006-2010</i> .....	22
<i>Injury Outcomes for Individuals Involved in BAC Crashes: 2006-2010</i> .....	22
<i>Three-Year BAC Fatality Averages: 2006-2010</i> .....	23
<b>C6: NUMBER OF SPEEDING-RELATED FATALITIES</b>	
<i>Three-Year Speeding-Related Fatality Averages: 2006-2010</i> .....	25
<i>Speeding Related Fatalities per VMT: 2006-2010</i> .....	25
<b>C7: NUMBER OF MOTORCYCLIST FATALITIES</b>	
<i>Three-Year Motorcyclist Fatality Averages: 2006-2010</i> .....	27
<i>Motorcycle Fatalities per Registered Motorcycle: 2006-2010</i> .....	28
<b>C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES</b>	
<i>Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2006-2010</i> .....	30
<i>Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2006-2010</i> .....	30
<b>C9: NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES</b>	
<i>Drivers Under 21 Involved in Fatal Crashes: 2006-2010</i> .....	32
<i>Traffic Crashes Involving Drivers Under Age 21: 2006-2010</i> .....	32
<i>Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2006-2010</i> .....	33
<b>C10: NUMBER OF PEDESTRIAN FATALITIES</b>	
<i>Three-Year Pedestrian Fatality Averages: 2006-2010</i> .....	35
<i>Pedestrian Fatalities and Injuries by Location: 2010</i> .....	36
<i>Pedestrian Injury Outcomes by Location: 2010</i> .....	36
<i>Pedestrian Fatalities per 100,000 In-State Population: 2006-2010</i> .....	36
<b>B1: OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS</b>	
<i>Weighted Restraint Use by Year and Road Type: 2006-2010 (Table)</i> .....	38
<i>Weighted Restraint Use by Year and Road Type: 2006-2010 (Figure)</i> .....	39
<i>Weighted Restraint Use by Year and Road Type, Three-Year Averages: 2006-2010</i> .....	39
<i>Unweighted Restraint Use by Vehicle Type: 2010</i> .....	40
<i>Unweighted Restraint Use by Age Group: 2010</i> .....	40

## MISSION STATEMENT

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

## BACKGROUND

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

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

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

The Office of Highway Safety strives to carry out its mission through a variety of means. Primary in this effort is public information and education as well as enforcement. OHS staff is committed to developing partnerships with agencies statewide. The list of partners includes state, local, and county law enforcement agencies, the Department of Transportation, the Department of Human Services, the Department of Social Services, the Attorney General, the Unified Judicial System, the South Dakota Chiefs of Police Association, the South Dakota Sheriff's Association, 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.

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 2012 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2012 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 FY2012. 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.

## STATEWIDE SYNOPSIS

Given that its 814,180 residents are distributed over 77,121 square miles of terrain, South Dakota remains in 2011 as it has for most of its formal existence as one of the nation's most sparsely populated states. Although the state's seemingly endless acres of prairie and farmland are coveted for their rustic charm and rolling vistas, the markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 96.4% of the 82,321 total roadway miles that criss-cross the state, and in 2010, rural travel accounted for 71.7% of all vehicle miles traveled. The difficulties associated with designing and administering effective highway safety programs across a rural geography amplify the need for well-focused, systematic planning efforts.

Further, it follows that the physical dispersion of South Dakota's drivers brings about a marked need for motor vehicle transportation. Not surprisingly then, South Dakota's driving population is a strikingly active one. A statewide survey conducted in 2011 by the Government Research Bureau suggests that more than 8 in 10 licensed South Dakota drivers operate a motor vehicle on a daily basis, while an additional 1 in 10 take to the roads at least once per week.<sup>1</sup> This high level of driving frequency further spurs the pressing need for effective traffic crash deterrence.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of discouraging developments in 2010. Of the 17,624 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2010, undesirable directionalities were observed across a range of outcomes measures:

- A total of 140 traffic crash fatalities were recorded in South Dakota in 2010, up from 131 in 2009. This percentage increase of 6.9% outpaced concurrent increases in statewide population (2.2%) and vehicle miles traveled (1.83%).
- The overall fatality rate climbed from 1.50 in 2009 to 1.58 in 2010, this was driven largely by an increase in the rural (1.82 to 1.95) fatality rate. There was however, a decrease in urban (.72 to .64) fatality rate.

---

<sup>1</sup> This survey, which was conducted by telephone by the Government Research Bureau [GRB] at the University of South Dakota, sampled 750 of the state's licensed drivers ages 16 and over and state ID card holders under the age of sixteen. This survey will be referred to hereafter as the 2011 Highway Safety Behaviors Survey.

- Total injury and serious injury figures for 2010 saw increases of 1.2% and .6% respectively. This reverses a five year trend of decreases in the number of total injuries in South Dakota.
- A total of 33 individuals were killed in 2010 as a result of traffic crashes involving at least one speeding driver, an increase of 15.3% from 2009. 78.8% of these fatalities occurred on rural roadways.
- The number of motorcyclist fatalities (27) and unhelmeted motorcyclist fatalities (19) climbed from 2009 to 2010, 68.75% and 35.7% respectively.
- 22 drivers under the age of 21 were involved in a fatal traffic crash in 2010; this figure represents a 10% increase since last year, but still a 35.3% decline since 2006.
- Pedestrian fatalities rose from 4 in 2009 to 9 in 2010, however 2009 was a particularly low year as the number of annual pedestrian fatalities in South Dakota has fluctuated around and average of 7.4 fatalities per year since 2006.

Some of these developments are particularly disappointing because they continue a negative trend reported during the previous year across many of the same outcome categories. Until the uptick recorded in 2009, the statewide fatality rate had fallen every year since the early 2000s, descending from 2.43 in 2003 to 1.43 in 2008.

A number of contextual factors likely contributed to the discouraging state of traffic crash outcomes in 2009 and 2010. Ostensibly, discussion of count-based traffic crash outcomes must be considered through the lens of vehicle miles traveled. The Federal Highway Administration asserts that Americans tallied 20.5 billion more vehicle miles traveled in 2010 than in 2009, an increase of 0.7%.<sup>2</sup> Likewise, statewide VMT estimates for South Dakota increased by 121 million miles from 2009 to 2010, a change of roughly 1.4%. This increase alone ushers in the natural opportunity for a rise in traffic crashes in South Dakota, along with their consequent economic and human damages.

Further enhancing the potential for increased traffic crash activity in South Dakota is the shifting of traffic use patterns that marked in-state travel in 2010. In 2009, rural VMT accounted for 71.2% of all vehicle miles traveled in South Dakota, a figure that rose to 71.7% in 2010. Innocuous as this may seem, data suggests that the crash conditions faced by motorists in rural traffic crashes are decidedly more perilous than their urban analogs. Rural fatality rates in South Dakota have historically been much higher than their urban counterparts. In 2010 69.7% of traffic crash fatalities occurred on rural roadways. Additionally, injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. In 2010, 20.35 injuries were recorded for each fatality in rural areas. By contrast, 202.4 injuries per fatality were recorded in urban areas. On urban roadways, 59.2% of pedestrian injury outcomes were classified as non-serious injuries, 5.3% as fatalities; to the contrary, only 38.9% of pedestrian outcomes in rural areas were non-serious injuries, while 13.9% were fatalities. In sum, the aforementioned shifting of South Dakota's already-lopsided VMT balance even further toward the side of rural travel further brings about circumstances amenable to unfavorable traffic crash outcomes.

---

<sup>2</sup> Federal Highway Administration, *Historical Monthly VMT Report*. Available at <http://www.fhwa.dot.gov/policy/information/travel/tvt/history/>

It should be noted, however, that the unwelcome developments presented above do not fully capture the complete state of traffic crashes in South Dakota, as several core metrics in 2010 indicate that limited improvements have been experienced:

- The number of unrestrained passenger vehicle occupants involved in traffic crashes declined 2.0% from 2009 to 2010; fatalities incurred by these occupants also decreased 15.1%, from 79 in 2009 to 67 in 2010.
- The annual seat belt survey administered through OHS reported in 2010 that overall seat belt usage increased for a third straight year. The 2010 estimate of 74.5% represents an improvement of 2.4 percentage points from the 2009 rate of 72.1%.
- The total number of crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above was 5.9% lower in 2010 than in 2009 and the number of fatalities arising from such crashes decreased by 38.0%.

These few accomplishments notwithstanding, few would suggest that the cumulative image of traffic crash outcomes in South Dakota in 2010 is overly positive. That the totality of 2010 performance measures presents a somewhat unsettling portrait of statewide traffic underscores the need for the continued and deliberative involvement of the Office of Highway Safety in reducing the frequency and consequences of traffic crashes in the state. 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.

In light of the disappointing developments seen in 2009 and 2010, and remaining firmly grounded in a data-driven decision-making orientation, the performance goals outlined in the 2012 HSP are perhaps somewhat less ambitious than those proposed previously. As will be seen, only three of the thirteen separate performance goals articulated in the 2011 HSP have been met to date.<sup>3</sup> 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.

---

<sup>3</sup> It must be understood, however, that the performance goals established in the 2011 HSP were constructed with target date of December 31, 2011. In this light, the evaluation of 2011 performance goals offered by this report (which is based on CY2010 traffic crash data) should be seen as tentative.

## HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1200, the 2012 Highway Safety Plan includes four primary elements: performance plan, highway safety plan, certification and assurances, and program cost summary. The South Dakota plan blends discussion of the performance plan and highway safety plan for the purpose of presenting a more integrative, comprehensible proposal. The 2012 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, as described above. Second, the plan offers program descriptions for projects related to the priority areas arising from the 2012 planning process. Finally, the plan presents a comprehensive 2012 budget summary for activities associated with enhancing highway safety vis-à-vis the highlighted priority areas. The plan also follows with a series of addendums, including the 2012 OHS Public Education Communications Plan.

## **CORE OUTCOME AND BEHAVIOR MEASURES FOR 2010**

### **Performance Measures in Brief**

#### **CORE OUTCOME MEASURES FOR 2010**

- C1 – Number of traffic fatalities: **140**
- C2 – Number of serious injuries in traffic crashes: **844**
- C3 – Fatalities per vehicle mile traveled: **1.58**
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **67**
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **31**
- C6 – Number of speeding-related fatalities: **33**
- C7 – Number of motorcyclist fatalities: **27**
- C8 – Number of unhelmeted motorcyclist fatalities: **19**
- C9 – Number of drivers age 20 or younger involved in fatal crashes: **22**
- C10 – Number of pedestrian fatalities: **9**

#### **BEHAVIOR MEASURES FOR 2010**

- B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: **74.5%**

#### **ACTIVITY MEASURES FOR 2010**

- A1 – Impaired Driving Citations: **7,070**
- A2 – Occupant Protection Citations: **6,403**
- A3 – Speed Citations: **30,907**

## 2012 HIGHWAY SAFETY PERFORMANCE GOALS

- C1 – Decrease traffic fatalities 10 percent from the 2010 calendar base year figure of 140 to 126 by December 31, 2012.
- C2 – Decrease serious traffic injuries 10 percent from the 2010 calendar base year figure of 844 to 760 by December 31, 2012.
- C3 – (a) Decrease fatalities/VMT from the 2010 calendar base year rate of 1.58 to 1.35 by December 31, 2012.  
  
(b) Decrease rural fatalities/VMT from the 2010 calendar base year rate of 1.95 to 1.76 by December 31, 2012.  
  
(c) Decrease urban fatalities/VMT from the 2010 calendar base year rate of .64 to .58 by December 31, 2012.
- C4 – Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1 percent from the 2010 calendar base year figure of 67 to 66 by December 31, 2012.
- C5 – Decrease alcohol impaired driving fatalities 6.5 percent from the 2010 calendar base year figure of 31 to 29 by December 31, 2012.
- C6 – Decrease speeding-related fatalities 11 percent from the 2010 calendar base year figure of 37 to 34 by December 31, 2012.
- C7 – Decrease motorcyclist fatalities 15 percent from the 2010 calendar base year figure of 27 to 23 by December 31, 2012.
- C8 – Decrease unhelmeted motorcyclist fatalities 19 percent from the 2010 calendar base year figure of 19 to 17 by December 31, 2012.
- C9 – Decrease drivers age 20 or younger involved in fatal crashes 23 percent from the 2010 calendar base year figure of 22 to 17 by December 31, 2012.
- C10 – Reduce pedestrian fatalities 33 percent from the 2010 calendar base year figure of 9 to 6 by December 31, 2012.

## 2010 CORE BEHAVIOR GOALS

- B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2010 calendar year base year average usage rate of 74.5 percent to 75.25 percent by December 31, 2012.

PERFORMANCE TRENDING AND GOALS  
Core Outcome and Behavior Measures in Detail

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

**2011 Performance Goal**

**Goal Statement:** Decrease traffic fatalities 15 percent from the 2009 calendar base year figure of 131 to 112 by December 31, 2011.

**Current Value:** 140

**Current Status:** Not met

**2012 Performance Goal**

- Decrease traffic fatalities 10 percent from the 2010 calendar base year figure of 140 to 126 by December 31, 2012.

**Key Observations**

- A total of 140 traffic crash fatalities were recorded in South Dakota in 2010, up approximately 6.9% from the previous year.
- The vast majority (93.5%) of traffic crash fatalities in South Dakota in 2010 were motorists, as opposed to pedestrians.

**Recent Data**

Of the 17,624 motor vehicle traffic crashes reported in South Dakota in 2010, 124 (0.70% of total crashes) resulted in at least one fatality.<sup>4</sup> In total, 140 traffic crash fatalities were recorded in South Dakota in 2010, up approximately 6.4% from 2009. Of these fatalities, 105 (75%) were sustained by residents of South Dakota. The observed fatality counts for 2009 and 2010 interrupt the generally downward trend in traffic crash fatalities observed in South Dakota over the previous five-year period. Since 2006, fatalities on South Dakota roadways have decreased by 26.7%, or an average change of -6.6% per year. In 2010, 57.1% of traffic crash fatalities were drivers of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2006 to 2010. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through three-year averages.

<sup>4</sup> This figure compares to 109 of 15,908 total crashes (0.69%) producing a fatality in 2008.

Table 1. Annual Traffic Crash Fatalities: 2006-2010

	Fatalities	% Change
2006	191	-
2007	146	-23.6%
2008	121	-17.1%
2009	131	+8.3%
2010	140	+6.9%

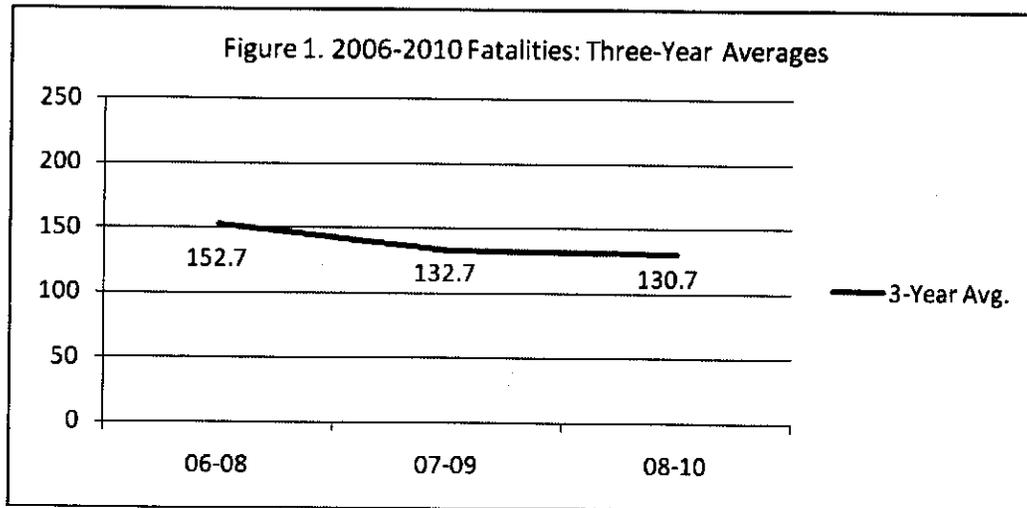


Figure 2 presents traffic crash fatalities by unit type for 2006–2010. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians. With regard to the 140 traffic crash fatalities recorded in 2010, 129 (92.1%) were motor vehicle occupants. Of these, 34(26.4%) were either totally or partially ejected from their vehicles, and 68 (52.7%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 65.1% (84) were male. Front seat occupants composed 80.6% (104) of passenger vehicle occupant fatalities. Occupants aged 48-53 years accounted for 14% (18) of all occupant fatalities, the highest of any age group.<sup>5</sup> Finally, 91.5% (118) of 2010 traffic crash fatalities occurred on rural roadways while the remaining 8.5% (11) occurred on urban roadways. Reporting on core measure C-3 will go further in elaborating on the overwhelmingly rural nature of South Dakota’s road system, and describing the implications of this condition on traffic crash outcomes.

<sup>5</sup> Among six-year age span groups.

Figure 2. Fatalities by Unit Type: 2006-2010

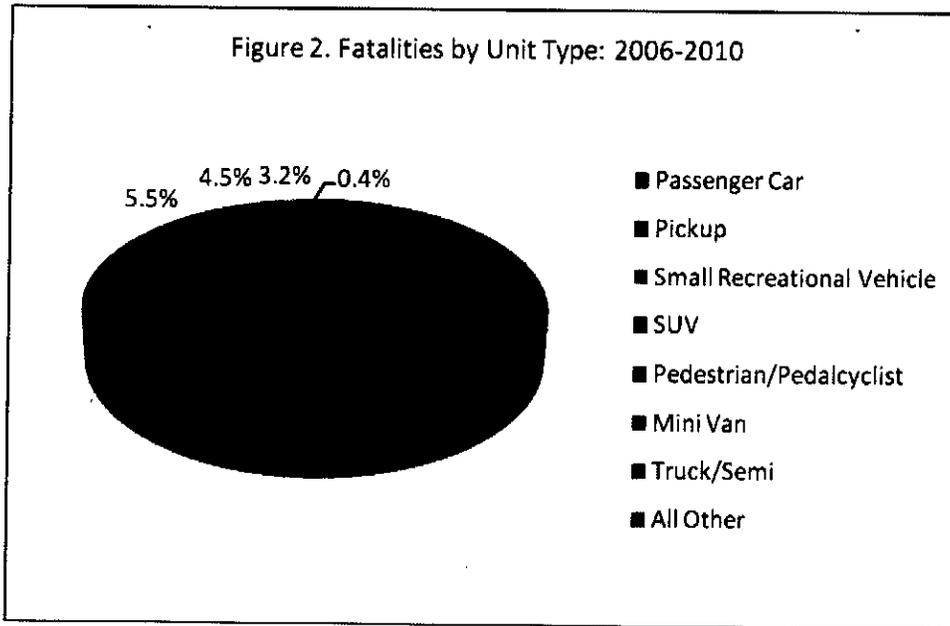


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trading features with respect to traffic crash fatalities in South Dakota. By this measure, the state has witnessed a 29.14% cumulative improvement in fatality outcomes over the 2006–2010 time period, even with the small spike in crash fatalities observed in 2009 and 2010. This five-year reduction, whose magnitude exceeds that of the overall percentage decline in total fatalities (26.7%), is accounted for by the fact that the generally reduced number of fatalities in South Dakota since 2006 has been recorded contemporaneously with an overall increase in actual in-state population. However, the long-range improvements in fatality outcomes which can be seen by examining five-year data trends should not be used to mask the indisputable jump in fatalities observed in 2009 and 2010.

Table 2. Total Fatalities per 100,000 In-State Population: 2006-2010<sup>6</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%

<sup>6</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 misspecified 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.

## C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

### 2011 Performance Goal

**Goal Statement:** Decrease serious traffic injuries 15 percent from the 2009 calendar base year figure of 842 to 718 by December 31, 2011.

**Current Value:** 844

**Current Status:** Not met

### 2012 Performance Goal

- Decrease serious traffic injuries 10 percent from the 2010 calendar base year figure of 844 to 760 by December 31, 2012.

### Key Observations

- 5,791 non-fatal traffic crash injuries were sustained in 2010, 844 of which were serious or incapacitating.
- The number of serious injuries recorded in 2010 represents a .2% increase from the analogous 2009 total, and further is 17.9% lower than the baseline 2006 figure.

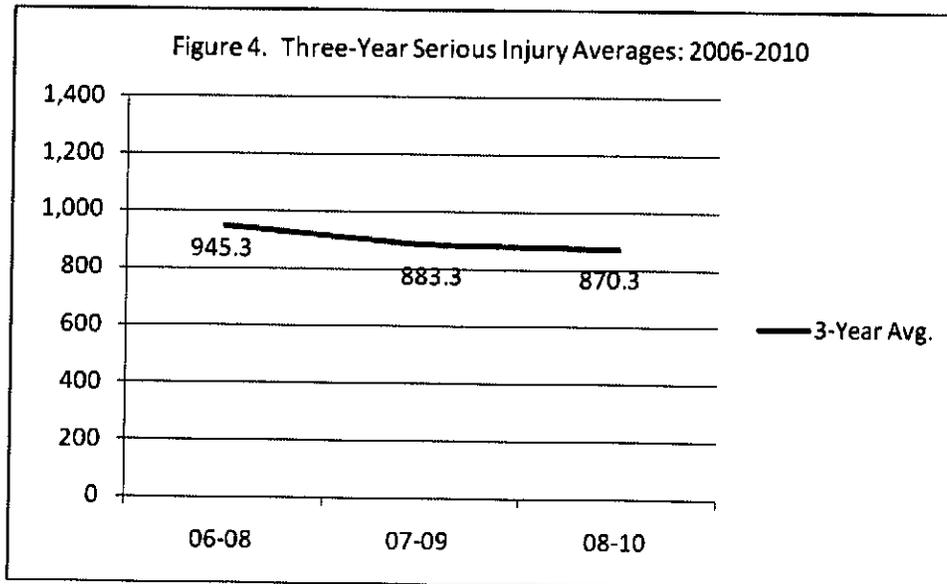
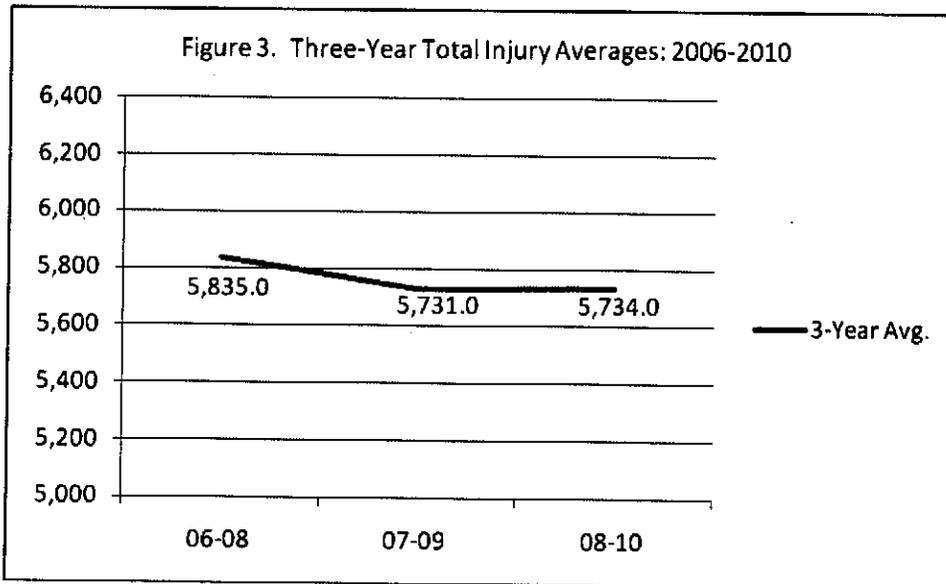
### Recent Data

A grand total of 5,931 injuries were sustained as a result of traffic crashes in 2010, 140 (2.3%) of which were ultimately fatal. Of non-fatal injuries, 844 (14.5%) were serious or incapacitating. At the same time, 33.6% (5,931) of all traffic crashes in 2010 produced either a fatality or non-fatal injury, while 4.7% (844) of all crashes resulted in a serious injury. The number of serious injuries recorded in 2010 (844) represents a 0.2% increase from the analogous 2009 figure (842), and further remains 17.8% lower than the baseline 2006 figure (1,028), a decline that corresponds to an average annual change of -3.5% over the five year period. Similarly, the number of total annual injuries from traffic crashes has declined 3.7% since 2006, a difference that is also quantifiable as an average annual change of -0.7%.

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2006–2010. Figures 3 and 4 present three-year average trend lines for total non-fatal injuries (Figure 3) and serious injuries (Figure 4).

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2006-2010

	Total Injuries	% Change	Serious Injuries	% Change
2006	6,014	-	1,028	-
2007	5,782	-3.9%	883	-14.1%
2008	5,709	-1.3%	925	+4.8%
2009	5,702	-0.1%	842	-9.0%
2010	5,791	+1.6%	844	+0.2%



**2011 Performance Goal**

**Goal Statement (a):** Decrease fatalities/VMT from the 2009 calendar base year rate of 1.50 to 1.29 by December 31, 2011.

**Current Value:** 1.58

**Current Status:** Not met

**Goal Statement (b):** Decrease rural fatalities/VMT from the 2009 calendar base year rate of 1.83 to 1.56 by December 31, 2011.

**Current Value:** 1.95

**Current Status:** Not met

**Goal Statement (c):** Decrease urban fatalities/VMT from the 2009 calendar base year rate of .68 to .63 by December 31, 2011.

**Current Value:** .64

**Current Status:** Not met

**2012 Performance Goal**

- (a) Decrease fatalities/VMT from the 2010 calendar base year rate of 1.58 to 1.35 by December 31, 2012.
- (b) Decrease rural fatalities/VMT from the 2010 calendar base year rate of 1.95 to 1.76 by December 31, 2012.
- (c) Decrease urban fatalities/VMT from the 2010 calendar base year rate of .64 to .58 by December 31, 2012.

**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 2010 statewide fatality rate of 1.58 represents a 5.4% increase from that of 2009 (1.50). Although higher than in 2008, this figure amounts to an overall improvement of 34.5% since 2006.
- Considered separately, the state's rural fatality rate of 1.95 represents a 7.5% increase from 2009, while the urban rate of 0.64 entails an 10.8% year-to-year decrease. As with the statewide fatality rate, the higher 2009 figures for rural and urban fatality rates nonetheless reflect marked improvement over baseline 2006 data.

- 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 2010, South Dakota's state and local governments maintained 82,447 miles of roadways, 96.4% of which (79,486) were designated by the state Department of Transportation as rural. In addition, 71.7% 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 2010. Overall, the 8.86 million total VMT figure for 2010 represents an increase of 1.83% from the 8.7 million VMT figure for 2009.

Table 4. South Dakota Roadways and VMT: 2010

	Values	% of Total
Rural Miles	79,486	96.4%
Urban Miles	2,961	3.6%
Total Miles	82,447	100.0%
Rural VTM	6,354,545,053	71.7%
Urban VMT	2,507,134,516	28.3%
Total VMT	8,861,679,568	100.0%

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 2006–2010, segmented by location type.<sup>7</sup> Until 2009, the total traffic crash fatality rate in South Dakota had declined steadily since 2006. Although this figure shows a lack of improvement from 2008, no year (other than 2008) in the last three decades has produced a lower statewide fatality rate. Additionally, the 2009 fatality rate (1.50) represents a 33.3% fall from the baseline 2006 figure (2.25).

Sizable improvements from 2006 are also observed when rural and urban fatality rates are considered separately (26.4% and 46.6% reductions, respectively). Though intuitive, it is important to note explicitly that the fatality rate variation is not attributable solely to changes in the number of vehicle miles traveled. Because fatality rates are a rate measure rather than a count measure, the 1.83% increase in total VMTs from 2009 to 2010 does not account for the disproportionately higher number of fatalities per VMT recorded in 2010.<sup>8</sup>

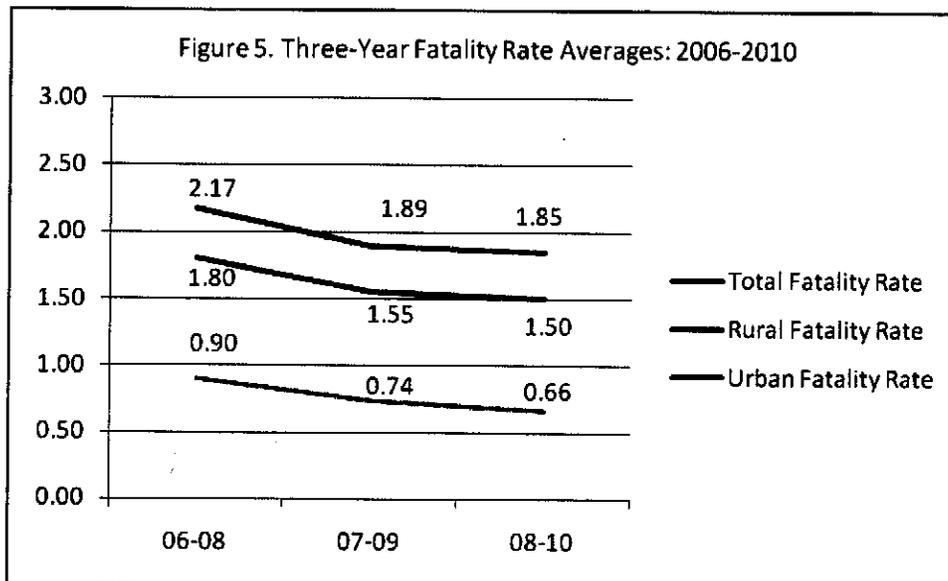
<sup>7</sup> "Fatality rate" is defined here as the number of fatalities per 100 million vehicle miles traveled. Likewise, "injury rate" expresses the number of injuries (all severity levels, not including fatalities) per 100 million vehicle miles traveled.

<sup>8</sup> From 2008 to 2009, rural VMT increased 5.29% (5.9 million to 6.2 million VMT), while urban VMT declined 1.68% (2.6 million to 2.5 million VMT). This development suggests a major change of direction for these measures, which over the previous four-year period had shown consistent trending in the opposite directions.

Table 5. Fatality and Injury Rates by Location: 2006-2010

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2006	2.25	2.65	1.20	70.75	46.45	127.87
2007	1.72	2.09	0.87	68.17	43.50	125.79
2008	1.43	1.78	0.63	67.40	39.85	130.58
2009	1.50	1.82	0.72	65.25	38.37	131.46
2010	1.58	1.95	0.64	65.35	39.70	129.55
% Change ('08 to '09)	+5.4%	+7.5%	-10.8%	+0.2%	-3.5%	-1.5%

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



Similarly, Table 5 demonstrates that figures for all rural fatality and injury rate measures increased from 2009 to 2010. Yet a downward trend across three-year averages for all fatality rates can be seen to persist (see Figure 5). As expected, rural fatality rates are substantially higher than comparable urban fatality rates for each of the last five years. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites. The relationship between rural and urban fatalities can also be observed through injury-to-fatality ratios. In 2010, 20.35 injuries were recorded for each fatality in rural areas. By contrast, 202.4 injuries per fatality were recorded in urban areas.<sup>9</sup> Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produce unique geographic contexts, face unique challenges to effective traffic crash management.

<sup>9</sup> The 2009 rural injuries-to-fatalities ratio of 20.9:1 represents a 6.7% change from 2008, when the analogous ratio was 22.4:1; the 2009 urban injuries-to-fatalities ratio of 194.6:1 represents a 6.8% change from 2008, which had a ratio of 208.8:1.

## C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

### 2011 Performance Goal

#### **Goal Statement:**

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1 percent from the 2009 calendar base year figure of 79 to 78 by December 31, 2011.

**Current Value:** 67

**Current Status:** Met

### 2012 Performance Goal

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1 percent from the 2010 calendar base year figure of 67 to 66 by December 31, 2012.

### Key Observations

- A total of 67 unrestrained passenger vehicle occupants were killed in traffic crashes in 2010, a decline of 12.7% from 2009
- In 2010, 56.4% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 20.7% of restrained occupants suffered an injury or fatality.
- 75.6% of all unrestrained driver fatalities in 2010 were sustained by males.
- Of all passenger vehicle occupants involved in a traffic crash who were not ejected from the vehicle as a result of the crash, 82% wore a seatbelt and/or shoulder harness; of those who were completely ejected from the vehicle, none wore a seatbelt and/or shoulder harness.

### Recent Data

In 2010, 26,406 passenger vehicle occupants were involved in traffic crashes, 1,816 of which were unrestrained.<sup>10</sup> Of these unrestrained occupants, 67 (3.7%) were killed, 248 (13.7%) sustained a serious injury, and 709 (39%) received non-serious injury. Altogether then, 56.4% of these occupants suffered an injury, fatal or otherwise.<sup>11</sup> From 2006–2010, 58.7% of unrestrained passengers involved in a traffic crash were injured or killed, and 4.1% were killed. Over the same period, only 0.2% 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 2006–2010.

<sup>10</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.

<sup>11</sup> By contrast, only 20.7% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2006-2010

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2006	117	309	877	861	2164
2007	74	279	783	839	1975
2008	61	302	782	773	1918
2009	79	262	756	757	1854
2010	67	248	709	792	1816
2010 (%)	3.7%	13.7%	49.0%	43.6%	100.0%
All Years (%)	4.1%	14.4%	40.2%	41.3%	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. From 2006–2010, 9 fatalities of passenger vehicle occupants under five years old were recorded; only two were killed having been secured properly into a child restraint device. Five of these fatalities involved children who were entirely unrestrained. In 2010, only one child under the age of five was killed as passenger vehicle occupants and that child was unrestrained.

Of the 109 passenger vehicle occupants sustaining fatal injuries in 2010, 100 were age five or older. Of these, 66 (66%) were unrestrained. Approximately 56% (1,006) of all unrestrained occupants (age five and older) involved in a traffic crash sustained either a fatality or an injury. Among these unrestrained fatalities, 19 was the modal age value (four fatalities). Occupants in the 16-28 age group accounted for 31.8% of all unrestrained fatalities, and occupants of the 15-34 age group represented 40.9% of all unrestrained fatalities. Males accounted for 72.7% (48) of all unrestrained fatalities, as well as 56.6% (138) of all unrestrained serious injuries. In a related vein, 62.1% (41) of unrestrained fatalities were drivers. Cross-tabulating the preceding data, a striking 75.6% of all unrestrained driver fatalities in 2010 were male. The cumulative analogous figure for the 2006–2010 time period is 78.6%.

In 2010, 33.7% (34) 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 2.3% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 100% suffered a serious injury or fatality. Finally, among those who were partially ejected, only 26.3% had been restrained properly. Of those who were totally ejected, 3.8% had been restrained properly. Table 7 presents 2006–2010 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2006-2010

	Not Ejected	Totally Ejected	Partially Ejected	Total
None	8.8%	93.7%	75.8%	9.7%
Belt/harness	81.2%	0.2%	19.5%	80.4%
Other, Unreported, Unknown	9.6%	5.3%	4.7%	9.6%
Youth restraint used improperly	0.0%	0.7%	0.0%	0.0%
Youth restraint used properly	0.3%	0.0%	0.7%	0.4%
Grand Total	100.0%	100.0%	100.0%	100.0%

## C5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH BAC OF .08 OR ABOVE

### 2011 Performance Goal

**Goal Statement:** Decrease alcohol impaired driving fatalities 4 percent from the 2009 calendar base year figure of 47 to 45 by December 31, 2011.

**Current Value:** 31

**Current Status:** Met

### 2012 Performance Goal

- Decrease alcohol impaired driving fatalities 6.5 percent from the 2010 calendar base year figure of 31 to 29 by December 31, 2012.

### Key Observations

- The total number of crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 5.9% lower in 2010 than in 2009; the number of fatalities arising from such crashes decreased by 38%.
- The annual number of crashes involving an intoxicated driver had continued to climb steadily over the 2006-2009 period. Over the same time period, crashes involving an intoxicated driver had become a progressively larger proportion of total crashes. The decrease in 2010 reverses both of these trends.
- In 2010, only 48.5% of fatalities in this traffic crash category were sustained by intoxicated drivers themselves, leaving 51.5% of fatalities to be incurred by non-intoxicated drivers. The latter figure represents an increase of 8.9 percentage points from 2009.

### 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>12</sup> Altogether, 17,624 traffic crashes were reported in 2010, 396 of which involved at least one driver with a BAC reading of .08 or above. This amounts to a rate of 2.2%, decreasing from the 5-year high percentage of 2009. The number of traffic crashes involving intoxicated vehicle operators had slightly yet consistently ticked upward each year since 2006 but the trend was reversed in 2010. 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>13</sup>

<sup>12</sup> Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as "intoxicated drivers."

<sup>13</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: 2006-2010

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2006	296	15,730	1.9%	-
2007	302	16,220	1.9%	+2.0%
2008	373	15,908	2.3%	+23.5%
2009	421	16,996	2.5%	+12.9%
2010	396	17,624	2.2%	-5.9%

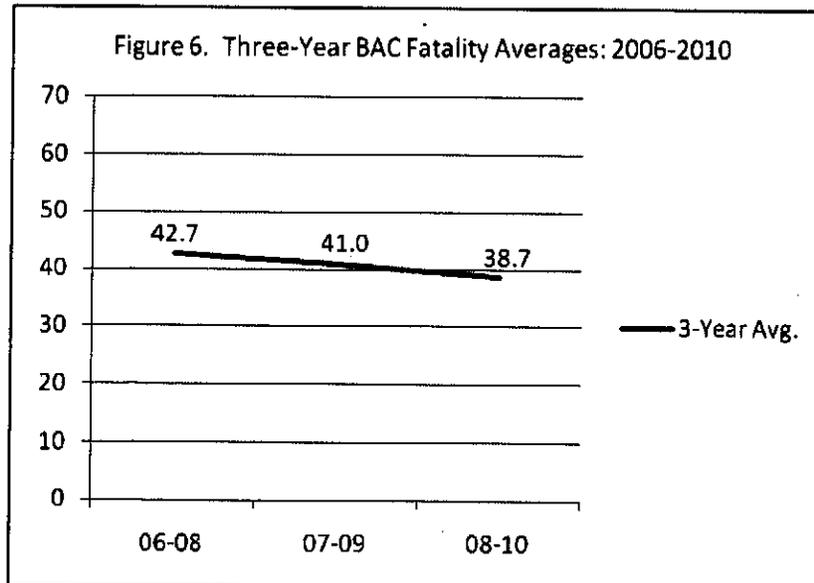
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2006–2010, 209 fatalities and 387 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2010 alone, 31 fatalities and 80 serious injuries were reported in analogous traffic crashes. The fatality figure represents a drastic (34.3%) decrease from the analogous figure of 55 recorded in 2006.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2006-2010<sup>14</sup>

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2006	55	83	191	179	508
2007	38	68	152	225	483
2008	35	75	187	328	625
2009	50	81	207	361	699
2010	31	80	199	367	697
2010 (%)	4.6%	11.8%	29.4%	54.2%	100.0%
All Years (%)	7.0%	12.9%	31.3%	48.8%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 6 displays three-year averages for fatalities reported from 2006–2010. Fatalities resulting from these traffic crashes accounted for 22.1% of all fatalities recorded in 2009, compared to a 2009 figure of 35.9%.

<sup>14</sup> Among individuals for whom an injury status was reported (97.3% of all individuals involved in such crashes).



A total of 406 vehicle operators with a BAC level of .08 were involved in traffic crashes in 2010. 47.5% (193) of these drivers were under the age of 30, and 6.5% (274) were under the age of 40. During 2010, one pedestrian fatality was reported in traffic crashes involving these drivers; no such fatalities were sustained by pedalcyclists. Altogether then, 96.8% of fatalities in crashes of this sort were incurred by motor vehicle occupants. By vehicle type, fatality counts were as follows (number of fatalities in parenthesis): passenger car (10), sport utility vehicle (4), light truck (8), motorcycle (3), mini-van (2), ATV (1), single-unit truck (2). Of fatality victims, 16 (48.5%) were themselves drivers with a BAC level of .08 or higher. Over the last five years, 67.9% of fatalities recorded in BAC crashes were drivers with a BAC of .08 or above. Among fatalities in 2010 of drivers with a BAC of .08 or higher (16), 87.5% (14) carried an in-state driver's license; this corresponds to a five-year figure of 86.6%. Finally, among these driver fatalities, 87.5% (14) were male, 75% (12) failed to use appropriate safety restraint devices or other protective equipment, and 18.8% (3) were 25 years old or younger.

Findings from the 2010 Highway Safety Behaviors Survey lend shape to the views of South Dakotans with respect to intoxicated driving. 11.5% 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 (77.9%), and only 71.4% among respondents from the 61-70 age category. Among all respondents, a staggering 97.9% 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.

**2011 Performance Goal**

**Goal Statement:** Decrease speeding-related fatalities 18 percent from the 2009 calendar base year figure of 39 to 32 by December 31, 2011.

**Current Value:** 33

**Current Status:** Not met

**2012 Performance Goal**

- Decrease speeding-related fatalities 11 percent from the 2010 calendar base year figure of 37 to 34 by December 31, 2012.

**Key Observations**

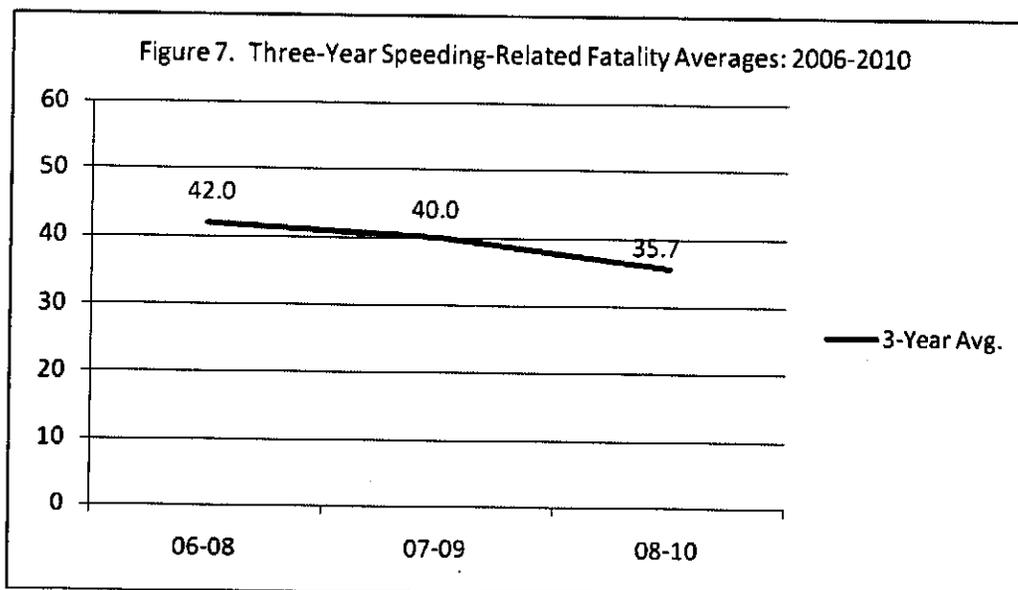
- A total of 33 individuals were killed in 2010 as a result of traffic crashes involving at least one speeding driver. This figure represents a 15.4% decrease from 2009.
- All speeding-related fatalities in 2010 were sustained by motor vehicle occupants; no pedestrians or pedalcyclists were killed in these traffic crashes.
- 69.7% of speeding-related fatalities occurred on rural roadways in 2010. 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. Nearly 23% percent of South Dakota's traffic crash fatalities in 2010 were sustained in roadway incidents involving at least one speeding driver. Indeed, that many motorists knowingly and willfully elect to drive at rates higher than the posted limit would seem to challenge the use of the term "traffic accident." 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 one hand, the 2011 Highway Safety Behaviors Survey shows that South Dakotans generally support the idea of reigning in speeding drivers. 88.9% of respondents believe that speeding increases the risk of an accident, and 96.1% agree that the enforcement of speeding laws is important. Consequently, 72.9% 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, 55.1% of respondents report having driven more than five miles per hour over the speed limit at least once in the last year. Only 42.9% claim to never drive faster than 70 mph in 65 mph zones, and 28.0% 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 2010, 2,364 traffic crashes occurred that involved at least one speeding driver (amounting to 13.2% of all reported traffic crashes), a subset of all traffic crashes involving a total of 3,801 people. Of these individuals, 33 (0.87%) sustained fatal injuries, 154 (4.1%) suffered serious but non-fatal injuries, and 891 (23.4%) received non-serious injuries. Figure 7 smoothes the most recent five years of time series data by

displaying three-year averages for speeding-related fatalities during the 2006–2010 period.



All speeding-related fatalities in 2010 were sustained by occupants of motor vehicles; no non-motorists (pedestrians and pedalcyclists) were killed, though six received an injury as a result of speeding-related crashes. Among those sustaining fatalities, the vehicle type occupancy was recorded as follows: 14 (42.4%) passenger car, 7 (21.2%) light truck, 5 (15.2%) motorcycle, 3 (9.1%) sport utility vehicle, 1 (3.0%) mini-van.

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. From 2006 through 2010, 83.3% of speeding-related fatalities were recorded on rural roadways. The analogous 2010 figure of 69.7% was significantly lower than this five-year cumulative total, with only seven fatalities occurring in urban areas; nine speeding-related fatalities were recorded on interstate highways (rural or urban). Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration. However, it can be seen that speeding-related urban fatalities per VMT declined slightly in 2010.

Table 10. Speeding-Related Fatalities per VMT: 2006-2010

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2006	0.53	0.62	0.25
2007	0.54	0.69	0.20
2008	0.41	0.49	0.23
2009	0.45	0.50	0.32
2010	0.37	0.41	0.28

### 2011 Performance Goal

**Goal Statement:** Decrease motorcyclist fatalities 6 percent from the 2009 calendar base year figure of 16 to 15 by December 31, 2011.

**Current Value:** 27

**Current Status:** Not met

### 2012 Performance Goal

- Decrease motorcyclist fatalities 15 percent from the 2010 calendar base year figure of 27 to 23 by December 31, 2012.

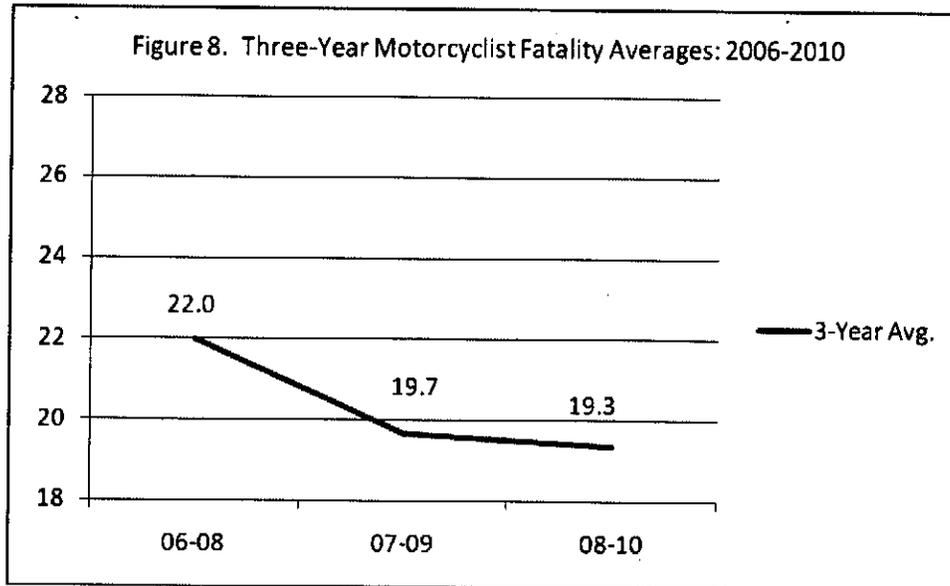
### Key Observations

- Motorcycles were involved in only 2.9% of traffic crashes in 2010, but these accidents accounted for 19.3% of all fatalities.
- 97% of all injuries and fatalities sustained in traffic crashes involving motorcycles were suffered by motorcycle occupants.
- The number of motorcycle fatalities per 1000 registered motorcycles for 2010 (.411) is substantially greater than the 2009 rate (.255).
- 19 of the 27 motorcyclist fatalities recorded in 2010 were incurred by males.

### Recent Data

In 2010, 533 traffic crashes involving motorcycles were reported, amounting to approximately 3.0% of all traffic crashes.<sup>15</sup> Of the 883 individuals involved in these traffic crashes, 680 (77%) were motorcycle occupants. A total of 572 people received non-fatal injuries as a result of these crashes, and 27 people were killed. Three of the 187 individuals sustaining serious injuries as a result of motorcycle-involved traffic crashes were motorcycle occupants. In fact, 97% (581 of 599) of all injuries and fatalities inflicted in these crashes were sustained by motorcyclists. The above fatality count of 27, all of whom were motorcyclists, reflects 19.3% of all fatalities reported in 2010. To summarize then, motorcycles were involved in only 3.0% of traffic crashes in 2009, but these accidents accounted for 19.3% of all fatalities. Further, accidents involving motorcycles in 2010 tended to injure or kill only the motorcyclists themselves. Figure 8 displays three-year averages for motorcycle fatalities (motorcycle occupants only) for 2006-2010.

<sup>15</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" is used alone.



The average age of motorcyclists suffering fatal injuries was 51.8 years.<sup>16</sup> Of the 27 motorcyclist fatalities in 2010, 22 (81.5%) were age 40 or older; this is consistent with the analogous 2006–2010 figure of 86.9%. 19 (70.4%) of the motorcyclist fatalities recorded in 2010 were incurred by males, all of whom were operators; altogether, seven motorcycle passengers were killed. Fourteen of the 27 fatalities occurred during the three-week time span including the week prior to, the week of, and the week after the 2010 Sturgis Motorcycle Rally, although only nine of these fatalities were officially recorded as rally-related. 26 of the fatalities occurred on concrete or asphalt roadways, as have 99.1% of all motorcyclist fatalities since 2006. In addition, 25 motorcyclists were killed on rural roadways, with the remaining two fatalities occurring on urban roadways. Two of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. A total of 21 injuries, fatal or non-fatal, were produced by traffic crashes involving intoxicated motorcyclists, 15 of which were sustained by intoxicated motorcyclists; all of these 15 were male. 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>17</sup> From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, rose significantly in 2010 though not as high as 2006 or 2007.

<sup>17</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. In fact, only 9 of the 27 motorcyclists suffering a fatality in 2010 carried a South Dakota driver's license.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2006-2010

	Registered Motorcycles	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2006	53,451	23	0.430
2007	58,529	28	0.478
2008	58,508	28	0.256
2009	62,735	16	0.255
2010	62,686	27	0.411

**2011 Performance Goal**

**Goal Statement:** Decrease unhelmeted motorcyclist fatalities 29 percent from the 2009 calendar base year figure of 14 to 10 by December 31, 2011.

**Current Value:** 19

**Current Status:** Not met

**2012 Performance Goal**

- Decrease unhelmeted motorcyclist fatalities 10 percent from the 2010 calendar base year figure of 19 to 17 by December 31, 2012.

**Key Observations**

- Of the 27 motorcyclist fatalities in 2010, 19 (70.4%) were sustained by unhelmeted occupants.
- 10 of the 19 unhelmeted motorcyclist fatalities recorded in 2010 were sustained by out-of-state motorcyclists.
- Males accounted for 13 of the 19 unhelmeted motorcyclist fatalities recorded in 2010.

**Recent Data**

Motorcycle occupants accounted for 650 (3.6%) of the 17,624 people involved in motor vehicle traffic crashes in 2010; 67.4% (438) of these riders were not wearing a helmet at the time the crash took place. This unhelmeted occupant percentage is comparable to a five-year cumulative total of 68.1%. 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 clearly does not sit well with South Dakotans at large. The 2010 Highway Safety Behaviors Survey suggests that 75.1% of the state's licensed motor vehicle drivers feel that the state should mandate the use of helmets by motorcycle occupants.

Among unhelmeted motorcycle occupants in traffic crashes in 2009, 14 sustained fatal injuries. This figure amounts to 87.5% of all motorcyclist fatalities in 2009 (16). In total, unhelmeted motorcyclists composed 67.4% of all motorcycle occupants involved in traffic crashes in 2010, but accounted for 70.4% of fatalities. Table 12 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2006-2010. This table shows that the figure for helmeted motorcyclist fatalities (8) was at a five-year high in 2010. It is also shown that, for 2010 alone as well as for the entire 2006-2010 period, helmeted riders sustain fatal injuries with slightly lower relative frequency than do unhelmeted riders, although the rates are surprisingly similar. It should be noted however that n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2006-2010

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2006	16	154	232	55	457
2007	21	122	241	58	442
2008	11	119	207	43	380
2009	14	102	214	44	374
2010	19	118	239	62	438
2010 (%)	4.3%	26.9%	54.6%	14.2%	100.0%
All Years (%)	3.9%	29.4%	54.2%	12.5%	100.0%

Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2006	5	71	94	24	194
2007	7	58	92	18	175
2008	4	59	116	19	198
2009	2	56	116	26	200
2010	8	59	124	21	212
2010 (%)	3.8%	27.8%	58.5%	9.9%	100.0%
All Years (%)	2.7%	30.9%	55.4%	11.0%	100.0%

The 19 unhelmeted fatalities in 2010 only included seven (36.8%) bikers carrying a South Dakota driver's license. As before, this figure is suggestive of a sizable proportion of out-of-state motorcycle traffic on South Dakota's roadways. The 40 and older age group constituted 89.5% (17) of all unhelmeted motorcyclist fatalities. 68.4% (13) of fatalities were sustained by males, and 26.3% (5) of unhelmeted motorcyclists who died were reported by law enforcement personnel to have been drinking.<sup>18</sup> Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2006-2010. Although the number of registered motorcycles in South Dakota decreased very slightly by less than 1% from 2009 (62,735) to 2010 (62,686), the number of unhelmeted motorcycle fatalities rose 35.7%. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2006-2010

	Fatalities per 1,000 Registered Motorcycles
2006	0.30
2007	0.36
2008	0.19
2009	0.22
2010	0.29

<sup>18</sup> Two of which showed a BAC reading .08 or higher.

## C9: NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

### 2011 Performance Goal

**Goal Statement:** Decrease drivers age 20 or younger involved in fatal crashes 20 percent from the 2009 calendar base year figure of 20 to 16 by December 31, 2011.

**Current Value:** 22

**Current Status:** Not met

### 2012 Performance Goal

- Decrease drivers age 20 or younger involved in fatal crashes 23 percent from the 2010 calendar base year figure of 22 to 17 by December 31, 2012.

### Key Observations

- 22 drivers under the age of 21 were involved in a fatal traffic crash in 2010; this figure represents a 35.3% decline since 2006.
- The number of total crashes involving at least one driver under the age of 21 and the number of fatal crashes involving these drivers were both slightly higher in 2010 than in 2009.

### 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 2010 Highway Safety Behaviors Survey 10.5% of drivers ages 30 and under admit to driving more than 35 mph in 30 mph zones "most of the time," a proportion higher than that found in any other age group.<sup>19</sup> 2.6% of young motorists report never wearing a seatbelt while driving, 31.6% believe seatbelts are as likely to cause harm as to prevent it, and 31.6% assert an ability to drive safely even after consuming multiple alcoholic drinks. Reflecting some level of awareness of these tendencies, 58.7% of all respondents to the 2010 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.

Turning to traffic crash data, a total of 124 fatal crashes were reported in South Dakota during 2010, a subset of total traffic crashes involved 22 drivers under the age of 21. This figure represents a slight increase for this measure since last year. Of the above drivers, 6 were killed. 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 declined by a total of 35.3% since 2006, although it should be noted that much of this improvement occurred during a single year-to-year transition (2006 to 2007).

---

<sup>19</sup> However, 7.3% of those between 31-40 as well as 7.3% of those between 41-50 reported driving more than 70 mph in 65 mph zones "most of the time". These were the highest figures for any age group.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2006-2010

	Drivers Under 21	Annual % Change
2006	34	-
2007	24	-29.4%
2008	22	-8.3%
2009	20	-9.1%
2010	22	+10.0%
		Total Change = -35.3%

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. Although a marginally lesser proportion of *total* crashes in 2010 included a young driver than did crashes in 2006, the proportional involvement of such drivers in *fatal* crashes has dropped by a larger absolute magnitude. It is important to observe, however, that while the proportional involvement of young drivers in these crashes has been steady across recent years, the actual number of fatal crashes, has seen a marked (27.9%) decline.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2006-2010

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 22
2006	15,730	4,083	26.0%	172	34	19.8%
2007	16,220	4,225	26.0%	130	23	17.7%
2008	15,908	4,052	25.5%	109	21	19.3%
2009	16,996	4,206	24.7%	112	19	17.0%
2010	17,624	4,210	23.9%	124	22	17.7%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2006-2010. This table indicates that 23 fatalities resulted in 2010 from traffic crashes involving a driver under 21 years old,.. Additionally, the 2010 fatality rate of 2.82 fatalities per 100,000 in population is the second lowest of the five year period, and while slightly higher than last year, is consistent with an overall downward trend in the relative incidence of traffic crash fatalities involving young drivers.

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2006-2010

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2006	787,380	39	4.95
2007	795,689	27	3.39
2008	804,194	23	2.86
2009	812,383	22	2.71
2010	814,180	23	2.82

Of the 22 drivers under age 21 involved in fatal traffic crashes in 2010, 20 (90.9%) were from South Dakota. 16 of the 22 (72.7%) were male, and 4 of the 22 (18.0%) recorded a positive blood alcohol content reading.<sup>20</sup> 20 of the 22 drivers (90.9 %) were operating a passenger vehicle, while two were driving a motorcycle. Among all passenger vehicle occupants age 21 or younger involved in traffic crashes in 2010, 21 were killed (and 173 were seriously injured.). 17 of the passenger vehicle occupants age 20 or younger who were killed in 2010 were unrestrained.

<sup>20</sup> In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above. The 2010 figure of 18.0% BAC-positive drivers represents a stark decrease from 2008, when the analogous figure was 50%.

**2011 Performance Goal**

**Goal Statement:** Reduce pedestrian fatalities 25 percent from the 2009 calendar base year figure of 4 to 3 by December 31, 2011.

**Current Value:** 9

**Current Status:** Not met

**2012 Performance Goal**

- Reduce pedestrian fatalities 33 percent from the 2010 calendar base year figure of 9 to 6 by December 31, 2012.

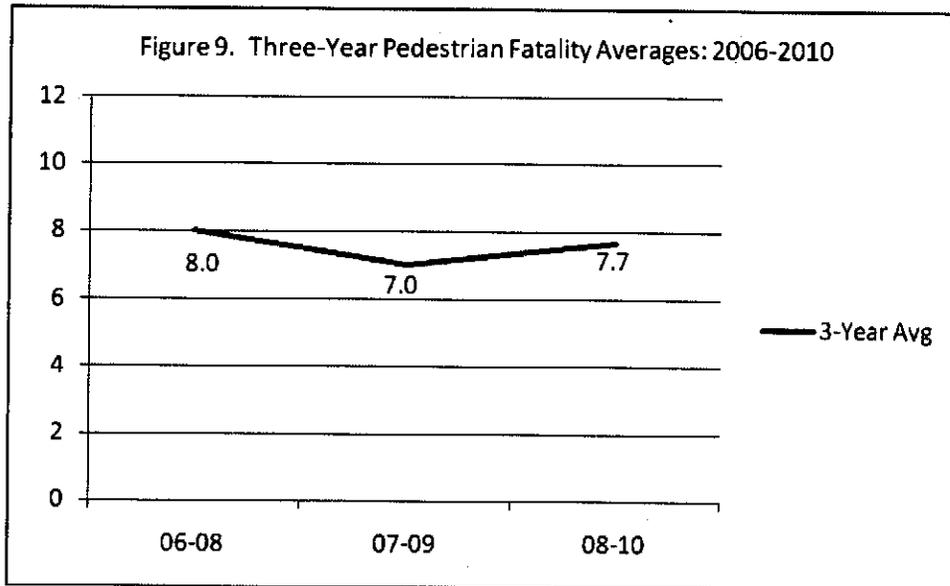
**Key Observations**

- Since 2006, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.4 fatalities per year; 9 were reported in 2010, up from 4 the previous year.
- As in 2008 and 2009, pedestrian injury outcomes were more dire in rural areas. While 13.9% of rural traffic crashes involving a pedestrian resulted in a pedestrian fatality, 5.3% of analogous urban crashes resulted in a pedestrian death (even though urban areas produced considerably more pedestrian-involved traffic crashes).

**Recent Data**

Urban streets and roadways constituted only 3.6% of all road miles in South Dakota in 2010. 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 37 pedestrian fatalities were recorded in the state from 2006 through 2010. This includes 9 such fatalities in 2010, a significant increase from the previous year but not substantially higher than the three year average. Since 2006, the number of annual pedestrian fatalities has fluctuated around an average of 7.4 fatalities per year; a five-year low of 4 fatalities was recorded in 2009.

Figure 9 presents trend data for pedestrian fatalities from 2006–2010, as expressed by three-year averages.



Although the picayune numeric values presented in the following discussion should discourage against generalization, detailed figures will nonetheless be reported. In 2010, 114 traffic crashes occurred that involved at least one pedestrian. These crashes resulted in 9 fatalities, 44 serious injuries, and 59 other injuries. No traffic crashes produced multiple pedestrian fatalities. Seven of nine fatalities occurred during the March to August period; one was in October and one was in November. The average age of pedestrians suffering a fatality was 41.9. The youngest pedestrian killed was 16, the oldest was 93. Two of those killed were reported to have used alcohol immediately prior to the crash incident; all nine were residents of South Dakota.

In the context of pedestrian involvement in traffic crashes, a key disparity can be observed in crash outcomes between urban and rural settings, a distinction that is likely attributable to systematic rate-of-travel differences and subsequent crash intensity. In 2010, five of the nine pedestrians were killed in rural areas, while four were killed on urban roadways. By contrast, 68.6% (72 of 105) of non-fatal injuries were sustained in urban areas. On urban roadways, 59.2% of pedestrian injury outcomes were classified as non-serious injuries, 5.3% as fatalities; to the contrary, only 38.9% of pedestrian outcomes in rural areas were non-serious injuries, while 13.9% were fatalities. While the differences are not as striking as the data from 2009, these figures still suggest that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

Table 17. Pedestrian Fatalities and Injuries by Location: 2010.

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	55.6%	44.4%	100.0%
Fatalities (n)	5	4	9
Non-fatal Injuries (%)	29.5%	68.6%	100.0%
Non-fatal Injuries (n)	31	72	105

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

Table 18. Pedestrian Injury Outcomes by Location: 2010

	Fatalities	Serious Injuries	Other Injuries	Total
Rural (%)	13.9%	47.2%	38.9%	100.0%
Rural (n)	5	17	14	36
Urban (%)	5.3%	35.5%	59.2%	100.0%
Urban (n)	4	27	45	76

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

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 1-2 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2010 figure of 1.11 shows an increase over the 2009 figure of .49 but is still slightly less than the 208 figure of 1.24. In general, these rates are comparable to South Dakota's similarly-populated neighbor states.<sup>21</sup>

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2006- 2010

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2006	787,380	7	0.89
2007	795,689	7	0.88
2008	804,194	10	1.24
2009	812,383	4	0.49
2010	814,180	9	1.11

<sup>21</sup> 2010 pedestrian fatality data from these states was not available at time of printing. 2009 pedestrian deaths per 100,000 in-state population were calculated as follows: North Dakota .62, Montana 1.54, and Wyoming .37. Source: FARS, US Census Bureau.

### 2011 Performance Goal

**Goal Statement:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.7 percentage points from the 2009 calendar year base year average usage rate of 72.1 percent to 73.8 percent by December 31, 2011.

**Current Value:** 74.5

**Current Status:** Met

### 2012 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2010 calendar year base year average usage rate of 74.5 percent to 75.25 percent by December 31, 2012.

### Key Observations

- The 2010 estimate for statewide estimated safety restraint usage on all road types was 74.5%, a slight, but significant increase from 2009 (72.1%).

### Recent Data

As revealed by the 2011 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 74.9% of motorists reported wearing seatbelts "all of the time" while driving, with another 12.9% reporting seatbelt use "most of the time." 94.0% of respondents agree that they would want to be wearing a seatbelt in the event of an accident, and 73.1% 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, 91.3% reported knowing that South Dakota has a law requiring seatbelt use, although participants tended to be unsure of the law's finer points.<sup>22</sup> 64.8% 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 73.7%. Finally, a majority (50.4%) 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 2010, the state of South Dakota conducted a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of this annual survey is to observe safety restraint use of all drivers, right front passengers, and children under the age of five, traveling on rural and urban highways and interstates. Also, starting in 2009, the analytic focus of South Dakota's annual survey was expanded to include an examination of helmet use by motorcycle occupants on state roadways. The *2010 South Dakota Statewide*

---

<sup>22</sup> In all, 41.2% believed that the state's seatbelt law defines the failure to wear a seatbelt as a primary offense, while 40.9% stated (rightly) that it is a secondary offense; 18.0% were uncertain.

*Seatbelt and Motorcycle Helmet Use Survey Final Report*, which was prepared for and funded by the South Dakota Office of Highway Safety, serves as the primary source document for all information presented in this section.

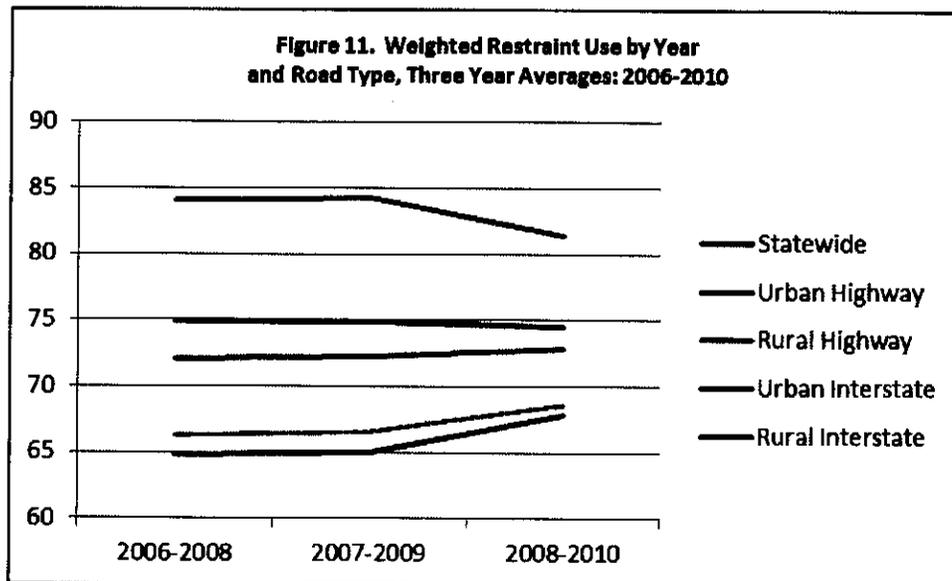
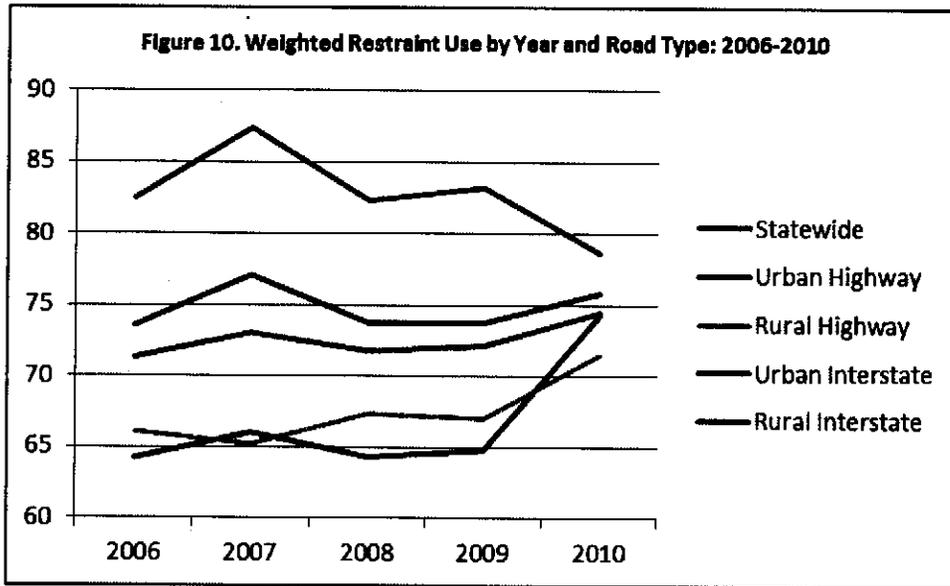
A multi-stage cluster approach was used in order to mitigate the state's uneven population distribution. The sampling pool was thus reduced to thirty-three of the state's largest counties, which together account for roughly 85% of the total population. Also, by permission from the NHTSA regional survey design advisor, the number of sampled road segments per county was lowered to seventeen or fewer, due to limited VMT estimates in South Dakota.

From the thirteen counties selected from the sampling pool, a total of 12,391 automobile occupants and 2,144 motorcycle occupants were observed. After weighing the four road type averages to account for VMT, the 2010 statewide estimated safety restraint use on all road types was 74.5%. This represents a statistically significant increase of 2.4 percentage points from the 2009 statewide weighted estimate of 72.1%; further, this rate is significantly higher than the baseline rate of 71.3% recorded in 2006. This observed overall rate of seatbelt use also corresponds with reasonable closeness to the self-reported rates reflected in the 2010 Highway Safety Behaviors Survey. Table 20 and Figure 10 exhibit the weighted restraint use for each road type from 2005 through 2010.

Table 20. Weighted Restraint Use by Year and Road Type: 2006-2010

	Statewide	Urban Highway	Rural Highway	Urban Interstate	Rural Interstate
2006	71.3	64.2	66.1	73.6	82.5
2007	73.0	66.0	65.2	77.1	87.4
2008	71.8	64.3	67.4	73.8	82.3
2009	72.1	64.8	67.0	73.8	83.2
2010	74.5	74.3	71.5	75.8	78.6
% Change ('09 to '10)	+2.4%	+9.5%	+4.5%	+2.0%	-4.6%

Safety restraint use on two of the four road types increased from 2008 estimates, while figures for the other two road types decreased or remained unchanged. Figure 11 exhibits the three-year moving averages from 2005 to 2009, statewide, and for each road type. This figure displays a generally flat or perhaps slightly upward slope among all reported trend lines. It should be noted that the subtle directional disagreement among recent year between Figures 10 and 11 is due to simple arithmetic properties associated with three-year moving average calculations.



South Dakota's safety restraint usage can be examined by vehicle type and age group. As seen in Table 21, of vehicles observed (15.5%) were in the pickup category. Of these, only 56.7% of motorists were wearing some form of safety restraint. This is a slight increase from the 2009 figure of 55.2%, the year pickups became a separate observational category. However, seat belt usage for pickup occupants remains substantially lower than that of other vehicle types. The group including vans, minivans, and station wagons showed the highest restraint use, at 79.5.6%.

Table 21. Unweighted Restraint Use by Vehicle Type, 2010

	Yes	Child Restraint	None	Total
Cars	3,526 73.0%	35 0.7%	1271 26.3%	4,832 100.0%
Vans	1,457 79.5%	13 0.7%	362 19.8%	1,832 100.0%
SUVs	1,658 72.1%	8 0.3%	633 27.5%	2,299 100.0%
Pickups	1918 56.7%	4 0.1%	1,458 43.1%	3,380 100.0%
Total	8,559 69.3%	60 0.5%	3,724 30.2%	12,343 100.0%

Table 22 displays a breakout of unweighted restraint usage by age group. Children judged to be ages 0-4 were observed to use appropriate safety restraints at a rate of 82.0%, up slightly from the 2009 rate of 81.5%. Of children judged to be ages 5-13, 73.6% used either a seatbelt or a child restraint, up considerably from the 2009 estimate of 65.2%. However, of children judged to be age 14-17, 68.7% used a seatbelt, there was a slight drop from the 2009 rate of 71.9%. Finally, seatbelt usage for those 18 and over demonstrated a slight increase from 2009 (68.5%) to 2010 (69.8%).

Table 22. Unweighted Restraint Use by Age Group, 2010

	Belt	Child Restraint	None	Total
0-4 years	14 15.7%	59 66.3%	16 18.0%	89 100.0%
5-13 years	52 72.2%	1 1.4%	19 26.4%	72 100.0%
14-17 years	699 68.7%	0 0.0%	318 31.3%	1017 100.0%
18 years and over	7,775 69.8%	0 0.0%	3,351 30.2%	11,126 100.0%
Total	8,540 69.4%	60 0.5%	3,704 30.1%	12,304 100.0%

Helmet use by motorcycle occupants was gauged for the first time in 2009. Following the same general analytic strategy employed for measuring safety restraint use among automobile passengers, survey workers also made observational estimates of helmet use by motorcycle drivers and passengers. Altogether, the 2010 overall unweighted estimate for helmet use by motorcycle occupants is 53.4%, a substantial increase from the 2009 figure of 35.6%. While both drivers and passengers were found to increase their use of helmets from 2009, drivers were found to use helmets at a rate of only 42.3%, as opposed to a rate of 55.0% among passengers. Low rates of helmet use further appear to be associated with increased age and in-state (versus out-of-state) license status. Examined by road type, helmet use was found to be highest on rural interstates (59.4%), followed by rural highways (59.2%), urban highways (35.0%), and urban interstates (32.6%).

## OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2012 Annual Report, and in strict compliance with requirements stipulated by the National Highway Traffic Safety Administration, the S.D. Office of Highway Safety will report on core activity measures A1, A2, and A3, as defined in the Traffic Safety Performance Measures for States and Federal Agencies manual. These performance measures are based respectively on the number of seatbelt citations issued, number of impaired driving arrests made, and number of speeding citations issued through grant-funded enforcement activities. Additionally, these core activity measures will supplement ongoing reporting of core outcome and core behavior measures.

## 2012 HSP FINANCIAL BUDGET

GTS/ PROJECT #	PROJECT NAME	402 Funds	408 Funds	410 Funds	2010 Funds	164 Funds
<b>A. OCCUPANT PROTECTION</b>						
OP-42-01	Project 8	\$ 337,988				
OP-42-02	Occupant Protection Assess	\$ 40,000				
PT-SA-41-10	Oglala Sioux Tribe	\$ 30,825				
OP-46-02	Seat Belt Survey	\$ 80,000				
<b>B. ALCOHOL/IMPAIRED DRIVING</b>						
164AL-40-01/02	Parents Matter-Prairie View					\$ 130,900
K8-40-03	Stop DUI			\$ 186,675		
164AL-40-04	Traffic Safety Resource Pros					\$ 145,000
164AL-40-05	SDSU Safe Ride					\$ 56,700
164AL-40-06	USD Safe Ride					\$ 24,948
164AL-40-07	SDSMT Safe Ride					\$ 45,000
K8-40-03	DOH BAC Testing			\$ 50,000		
164AL-40-09	Minnehaha Co DUI Prosecutor					\$ 78,489
164AL-40-10	Pennington Co DUI Prosecutor					\$ 78,850
K8-40-11	Stop DUI-5th Circuit			\$ 126,700		
K8-41-02	SDHP Crash Reduction			\$ 210,745		
K8-41-04	Traffic Enforcement Training			\$ 36,255		
K8-41-07	Rapid City DUI Program			\$ 72,070		
K8-41-08	SDHP DRE School			\$ 75,143		
K8-41-09	Sioux Falls PD			\$ 279,900		
164AL-44-02	DSS Prevention Program					\$ 106,000
164AL-46-01	Mountain Plains Evaluation					\$ 142,053
K8-47-01	Aberdeen PD			\$ 11,925		
K8-47-02	Beadle SO			\$ 10,000		
K8-47-03	Belle Fourche PD			\$ 10,904		
K8-47-04	Box Elder PD			\$ 13,595		
K8-47-05	Brookings PD			\$ 10,145		
K8-47-06	Brookings SO			\$ 18,000		
K8-47-08	Butte SO			\$ 6,952		
K8-47-10	Charles Mix SO			\$ 10,500		
K8-41-11	Cheyenne River Sioux Tribe			\$ 16,950		
K8-47-12	Custer SO			\$ 10,630		
K8-47-13	Davison SO			\$ 5,683		
K8-47-15	Edmunds SO			\$ 5,996		
K8-47-16	Elk Point PD			\$ 10,332		
K8-47-17	Flandreau PD			\$ 10,800		
K8-47-20	Hand SO			\$ 8,751		
K8-47-21	Huron PD			\$ 7,850		
K8-47-22	Jackson SO			\$ 7,956		
K8-47-24	Lincoln SO			\$ 8,100		
K8-47-26	Marshall SO			\$ 5,644		
K8-47-28	Mellette SO			\$ 12,400		
K8-47-30	Miller PD			\$ 7,626		
K8-47-31	Minnehaha SO			\$ 22,077		
K8-47-33	Mobridge PD			\$ 10,230		
K8-47-34	North Sioux City PD			\$ 6,396		
K8-41-10	Oglala Sioux Tribe			\$ 9,975		
K8-47-36	Pennington SO			\$ 13,071		

GTS/ PROJECT #	PROJECT NAME	402 Funds	408 Funds	410 Funds	2010 Funds	164 Funds
K8-47-37	Pierre PD			\$ 14,500		
K8-47-38	SDSU Campus PD			\$ 2,727		
K8-47-41	Stanley SO			\$ 6,000		
K8-47-42	Sturgis PD			\$ 7,000		
K8-47-43	Turner SO			\$ 5,946		
K8-47-44	Union SO			\$ 1,750		

### C. SPEED

SE-47-01	Aberdeen PD	\$ 8,250				
SE-47-02	Beadle SO	\$ 7,400				
SE-47-03	Belle Fourche PD	\$ 3,700				
SE-47-05	Brookings PD	\$ 5,550				
PT-47-06	Brookings SO	\$ 13,530				
PT-47-07	Brown SO	\$ 32,000				
PT-47-08	Butte SO	\$ 6,800				
SE-47-09	Campbell SO	\$ 1,720				
PT-41-11	Cheyenne River Sioux Tribe	\$ 7,400				
SE-47-12	Custer SO	\$ 7,400				
SE-47-14	Deuel SO	\$ 6,408				
SE-47-15	Edmunds SO	\$ 1,850				
PT-47-16	Elk Point PD	\$ 2,450				
SE-47-18	Freeman PD	\$ 6,928				
SE-47-21	Huron PD	\$ 8,500				
SE-47-23	Kingsbury SO	\$ 7,166				
SE-47-24	Lincoln SO	\$ 3,700				
SE-47-27	McPherson SO	\$ 3,700				
SE-47-29	Milbank PD	\$ 6,136				
PT-47-30	Miller PD	\$ 4,772				
SE-47-31	Minnehaha SO	\$ 9,250				
SE-47-32	Mitchell PD	\$ 4,017				
SE-47-34	North Sioux City PD	\$ 7,400				
SE-47-36	Pennington SO	\$ 7,400				
PT-47-38	SDSU Campus PD	\$ 2,727				
SE-47-39	Spearfish PD	\$ 9,800				
SE-47-40	Spink SO	\$ 4,132				
SE-47-41	Stanley SO	\$ 6,000				
SE-47-42	Sturgis PD	\$ 9,250				
PT-47-44	Union SO	\$ 6,520				
SE-47-45	Walworth SO	\$ 5,550				
SE-47-46	Watertown PD	\$ 21,731				

### D. POLICE TRAFFIC SERVICES

PT-41-01	SDHP Crash Reduction Project	\$ 251,952				
PT-41-06	Law Enforcement Liaisons	\$ 70,000				
SE-41-09	Sioux Falls PD	\$ 9,900				
PT-47-11	Corson SO	\$ 9,700				
PT-47-19	Groton PD	\$ 29,018				
PT-47-25	Madison PD	\$ 9,700				
PT-47-26	Marshall SO	\$ 10,000				
PT-47-35	Parkston PD	\$ 555				

### E. MEDIA

SA/PM-48-01/02	Media Campaigns	\$ 200,000				
----------------	-----------------	------------	--	--	--	--

<b>GTS/ PROJECT #</b>	<b>PROJECT NAME</b>	<b>402 Funds</b>	<b>408 Funds</b>	<b>410 Funds</b>	<b>2010 Funds</b>	<b>164 Funds</b>
K8-48-03	Media Campaigns			\$ 200,000		
SA-48-04	Public Information Officer	\$ 65,000				
K8-48-05	SD Broadcasters			\$ 300,000		
<b>F. SAFE COMMUNITIES</b>						
SA-44-01	Volunteers of America	\$ 129,392				
SA-44-05	Community Outreach	\$ 89,550				
SA-49-01	Sioux Empire Safety Village	\$ 16,880				
<b>G. MOTORCYCLE SAFETY</b>						
K6-47-04	Box Elder PD				\$ 1,800	
K6-45-01	Motorcycle Safety				\$ 100,000	
<b>H. PEDESTRIAN &amp; BICYCLES</b>						
SA-44-04	SDEMISC Bike Safety	\$ 35,549				
<b>I. OTHER</b>						
EM-43-01	EMS Training	\$ 249,944				
SA-44-03	USD Business Research	\$ 50,000				
RS-50-01	Roadway Safety Committee	\$ 15,000				
SD-50-02	Teen Driving Task Force	\$ 11,200				
PA-51-01	P&A	\$ 95,979				
164HE-52-01	DOT Hazard Elimination					\$ 5,000,000
<b>J. DATA AND TECHNOLOGY</b>						
K9-46-03	TraCS		\$ 228,725			
K9-46-04	NEMIS		\$ 25,800			
K9-46-05	Web TraCS		\$ 87,337			
	<b>TOTALS</b>	<b>\$ 2,077,268</b>	<b>\$ 341,862</b>	<b>\$ 1,847,898</b>	<b>\$ 101,800</b>	<b>\$ 5,807,940</b>

## **STATE CERTIFICATIONS AND ASSURANCES**

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

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

#### **Section 402 Requirements**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

**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:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

**The State shall 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 USC 402(I)).**

#### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

**Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrc.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRG.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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as

amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. 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).

- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1. Abide by the terms of the statement.
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1. Taking appropriate personnel action against such an employee, up to and including termination.
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**

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**

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**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the

department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

### Instructions for Lower Tier Certification

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

48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

**POLICY TO BAN 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:

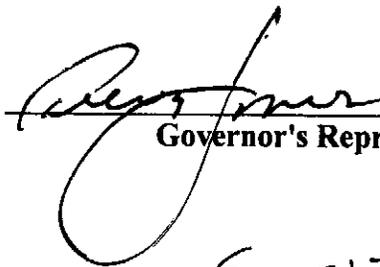
- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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



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

SOUTH DAKOTA

State or Commonwealth

2012  
For Fiscal Year

8-23-11

Date

## ADDENDUM A

### EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 3,675<sup>(1)</sup> currently certified EMT personnel in South Dakota. The Office of EMS also provides initial training for over 500 persons annually in EMT-Basic. South Dakota recognizes four levels of Emergency Medical Technicians. Training provided is outlined as follows:

1. **EMT Basic Level**

1,077 – Recertification <sup>(2)</sup>	@ 15 hours each	=	16,155 hours
520 – New EMT-Basic	@ 120 hours each	=	62,400 hours

2. **ALS (Advanced Life Support includes Intermediate Levels 85 & 99)**

170 – Int. 85 & Int. 99 Recertification	@ 72 hours each <sup>(3)</sup>	=	12,240 hours
38 – Int. 85 & Int. 99 New ALS	@ 72 hours each <sup>(4)</sup>	=	2,736 hours

3. **Paramedic Level**

42 – New	@ 1,800 hours each	=	75,600 hours
314 – Recertification	@ 36 hours each <sup>(5)</sup>	=	11,304 hours

**TOTAL TRAINING HOURS ACROSS LEVELS 180,435**

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish a hourly wage for the State of South Dakota<sup>(6)</sup>.

The most recent data available is from calendar year 2009 and the rate for South Dakota (including wage and fringe benefits) is \$15.18 per hour. Using this hourly rate, the value of the volunteered training hours is:

$$180,435 \text{ Hours (x) } \$15.18 \text{ (=) } \underline{\$2,739,003}$$

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:

$$80\% \text{ of Training Budget } \$451,819 \text{ (+) Volunteer Hours } \$2,739,003 \text{ (=) } \underline{\$3,190,822}$$

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of \$ 3,190,822 is multiplied by .1392 as determined in the table below.

$$\mathbf{\$3,190,822 \ (x) \ .1392 \ (=) \ \underline{\$ 444,162}}$$

According to this calculation, South Dakota's proportionate share would be \$444,162 which is well above the \$249,944 request for assistance in the FFY2012 Highway Safety Plan.

	2001	2004	2005	2009	2010
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	47,515	38,619	36,399	31,742	47,181
Total motor vehicle collision responses	6,634	4,740	4,563	5,134	3,194
Percent of motor vehicle responses compared to total number of response for services	14.0%	12.3%	12.5%	16.1%	14.7%
Five Year Average Motor Vehicle Collision EMS Responses	<b>13.92% EMS</b>				

Notes:

- (1) South Dakota has 3,675 currently certified EMT personnel according to the Director of Emergency Medical Services. This is a gross number and it includes those who may not train or recertify as reflected below. Classification of EMT levels can be found at the following web site: [http://dps.sd.gov/emergency\\_services/emergency\\_medical\\_services/default.aspx](http://dps.sd.gov/emergency_services/emergency_medical_services/default.aspx)
- (2) Basic recertification includes course assistance from Sanford Health system which is a training partner of the Office of Emergency Medical Services. EMS pays for this training. The number of new and recertifying personnel can be found at the following web site: <http://www.state.sd.us/bfm/budget/rec11/Public%20Safety.pdf> .
- (3) These hours reflect the actual hours to recertify at 72 hours every two years.
- (4) These hours reflect the actual hours to gain new certification at 72 hours for initial certification.
- (5) Hours to recertify at the Paramedic level.
- (6) The hourly rate for volunteer services information can be found at: [http://www.independentsector.org/programs/research/volunteer\\_time.html](http://www.independentsector.org/programs/research/volunteer_time.html) .

ADDENDUM B

EQUIPMENT REQUEST

<b>Agency</b>	<b>Equipment Request</b>	<b>Cost/Unit</b>
<b>Aberdeen PD Project #2012-47-01</b>	Speed Sign – A new mobile speed sign would be used in historically high-risk roadway areas to monitor traffic. Data would be downloadable for analysis.	\$5,000
<b>Freeman PD Project #2012-47-18</b>	Speed Trailer – A new portable self-contained speed trailer will be used at various high traffic locations to reduce the number of traffic crashes.	\$8,660
<b>Kingsbury County SO Project 2012-47-22</b>	Speed Monitor Trailer – A new 18" trailer would be used to enforce speed and seat belt violations.	\$8,333
<b>Oglala Sioux Tribe Project #2012-41-10</b>	Radar Speed Sign/Trailer – A mobile system would be used to monitor high-risk and high-fatality stretches of roadway to reinforce tribal police enforcement activities.	\$8,000
<b>Spink County SO Project #2012-47-40</b>	Portable Radar Speed Display – A pole mounted display board would be used to enforce speeding violators and collect traffic information.	\$5,165

## ADDENDUM C

### ROADWAY SAFETY ADVISORY COMMITTEE

The 2012 Highway Safety Plan is submitted in cooperation and with the assistance of the following Roadway Safety Committee member agencies.

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

## ADDENDUM D

### OFFICE OF HIGHWAY SAFETY PUBLIC EDUCATION COMMUNICATIONS PLAN

Priority areas for the SD Office of Highway Safety are shown below in two categories: Major Fatality & Injury Contributing Factors and Special Populations. Public Education will be used to benefit highway safety in each priority area.

The Office of Highway Safety uses recommendations provided by NHTSA's Office of Communications and Consumer Information including the guidance, NHTSA National Communications Plan. The Office of Highway Safety utilizes NHTSA developed ads, which have national brand status, and will develop public education ads and resource materials specific to South Dakota.

South Dakota will focus on three national mobilizations (May—Occupant Protection; Memorial Day—Impaired Driving; and Labor Day—Impaired Driving) and provide sustained impaired driving and occupant protection messaging, including motorcycle safety, throughout the year in keeping with NHTSA's Communication Calendar.

Efforts to reach the public with information during national mobilizations will include earned media (PSAs, letters to the editor, etc.) and paid TV, radio, print, and billboard advertisements. Local efforts may include earned and paid media, presentations, youth group activities, and other activities.

A media agency on contract with the Office of Highway Safety will provide recommendations for ad placement, implement ad placement for paid media, and develop public education materials as needed under the direction of the Office of Highway Safety and the Department of Public Safety Public Information Officer.

#### **Major Fatality & Injury Contributing Factors**

##### **1. Impaired Driving Public Education**

###### ***State level:***

To enhance impaired driving public education, the Office of Highway Safety will use planner resources available on [www.stopimpaireddriving.org](http://www.stopimpaireddriving.org) and [www.trafficsafetymarketing.gov](http://www.trafficsafetymarketing.gov).

Paid TV, radio, and billboard ads will run during the 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 and whether to use an enforcement or public education message.

The Department of Public Safety, Public Information Officer (PIO) generates earned media by providing public service announcements (PSAs) and press releases in the region prior to where the activity is planned, to enhance the effect of upcoming checkpoints provided by the state Highway Patrol.

The media contractor has developed the "Act Civilized. Call a DD." campaign to provide public education on impaired driving. This campaign includes TV, radio, billboards, rack cards, posters, and incentives as well as

a website that people can sign up to receive alternate transportation information and text messages regarding checkpoints in their county and other traffic safety messages.

Paid radio ads are used to supplement earned media to ensure the public is informed about upcoming checkpoints. PSAs and/or press releases are used to inform the public about the results of the checkpoints after special events such as holidays.

Templates of radio and public service announcements will be provided by the PIO to local law enforcement agencies to promote prevention of impaired driving during impaired driving mobilizations or other events.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network. The toolkits contain public education materials and other resources for 8-10 highway safety campaigns that coordinate with NHTSA's communications calendar; several toolkits focus on impaired driving.

One statewide project, Parents Matter, is provided through a contractor. Parents Matter uses a media contractor to develop materials directed at parents, encouraging them to talk to their kids about drinking and driving. Parents Matter has developed a video on DVD to distribute on disk to parents and runs ads on TV and radio as paid advertisement and as public service announcements. This campaign focuses on prom/graduation in the spring and homecoming festivities in the fall.

The state Highway Patrol awarded a "Saved by the Belt" award during the May mobilization to someone whose life was saved by wearing a seatbelt; this award event story is offered as a news release to the newspaper network and TV stations.

In addition, the PIO will provide news releases on crash statistics involving impaired drivers in an annual summary, after impaired driving mobilizations, holidays, and upon request.

The Office of Highway Safety provides written materials (rack cards) to provide public education on drinking and driving to the state Highway Patrol, local law enforcement agencies, and others upon request.

***Local level:***

All grantees are required to provide public education relative to their project objectives. Grantees may provide public education through paid media, development or purchase and distribution of resource material, public service announcements, presentations, or other means.

All funded local law enforcement agencies are encouraged to provide public education, earned or paid, which may include public service announcements to local print or radio stations regarding upcoming checkpoints, compliance checks, mobilization activities, or as a prevention message. Agencies may request assistance from the PIO as needed.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network; several toolkits will focus on impaired driving. The toolkits contain public education materials and other resources for several impaired driving campaigns that coordinate with NHTSA's communications calendar and are designed for community based groups to adopt and use.

Sustained messaging on impaired driving will be provided through local projects such as restroom poster ads, advertisement for safe rides programs, and other local efforts.

A strong educational message about the dangers of impaired driving and the positive social norm of not driving impaired is focused on youth through project agreements with programs that work in schools, youth correction programs, Teen Court, and other youth organizations. These messages to youth are provided through TV and radio ads, school curricula, and other youth activities.

## 2. Occupant Protection

### **State Level:**

To enhance occupant protection public education, the Office of Highway Safety will use planner resources available on [www.buckleupamerica.org](http://www.buckleupamerica.org) and [www.trafficsafetymarketing.gov](http://www.trafficsafetymarketing.gov).

Paid TV and radio ads will be run during the national occupant protection 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 demographic.

South Dakota does not have a primary seatbelt law; the Office of Highway Safety will use the "Someone Needs You. Buckle Up." campaign theme which is a state developed campaign. To remind people to buckle up, a sustained seatbelt message is provided through TV and radio ads, , posters, billboards, and incentives provided to local groups, law enforcement agencies, and others upon request.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network, colleges, and law enforcement. The toolkits contain public education materials and other resources for 8–10 highway safety campaigns that coordinate with NHTSA's communications calendar.

Through a project agreement with the Office of Highway Safety, the statewide Project 8 Governors Highway Safety Seat Program provides child safety seat education to parents and provides car seats to low-income families. Project 8 distributes posters and runs print ads to advertise child seat clinics and checkpoints. Project 8 has developed a brochure on child safety seats; the brochure is distributed widely through state agencies and child seat partners.

### **Local Level:**

All grantees are required to provide public education relative to their project objectives. Grantees may provide public education through paid media, development or purchase and distribution of resource material, public service announcements, presentations, or other means.

## 3. Speed

### **State Level:**

There are no national campaigns on speed. The Office of Highway Safety provides written materials (rack cards) to provide public education on speed to the state Highway Patrol, local law enforcement agencies, and others upon request.

Most public education on speed is provided at the local level; the PIO will assist local agencies to develop speed related public education materials such as PSAs.

**Local Level:**

Since all grantees are required to provide public education relative to their project objectives, some grantees may provide information on the hazards and effects of speed. Generally, public education on speed is provided by local law enforcement agencies in combination with enforcement efforts such as speed boards and targeted patrols.

**Special Populations**

**4. Motorcycles**

Motorcycle safety involves two groups: motorcycle riders and other motorists. Communication with both groups is essential to impart safety information.

**State Level:**

The Office of Highway Safety provides safety education to motorcyclists through public education messaging via paid ads developed by a media contractor or NHTSA and motorcycle training courses provided by the SD Safety Council. Paid ads that promote safety equipment and cautious riding include TV, radio, and billboards. The motorcycle training courses provide information on safety equipment as well as knowledge and skills needed to safely operate a motorcycle.

Paid media will be focused in the top ten counties for motorcycle crashes and will include a safety equipment campaign developed by the media contractor. In addition, the "Act Civilized" impaired driving campaign will be adapted for motorcycle ads to provide public education on impaired motorcycle riding. The safety equipment campaign promotes helmets and leathers including boots and full gloves.

Other motorists are provided with safety messaging through paid advertising using media developed by a contractor or by using NHTSA's Share the Road ads to educate other motorists regarding safety for motorcyclists. These ads have been coordinated by the PIO and placed by the media contractor before and during the spring national motorcycle safety campaign.

Motorcycle safety information is included in all drivers' license manuals, encouraging safety equipment usage to motorcyclists and encouraging motorists to watch for motorcyclists.

**Local Level:**

With support from the Office of Highway Safety, South Dakota ABATE has developed and distributed an annual road skills map brochure for the Black Hills in anticipation of the annual Sturgis Motorcycle Rally; over 40,000 maps are distributed annually.

The Office of Highway Safety works in conjunction with the SD Safety Council to promote the training courses through local motorcycle associations, such as ABATE chapters, and motorcycle dealers.

**5. Young Drivers**

**State Level:**

Young drivers are one of the primary focus group for drinking & driving public education messaging through the Parents Matter campaign described above.

Statewide earned media has been generated through TV and radio via press release to promote Alive at 25 which is a defensive driving course offered statewide by the South Dakota Department of Public Safety and the South Dakota Safety Council. Alive at 25 is a proven program designed to increase safe driving behavior in young adults aged 14–24.

***Local Level:***

Young drivers are the primary focus group for public education messaging through the Safe Communities/SD Prevention Network toolkits described above. The toolkits follow the NHTSA communications calendar; several campaigns are on drinking & driving and seatbelts.

6. Pedestrian and Bicycle Riders

***State Level:***

The Office of Highway Safety provides bike safety information through a statewide contract with Emergency Medical Services for Children (EMSC). EMSC provides bike safety information through written materials with a Don't Thump Your Melon campaign theme. EMSC provides helmets, promotional items, and bike safety presentations at bike rodeos, county fairs, law enforcement agencies, and others upon request.

***Local Level:***

Bike and pedestrian safety information is provided to local communities through the Safe Communities/SD Prevention Network toolkits described above. The toolkits follow the NHTSA communications calendar; several campaigns are on drinking and driving and seatbelts.

## TAB A – OCCUPANT PROTECTION

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

**HSP PROJECT ENTITY:** Department of Social Services  
**HSP PROJECT TITLE:** Project 8 Child Seat Program  
**CONTACT NAME & PHONE:** Melissa Fluckey/Patricia Monson  
**GTS PROJECT NUMBER:** 2012-42-01  
**PROJECT AGE:** Sixth Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Office of Highway Safety will partner with the Department of Social Services Office of Child Services to coordinate and implement the Project 8 program. Through an established statewide infrastructure, DSS will provide a coordinated statewide system of child safety seat education and inspection in SD. Child safety seat inspections and seat belt awareness will be available for parents and caregivers of young children. Certified Technicians will be available in each community partner agency to ensure proper installation and education. SD citizens will be made aware of the importance of child passenger safety with an emphasis on booster seat usage.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-4 Reduce the Number of Unrestrained Passenger Fatalities In All Seating Positions**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Occupant Protection

**Evaluation Measure:** Tracking of car seat recipients. FINAL YEAR

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$8,500.00		\$8,500.00	Section 402
Contractual Services	\$193,488.00		\$193,488.00	Section 402
Equipment	\$117,800.00		\$117,800.00	Section 402
Other Direct Costs	\$18,200.00		\$18,200.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$337,988.00</b>		<b>\$337,988.00</b>	
Federal Funds	\$337,988.00		\$317,988.00	If this box is checked, the cost summary is on file in Pierre OIP.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$337,988.00</b>		<b>\$317,988.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Occupant Protection Assessment

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-42-02

PROJECT AGE: First Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

**This project provides for an occupant protection assessment required by Federal officials.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

C-2 Reduce the Number of Serious Injuries in Traffic Crashes

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: Upon completion, the assessment team will provide this information.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$30,000.00		\$30,000.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	\$10,000.00		\$10,000.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$40,000.00</b>		<b>\$40,000.00</b>	
Federal Funds	\$40,000.00		\$40,000.00	If this box is checked, the cost summary is on file in Pierre OIB.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$40,000.00</b>		<b>\$40,000.00</b>	

**HSP PROJECT ENTITY:** Oglala Sioux Tribe Department of Public Safety

**HSP PROJECT TITLE:** Sacred Cargo Project

**CONTACT NAME & PHONE:** Roxanne Two Bulls

**GTS PROJECT NUMBER:** 2012-41-10

**PROJECT AGE:** Second Year

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Oglala Sioux Tribe through the Sacred Cargo Program, will increase seat belt use, decrease speeding drivers, decrease alcohol related fatalities and serious injuries through improved enforcement, resource materials and media. Purchases include a radar speed sign/trailer, 7 radar units, 7 PBT's and 5 digital video cameras.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Occupant Protection

**Evaluation Measure:** See Project Summary.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	\$5,625.00		\$5,625.00	Section 402
<b>Equipment</b>	\$23,200.00		\$23,200.00	Section 402
<b>Other Direct Costs</b>	\$2,000.00		\$2,000.00	Section 402
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$30,825.00		\$7,675.00	
<b>Federal Funds</b>	\$30,825.00		\$30,825.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$7,675.00		\$7,675.00	
<b>TOTAL FEDERAL+MATCH</b>	\$30,825.00		\$7,675.00	

**HSP PROJECT ENTITY:** Office of Highway Safety

**HSP PROJECT TITLE:** Seat Belt Survey

**CONTACT NAME & PHONE:** Lee Axdahl/Trevor Jones

**GTS PROJECT NUMBER:** 2012-46-02

**PROJECT AGE:** Legacy Project

**ORIGINAL OR REVISION:**

Original Project Request

**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.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**B-1 Increase Statewide Observed Seat Belt Usage of Front Seat Outboard Occupants**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Occupant Protection

**Evaluation Measure:** Survey Results

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$80,000.00		\$80,000.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$80,000.00</b>		<b>\$80,000.00</b>	
Federal Funds	\$80,000.00			If this box is checked, the cost summary will be in Pierre OHS.
State/Local Match	0			
<b>TOTAL FEDERAL+MATCH</b>	<b>\$80,000.00</b>			

## TAB B – ALCOHOL/IMPAIRED DRIVING

**NOTE:** Some of the "Project Entities" may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Prairie View Prevention Services

HSP PROJECT TITLE: Parents Matter

CONTACT NAME & PHONE: Darcy Jensen

GTS PROJECT NUMBER: 2012-40-01/02

PROJECT AGE: Fourth Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Statistics show that SD ranks 10th among the 50 states for the cost per youth due to underage drinking. Parental monitoring and clear family rules have been recognized as important influences on risk taking behaviors such as drinking and binge drinking. The Parents Matter underage drinking campaign has had an impact on the perception of harm with regard to alcohol consumption and youth/underage drinking/driving related deaths in SD.

Prairie View Prevention will work with community leaders, prevention specialists, law enforcement and schools across the state to change the norms with one message and one voice.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Reduce underage drivers in alcohol-related crashes, injuries and fatalities.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$22,500.00		\$22,500.00	Section 164 AL
Travel	0		0	Choose an item.
Contractual Services	\$110,000.00		\$110,000.00	Section 164 AL
Equipment	0		0	Choose an item.
Other Direct Costs	\$20,675.00		\$20,675.00	Section 164 AL
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$130,900.00</b>		<b>\$130,900.00</b>	
<b>Federal Funds</b>	<b>\$130,900.00</b>		<b>\$130,900.00</b>	If this box is checked, the cost summary is on file in Pierre OIP.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$130,900.00</b>		<b>\$130,900.00</b>	

**HSP PROJECT ENTITY:** Capital Area Counseling Service  
**HSP PROJECT TITLE:** STOP DUI  
**CONTACT NAME & PHONE:** Noreen Plumage/Dennis Pfrimmer  
**GTS PROJECT NUMBER:** 201-40-03

**PROJECT AGE:** Fourth Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

South Dakota statistics indicate that alcohol and drug related offenses and convictions are on the rise; 2005 to 2007 data shows a 5% increase in male incarceration and 14% increase in female incarceration. The number one offense is DUI. The DUI data from FY 2008 in Hughes and Stanley Counties are as follows: DUI 1st- 229; DUI 2nd-44; DUI 3rd-21; and DUI 4th and above-5. Capital Area Counseling, along with the 6th Judicial Circuit, implements Supervised Treatment Options Program (STOP) in Hughes and Stanley Counties. The STOP DUI program is based on a national DUI court to reduce recidivism rates. Only felony DUI cases qualify to participate. FFY2011 had fifteen clients in the program.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Increase period of sobriety of participants based on performance measures.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$55,545.00		\$55,545.00	Section 410
Travel	\$8,000.00		\$8,000.00	Section 410
Contractual Services	\$100,190.00		\$100,190.00	Section 410
Equipment	0			Choose an item.
Other Direct Costs	\$22,940.00		\$22,940.00	Section 410
Indirect Costs	0			Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$186,675.00</b>		<b>\$186,675.00</b>	
<b>Federal Funds</b>	<b>\$186,675.00</b>		<b>\$186,675.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$186,675.00</b>		<b>\$186,675.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$373,350.00</b>		<b>\$373,350.00</b>	

**HSP PROJECT ENTITY:** Traffic Safety Resource Prosecutor  
**HSP PROJECT TITLE:** Traffic Safety Resource Prosecutor  
**CONTACT NAME & PHONE:** Paul E. Bachand/Marty Jackley, Attorney General  
**GTS PROJECT NUMBER:** 2012-40-04

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

**Project Summary:**

The TSRP trains law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic related offenses. Statewide training for prosecutors and law enforcement officers is offered throughout the year.

The TSRP is a contracted resource through the Office of the Attorney General, and is a liaison between the Office of Highway Safety, the Attorney General, and the judicial system.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Increase statewide DUI convictions, educate prosecutors and judicial officials.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$117,000.00		\$117,000.00	Section 164 AL
<b>Travel</b>	\$24,000.00		\$24,000.00	Section 164 AL
<b>Contractual Services</b>				Choose an item.
<b>Equipment</b>				Choose an item.
<b>Other Direct Costs</b>	\$4,000.00		\$4,000.00	Section 164 AL
<b>Indirect Costs</b>				Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$145,000.00		\$145,000.00	
<b>Federal Funds</b>	\$145,000.00		\$145,000.00	If this box is checked, the cost summary is on file in Project GHS.
<b>State/Local Match</b>	0			
<b>TOTAL FEDERAL+MATCH</b>	\$145,000.00		\$145,000.00	

**HSP PROJECT ENTITY:** SDSU Wellness Center  
**HSP PROJECT TITLE:** Safe Ride Home  
**CONTACT NAME & PHONE:** Ellie Trautman/James Doolittle  
**GTS PROJECT NUMBER:** 2012-40-05

**PROJECT AGE:** Fifth Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Safe Ride Home program provides an alternative to driving home to would-be impaired drivers on the South Dakota State University campus in Brookings. This service has provided transportation to 51,540 students since September 2006.

According to the SDSU 2011 ACHA survey only 53% of SDSU students reported always using a designated driver and 21% admitted to driving after having any alcohol in the previous twelve months. The SD Traffic Statistical summary shows that in 2010, 43 persons were killed and 446 injured in alcohol related crashes.

The Safe Rides Home project also provides alcohol prevention activities in addition to alternate transportation, along with collaboration with local bars and restaurant owners.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-9 Reduce Drivers Aged 20 or Younger In Fatal Crashes
- C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Reduce student-related DUI citations, crashes, injuries and fatalities.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$8,400.00		\$8,400.00	Section 164 AL
Travel	0			Choose an item.
Contractual Services	\$25,000.00		\$25,000.00	Section 164 AL
Equipment	0			Choose an item.
Other Direct Costs	\$18,145.00		\$18,145.00	Section 164 AL
Indirect Costs	\$5,155.00		\$5,155.00	Section 164 AL
<b>SUBTOTAL CATEGORIES</b>	<b>\$56,700.00</b>		<b>\$56,700.00</b>	
<b>Federal Funds</b>	<b>\$56,700.00</b>		<b>\$56,700.00</b>	If this box is checked, the cost summary is on file in Procure OHS.
<b>State/Local Match</b>	<b>0</b>			
<b>TOTAL FEDERAL+MATCH</b>	<b>\$56,700.00</b>		<b>\$56,700.00</b>	

**HSP PROJECT ENTITY:** USD Student Counseling Center/Student Services

**HSP PROJECT TITLE:** Safe Rides- USD

**CONTACT NAME & PHONE:** Tiffany Kashas/Laura Jenski, PhD, VP of Research

**GTS PROJECT NUMBER:** 2012-40-06

**PROJECT AGE:** Seventh Year

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Safe Rides program at the University of South Dakota in Vermillion has been in place for 7 years. The total reduction of DUI's in the student population is at or above 35% since Safe Rides was initiated.

The Department of Social Services' Community Behavioral Health program provides alcohol and drug services, prevention services, along with a Support Team to assist impaired individuals during USD's Homecoming, and other potential high-risk times.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Reduce student-related DUI citations, crashes, injuries, and fatalities.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$4,320.00		\$4,320.00	Section 164 AL
Travel	0			Choose an item.
Contractual Services	18,360.00		\$18,360.00	Section 164 AL
Equipment	0			Choose an item.
Other Direct Costs	0			Choose an item.
Indirect Costs	\$2,268.00		\$2,268.00	Section 164 AL
<b>SUBTOTAL CATEGORIES</b>	<b>\$24,948.00</b>		<b>\$24,948.00</b>	
<b>Federal Funds</b>	<b>\$24,948.00</b>		<b>\$24,948.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>			
<b>TOTAL FEDERAL+MATCH</b>	<b>\$24,948.00</b>		<b>\$24,948.00</b>	

**HSP PROJECT ENTITY:** SD School of Mines and Technology  
**HSP PROJECT TITLE:** SDSMT Safe Rides  
**CONTACT NAME & PHONE:** Mary Jo Farrington/L. Eric James II, Assoc. VP for Research  
**GTS PROJECT NUMBER:** 2012-40-07  
**PROJECT AGE:** Fifth Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The students in the Rapid City SDSM&T area are 8% lower than the national average in drinking and driving. However, approximately one-fifth of the Rapid City students are still drinking and driving and one-third are still binge drinking. The Safe Ride Home Program provides a free taxi service from bars and other places, to their campuses and home. An average of 50 students use the service each month with the majority of students from BHSU, WDT.

The CORE Alcohol and Drug Survey, a standardized college survey administered throughout the US, is used by SDSM&T to determine need and progress.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-5 Reduce the Number of Alcohol Impaired Driving Fatalities
- C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Reduce the number of student-related DUI crashes, injuries, fatalities, citations.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$29,292.00		\$29,292.00	Section 164 AL
Travel	\$1,637.00		\$1,637.00	Section 164 AL
Contractual Services	\$7,400.00		\$7,400.00	Section 164 AL
Equipment	0			Choose an item.
Other Direct Costs	\$2,580.00		\$2,580.00	Section 164 AL
Indirect Costs	\$4,091.00		\$4,091.00	Section 164 AL
<b>SUBTOTAL CATEGORIES</b>	<b>\$45,000.00</b>		<b>\$45,000.00</b>	
<b>Federal Funds</b>	<b>\$45,000.00</b>		<b>\$45,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	0			
<b>TOTAL FEDERAL+MATCH</b>	<b>\$45,000.00</b>		<b>\$45,000.00</b>	

HSP PROJECT ENTITY: Department of Health Laboratory Services

HSP PROJECT TITLE: DOH BAC Testing

CONTACT NAME & PHONE: Mike Smith/Joan Adam

GTS PROJECT NUMBER: 2012-40-08

PROJECT AGE: Third Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The SD Department of Health has seen an increase in the number of alcohol submissions in the past 3 years. Decreasing the turnaround time for police accident reports to accurately reflect crash data as submitted to SDARS and to FARS will better help both the law enforcement and prosecution as they prepare evidentiary traffic cases for court. The lab's turnaround time for blood alcohol is at 22 hours from the test being ordered to test validation.

This part-time chemist will greatly impact the timeliness of testing and the identification of impaired drivers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Reduce turnaround time for BAC testing for law enforcement agencies.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$28,235.00		\$28,235.00	Section 410
Travel	\$5,765.00		\$5,765.00	Section 410
Contractual Services	\$16,000.00		\$16,000.00	Section 410
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$50,000.00</b>		<b>\$50,000.00</b>	
Federal Funds	\$50,000.00		\$50,000.00	If this box is checked, the cost summary is on file in Pierre OIB.
State/Local Match	\$50,000.00		\$50,000.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$100,000.00</b>		<b>\$100,000.00</b>	

HSP PROJECT ENTITY: Minnehaha County State's Attorney

HSP PROJECT TITLE: DUI/Vehicular Crimes Prosecutor

CONTACT NAME & PHONE: Abby VanDenBerg/Aaron McGowan

GTS PROJECT NUMBER: 2012-40-09

PROJECT AGE: Second Year

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

The need for a dedicated DUI prosecutor is evident in Minnehaha County, which is the smallest geographical county in SD, yet has the largest population base. The SD Unified Judicial System reports that in FY 2010, 9,246 cases were filed against DUI offenders. From May 1, 2010 through April 30, 2011, three vehicular homicide charges were filed. Minnehaha County has seen an increase in DUI-Drug cases. In FY 2010, 644 DUI cases were dismissed in Minnehaha County, representing 28% of all dismissals statewide.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Increase DUI convictions and decrease dismissals in Minnehaha County.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$68,789.42		\$68,789.42	Section 164 AL
Travel	\$5,100.00		\$5,100.00	Section 164 AL
Contractual Services			0	Choose an item.
Equipment			0	Choose an item.
Other Direct Costs	\$4,600.00		\$4,600.00	Section 164 AL
Indirect Costs			0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$78,489.42</b>		<b>\$78,489.42</b>	
<b>Federal Funds</b>	<b>\$78,489.42</b>		<b>\$78,489.42</b>	If this box is checked, the cost summary is on file in Pierre OIS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$78,489.42</b>		<b>\$78,489.42</b>	

**HSP PROJECT ENTITY:** Pennington Co. State's Attorney  
**HSP PROJECT TITLE:** DUI/Vehicular Crimes Prosecutor  
**CONTACT NAME & PHONE:** Sara Morrison/Glenn A. Brenner, State's Attorney  
**GTS PROJECT NUMBER:** 2012-40-10

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

**Project Summary:**

Pennington County is South Dakota's second largest population center (Rapid City) and thus, the second largest source of DUI activity in the state. Pennington County also borders Meade County, the location of the annual Sturgis motorcycle rally, and is near reservation lands. This special prosecutor position has a DUI-only focus and will be utilized to reduce dismissals/reductions and increase convictions in Pennington County.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Reduce DUI dismissals/reductions and increase convictions.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$73,450.00		\$73,450.00	Section 164 AL
<b>Travel</b>	\$3,800.00		\$3,800.00	Section 164 AL
<b>Contractual Services</b>			0	Choose an item.
<b>Equipment</b>			0	Choose an item.
<b>Other Direct Costs</b>	\$1,600.00		\$1,600.00	Section 164 AL
<b>Indirect Costs</b>			0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$78,850.00		\$78,850.00	
<b>Federal Funds</b>	\$78,850.00		\$78,850.00	If this box is checked, the cost summary is on file in Pierre OIG.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	\$78,850.00		\$78,850.00	

**HSP PROJECT ENTITY:** SD Unified Judicial System  
**HSP PROJECT TITLE:** 5th Circuit DUI Court  
**CONTACT NAME & PHONE:** Nancy Allard/ Patricia Duggan, State Court Admin.  
**GTS PROJECT NUMBER:** 2012-40-11  
**PROJECT AGE:** First Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Felony driving under the influence, a 3rd or subsequent offense in ten years, and vehicular homicide and battery cases account for 35% of all felony convictions in SD. This DUI Court will take place weekly at the Brown County Courthouse, is under the supervision of a 5th Circuit Judge and will target the non-violent felony DUI offenders (DUI 3rd and above). This DUI Court is modeled after the National DUI Court model, which is research-based, and will combine the efforts of enforcement and supervision to ensure retention in treatment programs and services.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Increase period of sobriety of participants using accepted performance measures.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$68,569.98		\$68,569.98	Section 410
<b>Travel</b>	\$5,812.50		\$5,812.50	Section 410
<b>Contractual Services</b>	\$46,851.30		\$46,851.30	Section 410
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	\$5,466.38		\$5,466.38	Section 410
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$126,700.16		\$126,700.16	
<b>Federal Funds</b>	\$126,700.16		\$126,700.16	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$126,700.16		\$126,700.16	
<b>TOTAL FEDERAL+MATCH</b>	\$253,400.32		\$253,400.32	

**HSP PROJECT ENTITY:** South Dakota Highway Patrol  
**HSP PROJECT TITLE:** SDHP Crash Reduction Project  
**CONTACT NAME & PHONE:** Colonel Craig Price/Trevor Jones  
**GTS PROJECT NUMBER:** 2012-41-02

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

**Project Summary:**

The Highway Patrol will provide overtime personnel hours to address speed enforcement, impaired driving, juvenile drug and alcohol detection. The Highway Patrol will provide public education through the use of safety and educational materials on occupant protection, child restraints, impaired driving, safe driving habits and instructing Alive at 25 classes. The Highway Patrol will participate in the statewide mobilizations.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-1 Reduce the Number of Traffic Fatalities
- C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services  
**Evaluation Measure:** Reduce the rate of drinking drivers in fatal crashes.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$178,500.00		\$178,500.00	Section 410
Travel	\$23,245.00		\$23,245.00	Section 410
Contractual Services	0		0	Choose an item.
Equipment	\$9,000.00		\$9,000.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$210,745.00</b>		<b>\$210,745.00</b>	
<b>Federal Funds</b>	<b>\$210,745.00</b>		<b>\$210,745.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$198,096.00</b>		<b>\$198,096.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$408,841.00</b>		<b>\$408,841.00</b>	

**HSP PROJECT ENTITY:** SD Law Enforcement Training  
**HSP PROJECT TITLE:** Traffic Enforcement Training  
**CONTACT NAME & PHONE:** Monte Farnsworth/Bryan Gortmaker  
**GTS PROJECT NUMBER:** 2012-41-04  
**PROJECT AGE:** Legacy Project      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The DUI Instructor course will specialize in training of Standardized Field Sobriety Testing (SFST) & is available through the state law enforcement academy in Pierre. The Medical Foundation of Visual Systems Testing is intended for officers who are Certified Drug Recognition Experts (DRE's) and prosecutors who handle DUI and drug cases as well as DUI Instructors and SFST practitioners. The Occupant Kinematics course will teach officers how to recognize and interpret traffic crash evidence as it relates to occupant seating positions. This class will aid in the prosecution of crash cases where the identity of the driver is possibly in question. Agencies in the identified high crash, high alcohol violation counties will be targeted in the marketing of this training.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-5 Reduce the Number of Alcohol Impaired Driving Fatalities
- C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Increase number of trained officers in South Dakota.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$6,255.00		\$6,255.00	Section 410
Contractual Services	\$30,000.00		\$30,000.00	Section 410
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$36,255.00</b>		<b>\$36,255.00</b>	
Federal Funds	\$36,255.00		\$36,255.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$36,255.00</b>		<b>\$36,255.00</b>	

**HSP PROJECT ENTITY:** Rapid City Police Department  
**HSP PROJECT TITLE:** Rapid City DUI Program  
**CONTACT NAME & PHONE:** Lt. James Johns/Chief Steve Allender  
**GTS PROJECT NUMBER:** 2012-41-07  
**PROJECT AGE:** Fifth Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Intoxicated drivers are still a major health hazard to the citizens of Rapid City resulting in a significant number of alcohol related fatal crashes. The Rapid City Police Department will assign a total of two officers to the DUI Task Force. One of these officers will be paid by this grant and the other one will be paid by the Police Department as a match for funding. These officers will be dedicated to enforcing impaired driving. The Rapid City DUI officers will work with county and state law enforcement as well as provide public education through TV, radio and billboards.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Evaluation will be measured by comparing the number of alcohol related crashes to the three year average of 96 per year.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$70,320.00			Section 410
<b>Travel</b>	0			Choose an item.
<b>Contractual Services</b>	0			Choose an item.
<b>Equipment</b>	\$1,750.00			Section 410
<b>Other Direct Costs</b>	0			Choose an item.
<b>Indirect Costs</b>	0			Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$72,070.00			
<b>Federal Funds</b>	\$72,070.00			If this box is checked, the cost summary is on file in Perre OHS.
<b>State/Local Match</b>	\$72,070.00			
<b>TOTAL FEDERAL+MATCH</b>	\$144,140.00			

**HSP PROJECT ENTITY:** South Dakota Highway Patrol

**HSP PROJECT TITLE:** SDHP DRE School

**CONTACT NAME & PHONE:** Col. Craig Price/ Trevor Jones

**GTS PROJECT NUMBER:** 2012-41-08

**PROJECT AGE:** Third Year

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

SD is moving forward in its training for the detection and apprehension of alcohol and drug impaired drivers. This project offers a Drug Recognition school and a DRE Instructor course in SD. These sessions will be hosted by the SD Highway Patrol and offered to all SD law enforcement agencies. The DRE School will train 20 law enforcement officers in the expertise of detection and apprehension of people under the influence, and the Instructor Course will train 15 Highway Patrol troopers. Upon the completion of these two courses, these officers will provide training to other officers in their departments to enhance efforts in detecting and apprehending impaired drivers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Increased recognition of drug impaired drivers statewide.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>				Choose an item.
<b>Travel</b>	\$62,642.50		\$62,642.50	Section 410
<b>Contractual Services</b>	\$4,100.00		\$4,100.00	Section 410
<b>Equipment</b>	\$5,000.00		\$5,000.00	Section 410
<b>Other Direct Costs</b>	\$1,000.00		\$1,000.00	Section 410
<b>Indirect Costs</b>	0			Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$75,142.50		\$75,142.50	
<b>Federal Funds</b>	\$75,142.50		\$75,142.50	if this box is checked, the cost summary is on file in Pierre- OH5.
<b>State/Local Match</b>	\$76,475.00		\$76,475.00	
<b>TOTAL FEDERAL+MATCH</b>	\$151,617.50		\$151,617.50	

HSP PROJECT ENTITY: Sioux Falls Police Department

HSP PROJECT TITLE: Traffic Enforcement

CONTACT NAME & PHONE: Sergeant David McIntire

GTS PROJECT NUMBER: 2012-41-09

PROJECT AGE: First Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Sioux Falls Police Department has four full time officers who work from 5:30PM-4:00AM, whose primary responsibility is to look for and arrest the impaired driver. On an average weekend night, three DWI officers make an average of 4 DWI arrests. With a saturation patrol funded by SDOHS, an additional 8-13 officers specifically working DWI enforcement could make an average of 10-12 additional DWI arrests. By conducting 3 sobriety checkpoints utilizing 12-16 officers between the hours of 1730-0400, an additional 8-12 DWI arrests per checkpoint could be achieved taking an additional 30 impaired drivers off the street. Use 12 overtime hours for car seat clinics, 10 overtime hours for teen classroom presentations, 16 overtime hours for teen presentations on supervised driving course. Purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: Increased number of DWI citations.

11

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$279,900.00		\$279,900.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0			Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$279,900.00</b>		<b>\$279,900.00</b>	
Federal Funds	\$279,900.00		\$279,900.00	If this box is checked, the cost summary is on file in Perre OHS.
State/Local Match	\$279,900.00		\$279,900.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$559,800.00</b>		<b>\$559,800.00</b>	

**HSP PROJECT ENTITY:** Department of Social Services, Prevention Program

**HSP PROJECT TITLE:** DSS Prevention Program

**CONTACT NAME & PHONE:** Shawnie Rechtenbaugh

**GTS PROJECT NUMBER:** 2012-44-02

**PROJECT AGE:** Fifth Year

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Reduce the number of people, under the age of 35, killed or injured in alcohol involved traffic crashes. Reduce the number of 9-12 graders who recently rode with a drinking driver. Train students (middle, high school, college) from at least 20 communities as advocates for preventing alcohol impaired driving. Increase the number of registered Students Against Destructive Decisions (SADD) Chapters (middle, high school, college). Disseminate information during NHTSA mobilizations to the top 10 alcohol related crash counties.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** Reduce alcohol related traffic crashes.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$106,000.00		\$106,000.00	Section 164 AL
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$106,000.00</b>		<b>\$106,000.00</b>	
Federal Funds	\$106,000.00		\$106,000.00	If this box is checked, the cost summary is on file in Petrie OIF.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$106,000.00</b>		<b>\$106,000.00</b>	

HSP PROJECT ENTITY: Mountain Plains Evaluation LLC

HSP PROJECT TITLE: Mountain Plains Evaluation

CONTACT NAME & PHONE: Roland Loudenberg

GTS PROJECT NUMBER: 2012-46-01

PROJECT AGE: Third Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

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

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

Choose an item.

Program Area: Alcohol/Impaired

Evaluation Measure: Reduce recidivism through appropriate DUI curriculum and changes.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$142,053.21		\$142,053.21	Section 164 AL
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$142,053.21</b>		<b>\$142,053.21</b>	
Federal Funds	\$142,053.21		\$142,053.21	If this box is checked, the cost summary is on file in Pierre OIB.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$142,053.21</b>		<b>\$142,053.21</b>	

HSP PROJECT ENTITY: Aberdeen Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Daryl Van Dover

GTS PROJECT NUMBER: 2012-47-01

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Utilizing overtime enforcement, Aberdeen Police Department will; increase efforts through directed patrol and checkpoints to increase the number of DUI arrests by 2%. Aberdeen Police Department will purchase 1 camera, 2 radar, 1 PBT and 1 speed sign.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,000.00		\$10,000.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,925.00		\$1,925.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$11,925.00</b>		<b>\$11,925.00</b>	
Federal Funds	\$11,925.00		\$11,925.00	If this box is checked, the cost summary is on file in Pierre OBS
State/Local Match	\$1,925.00		\$1,925.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$13,850.00</b>		<b>\$13,850.00</b>	

**HSP PROJECT ENTITY:** Beadle County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Deputy Sheriff Kathie J. Bostrom

**GTS PROJECT NUMBER:** 2012-47-02

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

**Beadle County Sheriff will reduce the three year crash average by 2% or more, increase DWI arrests, seat belt and child restraint citations and warnings over the three year average and purchase 4 radar units.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$10,000.00		\$10,000.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$10,000.00		\$10,000.00	
<b>Federal Funds</b>	\$10,000.00		\$10,000.00	If this box is checked, the cost summary is on file in Photo OPS.
<b>State/Local Match</b>	\$2,400.00		\$2,400.00	
<b>TOTAL FEDERAL+MATCH</b>	\$12,400.00		\$12,400.00	

**HSP PROJECT ENTITY:** Belle Fourche Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sgt. Scott Jones

**GTS PROJECT NUMBER:** 2012-47-03

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Belle Fourche Police Department will conduct 5 sobriety checkpoints during the mobilizations and 6 other sobriety saturation patrols and purchase 2 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,504.00		\$10,504.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	\$400.00		\$400.00	Section 410
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,904.00</b>		<b>\$10,904.00</b>	
Federal Funds	\$10,904.00		\$10,904.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$3,452.00		\$3,452.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$14,356.00</b>		<b>\$14,356.00</b>	

**HSP PROJECT ENTITY:** Box Elder Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sgt. Chris Misselt

**GTS PROJECT NUMBER:** 2012-47-04

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

Original Project Request

**Project Summary:**

The Box Elder Police Department will reduce the number of speeding and impaired driving violations, increase occupant restraint usage and awareness of motorcycle crash risk, distribute promotional material, and purchase 10 FSTs.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$9,245.00		\$9,245.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,750.00		\$1,750.00	Section 410
Other Direct Costs	\$2,600.00		\$2,600.00	Section 410
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$13,595.00</b>		<b>\$13,595.00</b>	
Federal Funds	\$13,595.00		\$13,595.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$10,995.00		\$10,995.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$24,590.00</b>		<b>\$24,590.00</b>	

HSP PROJECT ENTITY: Brookings Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Lt. David Erickson

GTS PROJECT NUMBER: 2012-47-05

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Brookings Police Department will dedicate overtime hours toward DUI enforcement activity and the prevention of alcohol related crashes and purchase 3 radars.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,145.00		\$10,145.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,145.00</b>		<b>\$10,145.00</b>	
Federal Funds	\$10,145.00		\$10,145.00	If this box is checked, the cost summary is on file in Pierce OHS.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,145.00</b>		<b>\$10,145.00</b>	

HSP PROJECT ENTITY: Brookings County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sheriff Martin Stanwick

GTS PROJECT NUMBER: 2012-47-06

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Overtime enforcement will be utilized by the Brookings County Sheriff to increase DUI and speeding citations and warnings to reduce traffic crashes. Two digital solar powered speed display boards will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$18,000.00		\$18,000.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$18,000.00</b>		<b>\$18,000.00</b>	
<b>Federal Funds</b>	<b>\$18,000.00</b>		<b>\$18,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$18,000.00</b>		<b>\$18,000.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$36,000.00</b>		<b>\$36,000.00</b>	

**HSP PROJECT ENTITY:** Butte County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Gary Brunner

**GTS PROJECT NUMBER:** 2012-47-08

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized by the Butte County Sheriff's Office to reduce alcohol and speed related crashes, and increase seat belt usage. Two permanent speed boards along with 2 video cameras will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$5,202.00		\$5,202.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$1,750.00		\$1,750.00	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$6,952.00		\$6,952.00	
<b>Federal Funds</b>	\$6,952.00		\$6,952.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$3,484.00		\$3,484.00	
<b>TOTAL FEDERAL+MATCH</b>	\$10,436.00		\$10,436.00	

**HSP PROJECT ENTITY:** Charles Mix County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sheriff Randy Thaler

**GTS PROJECT NUMBER:** 2012-47-10

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Charles Mix County Sheriff will purchase 6 digital cameras to increase the alcohol related arrests and convictions which would then reduce the number of crashes in the County.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$10,500.00		\$10,500.00	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$10,500.00		\$10,500.00	
<b>Federal Funds</b>	\$10,500.00		\$10,500.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$10,500.00		\$10,500.00	
<b>TOTAL FEDERAL+MATCH</b>	\$21,000.00		\$21,000.00	

**HSP PROJECT ENTITY:** Cheyenne River Sioux Tribe  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** CRST Lieutenant Chad Olson  
**GTS PROJECT NUMBER:** 2012-41-11

**PROJECT AGE:** First Year                      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Cheyenne River Sioux Tribe will use overtime for high visibility enforcement to reduce traffic crashes involving impaired drivers, speeding drivers, etc. Purchase 4 radars, 4 digital cameras and 4 FST's.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$9,250.00		\$9,250.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$7,700.00		\$7,700.00	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$16,950.00		\$16,950.00	
<b>Federal Funds</b>	\$16,950.00		\$16,950.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$7,700.00		\$7,700.00	
<b>TOTAL FEDERAL+MATCH</b>	\$24,650.00		\$24,650.00	

**HSP PROJECT ENTITY:** Custer County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sheriff Rick Wheeler

**GTS PROJECT NUMBER:** 2012-47-12

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Custer County Sheriff will reduce the number of vehicle accidents and drug and alcohol DUIs by utilizing overtime during high risk nights and weekends. Purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

11

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,630.00		\$10,630.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,630.00</b>		<b>\$10,630.00</b>	
<b>Federal Funds</b>	<b>\$10,630.00</b>		<b>\$10,630.00</b>	If this box is checked, the cost summary is on file in Pierre OHS
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,630.00</b>		<b>\$10,630.00</b>	

**HSP PROJECT ENTITY:** Davison County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Steve Harr  
**GTS PROJECT NUMBER:** 2012-47-13

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be used by Davison County to increase the focus on enforcement of alcohol and drug violations.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$5,683.00		\$5,683.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$5,683.00		\$5,683.00	
<b>Federal Funds</b>	\$5,683.00		\$5,683.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$5,683.00		\$5,683.00	
<b>TOTAL FEDERAL+MATCH</b>	\$11,366.00		\$11,366.00	

**HSP PROJECT ENTITY:** Edmunds County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Derrick Reifenrather, Chief Deputy Sheriff  
**GTS PROJECT NUMBER:** 2012-47-15  
**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

**Overtime enforcement will be utilized to provide extra dedicated officer patrols to focus on Impaired driving laws including drugs and alcohol on Highway 12. Purchase 1 radar unit to Increase speeding citations/warnings.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$5,996.22		\$5,996.22	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$5,996.22		\$5,996.22	
<b>Federal Funds</b>	\$5,996.22		\$5,996.22	If this box is checked, the cost summary is on file in Pierre OILS.
<b>State/Local Match</b>	\$5,996.22		\$5,996.22	
<b>TOTAL FEDERAL+MATCH</b>	\$11,992.44		\$11,992.44	

**HSP PROJECT ENTITY:** Elk Point Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Chief Ryan Fleek

**GTS PROJECT NUMBER:** 2012-47-16

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Elk Point Police Department will utilize their overtime enforcement to increase the number of DWI arrests and increase DWI awareness among residents. Purchases include 3 digital video camera systems and 1 radar unit along with PSA's on traffic safety.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$5,082.00		\$5,082.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$5,250.00		\$5,250.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,332.00</b>		<b>\$10,332.00</b>	
Federal Funds	\$10,332.00		\$10,332.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$5,250.00		\$5,250.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$15,582.00</b>		<b>\$15,582.00</b>	

**HSP PROJECT ENTITY:** Flandreau Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sergeant Jess Doyle

**GTS PROJECT NUMBER:** 2012-47-17

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime hours will be used to focus on alcohol enforcement during peak Impaired driving hours.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,800.00		\$10,800.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,800.00</b>		<b>\$10,800.00</b>	
Federal Funds	\$10,800.00		\$10,800.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$10,800.00		\$10,800.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$21,600.00</b>		<b>\$21,600.00</b>	

**HSP PROJECT ENTITY:** Hand County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sheriff Douglas D. DeBoer

**GTS PROJECT NUMBER:** 2012-47-19

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be used to reduce motor vehicle crashes, increase DUI arrests, and increase speeding and seat belt contacts in Hand County.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$8,751.00		\$8,751.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$8,751.00		\$8,751.00	
<b>Federal Funds</b>	\$8,751.00		\$8,751.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$8,751.00		\$8,751.00	
<b>TOTAL FEDERAL+MATCH</b>	\$8,751.00		\$8,751.00	

HSP PROJECT ENTITY: Huron Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Gary D. Will Jr.

GTS PROJECT NUMBER: 2012-47-21

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to reduce the number of crashes involving impaired drivers and increase safety belt and child restraint usage. Equipment to be purchased includes 2 standard radar units, 2 laser radar units and 2 PBT's.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$7,500.00		\$7,500.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$350.00		\$350.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,850.00</b>		<b>\$7,850.00</b>	
Federal Funds	\$7,850.00		\$7,850.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$7,850.00		\$7,850.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$15,700.00</b>		<b>\$15,700.00</b>	

HSP PROJECT ENTITY: Jackson County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Tim Nutley

GTS PROJECT NUMBER: 2012-47-22

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Overtime enforcement will be used to reduce impaired drivers and also to conduct safety talks regarding impaired driving and alcohol offenses in the High School.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$7,955.56		\$7,955.56	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$7,955.56		\$7,955.56	
<b>Federal Funds</b>	\$7,955.56		\$7,955.56	If this box is checked, the cost summary is on file in Pierre OHS
<b>State/Local Match</b>	\$7,955.56		\$7,955.56	
<b>TOTAL FEDERAL+MATCH</b>	\$15,911.12		\$15,911.12	

**HSP PROJECT ENTITY:** Lincoln County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Dennis Johnson

**GTS PROJECT NUMBER:** 2012-47-24

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Lincoln County will use overtime for alcohol impaired driving enforcement. Saturation patrols will be conducted during peak periods and events where there is a higher number of impaired drivers. One digital video cameras, 2 radar and 2 PBT's will also be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$6,000.00		\$6,000.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$2,100.00		\$2,100.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,100.00</b>		<b>\$8,100.00</b>	
Federal Funds	\$8,100.00		\$8,100.00	If this box is checked, the cost summary is on file in Permit ODS
State/Local Match	\$8,100.00		\$8,100.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$16,200.00</b>		<b>\$16,200.00</b>	

**HSP PROJECT ENTITY:** Marshall County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** J. Todd Sandal

**GTS PROJECT NUMBER:** 2012-47-26

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

**Marshall County will reduce the number of people involved in Injury crashes by focusing on speeding, failure to yield, seat belts, child restraints and alcohol. They will increase the number of sobriety checkpoints and saturation patrols. Two digital video cameras will be purchased.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$2,143.50		\$2,143.50	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$3,500.00		\$3,500.00	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$5,643.50		\$5,643.50	
<b>Federal Funds</b>	\$5,643.50		\$5,643.50	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$5,643.50		\$5,643.50	
<b>TOTAL FEDERAL+MATCH</b>	\$11,287.00		\$11,287.00	

**HSP PROJECT ENTITY:** Mellette County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Sheriff Derris Waukazoo  
**GTS PROJECT NUMBER:** 2012-47-28

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Mellette County will decrease the number of alcohol related fatal, injury and property damage crashes by increasing the number of DUl arrests. Mellette County will also increase the number of seat belt, child restraint and speeding citations.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$12,399.66		\$12,799.66	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$12,399.66		\$12,399.66	
<b>Federal Funds</b>	\$12,399.66		\$12,399.66	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$12,399.66		\$12,399.66	
<b>TOTAL FEDERAL+MATCH</b>	\$24,799.32		\$24,799.32	

HSP PROJECT ENTITY: Miller Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Shannon Speck

GTS PROJECT NUMBER: 2012-47-29

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

Overtime enforcement will be used for extra enforcement for the purpose of DWI enforcement to take place during special events throughout the year. A portable traffic monitor and traffic view statistic computer will be purchased to assist in speed enforcement. One digital camera will also be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Alcohol/Impaired

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$5,876.25		\$5,876.25	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,750.00		\$1,750.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,626.25</b>		<b>\$7,626.25</b>	
<b>Federal Funds</b>	<b>\$7,626.25</b>		<b>\$7,626.25</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$7,626.25</b>		<b>\$7,626.25</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$15,252.50</b>		<b>\$15,252.50</b>	

**HSP PROJECT ENTITY:** Minnehaha County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Kristin Trana, Administrative Coordinator  
**GTS PROJECT NUMBER:** 2012-47-31  
**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be used for to work high priority areas and times during saturation patrols, street dances, sobriety checkpoints, holidays, proms and graduations. Five radar units will be purchased to assist with speed enforcement.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.  
 Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired  
**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$22,077.00		\$22,077.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$22,077.00		\$22,077.00	
<b>Federal Funds</b>	\$22,077.00		\$22,077.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$22,077.00		\$22,077.00	
<b>TOTAL FEDERAL+MATCH</b>	\$44,154.00		\$44,154.00	

**HSP PROJECT ENTITY:** Mobridge Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Captain Justin Jungwirth

**GTS PROJECT NUMBER:** 2012-47-33

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

Original Project Request

**Project Summary:**

Increased speed and Dui arrests will be accomplished through the use of high visibility police presence as bike patrol, foot patrol and vehicle patrol. Three digital video cameras will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$4,980.15		\$4,980.15	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$5,250.00		\$5,250.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$10,230.15</b>		<b>\$10,230.15</b>	
<b>Federal Funds</b>	<b>\$10,230.15</b>		<b>\$10,230.15</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$10,230.15</b>		<b>\$10,230.15</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$20,460.30</b>		<b>\$20,46.30</b>	

**HSP PROJECT ENTITY:** North Sioux City Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Eric Fay

**GTS PROJECT NUMBER:** 2012-47-34

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

**Original Project Request**

**Project Summary:**

**Increase impaired driving enforcement by increasing routine patrols, saturations, public awareness, media announcements and participation in mobilizations. Purchase 4 radar units.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$6,396.00		\$6,396.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$6,396.00		\$6,396.00	
<b>Federal Funds</b>	\$6,396.00		\$6,396.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$6,396.00		\$6,396.00	
<b>TOTAL FEDERAL+MATCH</b>	\$12,792.00		\$12,792.00	

**HSP PROJECT ENTITY:** Oglala Sioux Tribe Department of Public Safety  
**HSP PROJECT TITLE:** Sacred Cargo Project  
**CONTACT NAME & PHONE:** Roxanne Two Bulls  
**GTS PROJECT NUMBER:** 2012-41-10  
**PROJECT AGE:** Second Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Oglala Sioux Tribe through the Sacred Cargo Program, will increase seat belt use, decrease speeding drivers, decrease alcohol related fatalities and serious injuries through improved enforcement, resource materials and media. Purchases include a radar speed sign/trailer, 7 radar units, 7 PBT's and 5 digital video cameras.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$9,975.00		\$9,975.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,975.00</b>		<b>\$9,975.00</b>	
<b>Federal Funds</b>	<b>\$9,975.00</b>		<b>\$9,975.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$9,975.00</b>		<b>\$9,975.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$19,950.00</b>		<b>\$19,950.00</b>	

**HSP PROJECT ENTITY:** Pennington County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sgt. Dustin Morrison

**GTS PROJECT NUMBER:** 2012-47-36

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Pennington County will utilize overtime enforcement to reduce crashes involving impaired drivers and increase DUI arrests through DUI saturations and checkpoints. Purchase 1 digital camera, 4 PBTs and 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$10,621.00		\$10,621.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$2,450.00		\$2,450.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$13,071.00</b>		<b>\$13,071.00</b>	
<b>Federal Funds</b>	<b>\$13,071.00</b>		<b>\$13,071.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$14,499.00</b>		<b>\$14,499.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$27,570.00</b>		<b>\$27,570.00</b>	

**HSP PROJECT ENTITY:** Pierre Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Brian Hines

**GTS PROJECT NUMBER:** 2012-47-37

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

**Original Project Request**

**Project Summary:**

The Pierre Police Department will deploy officers dedicated solely to work DUI traffic enforcement within the City of Pierre in high accident areas. All DUI arrests will be recorded on mobile video cameras for future prosecution. Purchase 4 digit video cameras.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$7,500.00		\$7,500.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,000.00		\$7,000.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$14,500.00</b>		<b>\$14,500.00</b>	
<b>Federal Funds</b>	<b>\$14,500.00</b>		<b>\$14,500.00</b>	If the box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$7,000.00</b>		<b>\$7,000.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$21,500.00</b>		<b>\$21,500.00</b>	

**HSP PROJECT ENTITY:** SDSU Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Cora Olson

**GTS PROJECT NUMBER:** 2012-47-38

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be used to patrol the campus roadways in Brookings targeting impaired drivers and speeding drivers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$2,727.00		\$2,727.00	Section 410
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	
<b>Federal Funds</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$5,454.00</b>		<b>\$5,454.00</b>	

**HSP PROJECT ENTITY:** Stanley County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Brian LaCompte, Chief Deputy Sheriff  
**GTS PROJECT NUMBER:** 2012-47-41  
**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to increase DUI enforcement to decrease traffic crashes. Purchase 1 radar unit and 1 permanent mount speed board.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$6,000.00		\$6,000.00	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$6,000.00		\$6,000.00	
<b>Federal Funds</b>	\$6,000.00		\$6,000.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$6,000.00		\$6,000.00	
<b>TOTAL FEDERAL+MATCH</b>	\$12,000.00		\$12,000.00	

**HSP PROJECT ENTITY:** Sturgis Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Adam Martin, Assistant Chief of Police

**GTS PROJECT NUMBER:** 2012-47-42

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Increase the number of arrests involving impaired drivers, increase seat belt and child restraint use, decrease motorcycle crashes, and decrease fatalities and injuries involving young drivers. Purchase 5 radar units and 4 digital video cameras.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

<b>COST SUMMARY</b>	<b>Current Approved</b>	<b>Additional Request</b>	<b>Total to HSP</b>	<b>Funding Source</b>
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$7,000.00		\$7,000.00	Section 410
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,000.00</b>		<b>\$7,000.00</b>	
<b>Federal Funds</b>	<b>\$7,000.00</b>		<b>\$7,000.00</b>	If this box is checked, the cost summary is on file in Pierre OIG.
<b>State/Local Match</b>	<b>\$7,000.00</b>		<b>\$7,000.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$14,000.00</b>		<b>\$14,000.00</b>	

**HSP PROJECT ENTITY:** Turner County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Sheriff Byron Nogelmeier  
**GTS PROJECT NUMBER:** 2012-47-43

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Turner County Sheriff's Office will decrease the number of alcohol/drug related accidents and increase DUI arrests and warnings. A "DUI Refresher" class for deputies and neighboring law enforcement will be conducted by the SD Highway Patrol – these classes have previously been followed by a noted increase in DUI arrests.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$5,946.20		\$5,946.20	Section 410
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$5,946.20		\$5,946.20	
<b>Federal Funds</b>	\$5,946.20		\$5,946.20	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$5,946.20		\$5,946.20	
<b>TOTAL FEDERAL+MATCH</b>	\$11,892.40		\$11,892.40	

**HSP PROJECT ENTITY:** Union County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Joshua Lee

**GTS PROJECT NUMBER:** 2012-47-44

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

Original Project Request

**Project Summary:**

To reduce the number of traffic crashes, speed and DUI, the Union County Sheriff will increase routine patrols, public awareness, media and participation in the mobilizations. One radar unit and 1 digital video camera will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Alcohol/Impaired

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,750.00		\$1,750.00	Section 410
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,750.00</b>		<b>\$1,750.00</b>	
Federal Funds	\$1,750.00		\$1,750.00	If this box is checked, the cost summary is on file in Pierre OIS.
State/Local Match	\$1,750.00		\$1,750.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$3,500.00</b>		<b>\$3,500.00</b>	

## TAB C – SPEED

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Aberdeen Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Daryl Van Dover

GTS PROJECT NUMBER: 2012-47-01

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Utilizing overtime enforcement, Aberdeen Police Department will increase efforts through directed patrol and checkpoints to increase the number of DUI arrests by 2%. Aberdeen Police Department will purchase 1 camera, 2 radar, 1 PBT and 1 speed sign.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$8,250.00		\$8,250.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,250.00</b>		<b>\$8,250.00</b>	
<b>Federal Funds</b>	<b>\$8,250.00</b>		<b>\$8,250.00</b>	If this box is checked, the project amount is available in Project GTS.
<b>State/Local Match</b>	<b>\$2,062.00</b>		<b>\$2,062.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,312.00</b>		<b>\$10,312.00</b>	

**HSP PROJECT ENTITY:** Beadle County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Deputy Sheriff Kathie J. Bostrom  
**GTS PROJECT NUMBER:** 2012-47-02

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Beadle County Sheriff will reduce the three year crash average by 2% or more, increase DWI arrests, seat belt and child restraint citations and warnings over the three year average and purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$7,400.00		\$7,400.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$7,400.00		\$7,400.00	
<b>Federal Funds</b>	\$7,400.00		\$7,400.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$1,848.00		\$1,848.00	
<b>TOTAL FEDERAL+MATCH</b>	\$9,248.00		\$9,248.00	

HSP PROJECT ENTITY: Belle Fourche Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sgt. Scott Jones

GTS PROJECT NUMBER: 2012-47-03

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Belle Fourche Police Department will conduct 5 sobriety checkpoints during the mobilizations and 6 other sobriety saturation patrols and purchase 2 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$3,700.00		\$3,700.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,700.00</b>		<b>\$3,700.00</b>	
Federal Funds	\$3,700.00		\$3,700.00	If this box is checked, the cost summary is on file in Project O&G.
State/Local Match	\$924.00		\$924.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$4,624.00</b>		<b>\$4,624.00</b>	

HSP PROJECT ENTITY: Brookings Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Lt. David Erickson

GTS PROJECT NUMBER: 2012-47-05

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Brookings Police Department will dedicate overtime hours toward DUI enforcement activity and the prevention of alcohol related crashes and purchase 3 radars.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$5,550.00		\$5,550.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$5,550.00</b>		<b>\$5,550.00</b>	
<b>Federal Funds</b>	<b>\$5,550.00</b>		<b>\$5,550.00</b>	If this box is checked, the cost summary will file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,386.00</b>		<b>\$1,386.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$8,786.00</b>		<b>\$8,786.00</b>	

HSP PROJECT ENTITY: Brookings County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sheriff Martin Stanwick

GTS PROJECT NUMBER: 2012-47-05

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

Overtime enforcement will be utilized by the Brookings County Sheriff to increase DUI and speeding citations and warnings to reduce traffic crashes. Two digital solar powered speed display boards will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$7,000.00		\$7,000.00	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$6,530.00		\$6,530.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$13,530.00</b>		<b>\$13,530.00</b>	
<b>Federal Funds</b>	<b>\$13,530.00</b>		<b>\$13,530.00</b>	If this box is checked, the cost summary is on file in Pierre OIS.
<b>State/Local Match</b>	<b>\$1,632.50</b>		<b>\$1,632.50</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$15,162.50</b>		<b>\$15,162.50</b>	

**HSP PROJECT ENTITY:** Brown County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Sheriff Mark Milbrandt  
**GTS PROJECT NUMBER:** 2012-47-07

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized by the Brown County Sheriff's Office to increase speed/occupant protection violation contacts to reduce injury accidents.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$32,000.00		\$32,000.00	Section 402
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$32,000.00		\$32,000.00	
<b>Federal Funds</b>	\$32,000.00		\$32,000.00	If this box is checked, the cost summary is on file in Pierre ORS.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	\$32,000.00		\$32,000.00	

**HSP PROJECT ENTITY:** Butte County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Gary Brunner

**GTS PROJECT NUMBER:** 2012-47-08

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized by the Butte County Sheriff's Office to reduce alcohol and speed related crashes, and increase seat belt usage. Two permanent speed boards along with 2 video cameras will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$6,400.00		\$6,400.00	Section 402
Other Direct Costs	\$400.00		\$400.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,800.00</b>		<b>\$6,800.00</b>	
<b>Federal Funds</b>	<b>\$6,800.00</b>		<b>\$6,800.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,600.00</b>		<b>\$1,600.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$8,400.00</b>		<b>\$8,400.00</b>	

HSP PROJECT ENTITY: Campbell County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Lacey Perman

GTS PROJECT NUMBER: 2012-47-09

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Campbell County Sheriff will purchase a pole mounted speed board to reduce speeding and bring the attention to the drivers back to their driving in the county.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,720.00		\$1,720.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,720.00</b>		<b>\$1,720.00</b>	
<b>Federal Funds</b>	<b>\$1,720.00</b>		<b>\$1,720.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$430.00</b>		<b>\$430.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$2,150.00</b>		<b>\$2,150.00</b>	

HSP PROJECT ENTITY: Cheyenne River Sioux Tribe

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: CRST Lieutenant Chad Olson

GTS PROJECT NUMBER: 2012-41-11

PROJECT AGE: First Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Cheyenne River Sioux Tribe will use overtime for high visibility enforcement to reduce traffic crashes involving impaired drivers, speeding drivers, etc. Purchase 4 radars, 4 digital cameras and 4 FST's.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary.

11

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,400.00		\$7,400.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	
<b>Federal Funds</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,848.00</b>		<b>\$1,848.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$9,248.00</b>		<b>\$9,248.00</b>	

HSP PROJECT ENTITY: Custer County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sheriff Rick Wheeler

GTS PROJECT NUMBER: 2012-47-12

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Custer County Sheriff will reduce the number of vehicle accidents and drug and alcohol DUIs by utilizing overtime during high risk nights and weekends. Purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,400.00		\$7,400.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	
<b>Federal Funds</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	If this box is checked, the cost summary is on file in Permit OHS.
<b>State/Local Match</b>	<b>\$1,848.00</b>		<b>\$1,848.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$9,248.00</b>		<b>\$9,248.00</b>	

**HSP PROJECT ENTITY:** Deuel County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Deputy Sheriff William M. Wainman  
**GTS PROJECT NUMBER:** 2012-47-14

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

**Purchase 2 sentry 12 speed displays to reduce traffic accidents caused by speeding drivers and increase the number of speeding contacts.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$6,408.00		\$6,408.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$6,408.00		\$6,408.00	
<b>Federal Funds</b>	\$6,408.00		\$6,408.00	if this box is checked, the cost summary is on file in Project OHS.
<b>State/Local Match</b>	\$1,602.00		\$1,602.00	
<b>TOTAL FEDERAL+MATCH</b>	\$8,010.00		\$8,010.00	

**HSP PROJECT ENTITY:** Edmunds County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Derrick Reifenrather, Chief Deputy Sheriff

**GTS PROJECT NUMBER:** 2012-47-15

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to provide extra dedicated officer patrols to focus on impaired driving laws including drugs and alcohol on Highway 12. Purchase 1 radar unit to increase speeding citations/warnings.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,850.00		\$1,850.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,850.00</b>		<b>\$1,850.00</b>	
<b>Federal Funds</b>	<b>\$1,850.00</b>		<b>\$1,850.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$962.00</b>		<b>\$962.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$2,812.00</b>		<b>\$2,812.00</b>	

HSP PROJECT ENTITY: Elk Point Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Chief Ryan Fleek

GTS PROJECT NUMBER: 2012-47-16

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Elk Point Police Department will utilize their overtime enforcement to increase the number of DWI arrests and increase DWI awareness among residents. Purchases include 3 digital video camera systems and 1 radar unit along with PSA's on traffic safety.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

**C-6 Reduce Speeding Related Fatalities**

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,850.00		\$1,850.00	Section 402
Other Direct Costs	\$600.00		\$600.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$2,450.00</b>		<b>\$2,450.00</b>	
<b>Federal Funds</b>	<b>\$2,450.00</b>		<b>\$2,450.00</b>	If this box is checked, the cost summary is on file in Pierre OLFs.
<b>State/Local Match</b>	<b>\$462.00</b>		<b>\$462.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$2,912.00</b>		<b>\$2,912.00</b>	

**HSP PROJECT ENTITY:** Freeman Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Doris Higgins, Chief of Police

**GTS PROJECT NUMBER:** 2012-47-18

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

**Original Project Request**

**Project Summary:**

To improve safety on the streets of Freeman, the city will purchase a speed trailer. This should help reduce traffic accidents in Freeman.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$6,928.00		\$6,928.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,928.00</b>		<b>\$6,928.00</b>	
<b>Federal Funds</b>	<b>\$6,928.00</b>		<b>\$6,928.00</b>	If this box is checked, the cost summary is included in Pierre Ollivier's report.
<b>State/Local Match</b>	<b>\$1,732.00</b>		<b>\$1,732.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$8,660.00</b>		<b>\$8,660.00</b>	

**HSP PROJECT ENTITY:** Huron Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Gary D. Will Jr.

**GTS PROJECT NUMBER:** 2012-47-21

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to reduce the number of crashes involving impaired drivers and increase safety belt and child restraint usage. Equipment to be purchased includes 2 standard radar units, 2 laser radar units and 2 PBT's.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$8,500.00		\$8,500.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$8,500.00</b>		<b>\$8,500.00</b>	
<b>Federal Funds</b>	<b>\$8,500.00</b>		<b>\$8,500.00</b>	If this box is checked, the cost summary is on file in Project OIP.
<b>State/Local Match</b>	<b>\$2,124.00</b>		<b>\$2,124.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,624.00</b>		<b>\$10,624.00</b>	

HSP PROJECT ENTITY: Kingsbury County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Kevin M. Scotting

GTS PROJECT NUMBER: 2012-47-23

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Through the purchase of a speed trailer, Kingsbury County will attempt to increasing speeding and seat belt citations and warnings.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

C-6 Reduce Speeding Related Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,166.40		\$7,166.40	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,166.40</b>		<b>\$7,166.40</b>	Choose an item.
<b>Federal Funds</b>	<b>\$7,166.40</b>		<b>\$7,166.40</b>	If this box is checked, the cost summary is on file in Pierre DHS.
<b>State/Local Match</b>	<b>\$1,766.60</b>		<b>\$1,766.60</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$8,333.00</b>		<b>\$8,333.00</b>	

**HSP PROJECT ENTITY:** Lincoln County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Dennis Johnson  
**GTS PROJECT NUMBER:** 2012-47-24

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Lincoln County will use overtime for alcohol impaired driving enforcement. Saturation patrols will be conducted during peak periods and events where there is a higher number of impaired drivers. One digital video cameras, 2 radar and 2 PBT's will also be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$3,700.00		\$3,700.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$3,700.00</b>		<b>\$3,700.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$3,700.00</b>		<b>\$3,700.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$924.00</b>		<b>\$924.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$4,624.00</b>		<b>\$4,624.00</b>	

**HSP PROJECT ENTITY:** McPherson County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Deputy Sheriff Scott Warzecha/Sheriff Dave Ackerman  
**GTS PROJECT NUMBER:** 2012-47-27  
**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

McPherson County will purchase 2 radars to reduce preventable accidents due to speed and impaired drivers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$3,700.00		\$3,700.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$3,700.00		\$3,700.00	Choose an item.
<b>Federal Funds</b>	\$3,700.00		\$3,700.00	If this box is checked, the cost summary is on file in the OHS.
<b>State/Local Match</b>	\$924.00		\$924.00	
<b>TOTAL FEDERAL+MATCH</b>	\$4,624.00		\$4,624.00	

HSP PROJECT ENTITY: Milbank Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Chief Boyd VanVooren

GTS PROJECT NUMBER: 2012-47-29

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

By purchasing 2 speed boards, Milbank Police Department will decrease accidents, increase speed and seat belt citations and speed warnings.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

C-6 Reduce Speeding Related Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$6,136.00		\$6,136.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,136.00</b>		<b>\$6,136.00</b>	
<b>Federal Funds</b>	<b>\$6,136.00</b>		<b>\$6,136.00</b>	If this box is checked, the cost summary is on file in Pierre ODS.
<b>State/Local Match</b>	<b>\$1,534.00</b>		<b>\$1,534.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$7,670.00</b>		<b>\$7,670.00</b>	

HSP PROJECT ENTITY: Miller Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Shannon Speck

GTS PROJECT NUMBER: 2012-47-30

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Overtime enforcement will be used for extra enforcement for the purpose of DWI enforcement to take place during special events throughout the year. A portable traffic monitor and traffic view statistic computer will be purchased to assist in speed enforcement. One digital camera will also be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$4,772.00		\$4,772.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,772.00</b>		<b>\$4,772.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$4,772.00</b>		<b>\$4,772.00</b>	If this box is checked, the cost summary is on file in Permit Office.
<b>State/Local Match</b>	<b>\$1,193.00</b>		<b>\$1,193.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$5,965.00</b>		<b>\$5,965.00</b>	

**HSP PROJECT ENTITY:** Minnehaha County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Kristin Trana, Administrative Coordinator  
**GTS PROJECT NUMBER:** 2012-47-31

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be used for to work high priority areas and times during saturation patrols, street dances, sobriety checkpoints, holidays, proms and graduations. Five radar units will be purchased to assist with speed enforcement.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$9,250.00		\$9,250.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$9,250.00		\$9,250.00	Choose an item.
<b>Federal Funds</b>	\$9,250.00		\$9,250.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	\$2,310.00		\$2,310.00	
<b>TOTAL FEDERAL+MATCH</b>	\$12,560.00		\$12,560.00	

HSP PROJECT ENTITY: Mitchell Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sgt. Scott Walton

GTS PROJECT NUMBER: 2012-47-32

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to increase DUI arrests. The Mitchell Police Department will decrease the number of speeders through purchase of a speed trailer.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

C-6 Reduce Speeding Related Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$4,016.80		\$4,016.80	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,016.80</b>		<b>\$4,016.80</b>	Choose an item.
<b>Federal Funds</b>	<b>\$4,016.80</b>		<b>\$4,016.80</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,004.20</b>		<b>\$1,004.20</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$5,021.00</b>		<b>\$5,021.00</b>	

HSP PROJECT ENTITY: North Sioux City Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Eric Fay

GTS PROJECT NUMBER: 2012-47-34

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Increase impaired driving enforcement by increasing routine patrols, saturations, public awareness, media announcements and participation in mobilizations. Purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

11

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,400.00		\$7,400.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,848.00</b>		<b>\$1,848.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$9,248.00</b>		<b>\$9,248.00</b>	

HSP PROJECT ENTITY: Pennington County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sgt. Dustin Morrison

GTS PROJECT NUMBER: 2012-47-36

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

Pennington County will utilize overtime enforcement to reduce crashes involving impaired drivers and increase DUI arrests through DUI saturations and checkpoints. Purchase 1 digital camera, 4 PBT's and 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$7,400.00		\$7,400.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$7,400.00</b>		<b>\$7,400.00</b>	If this box is checked, this cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,848.00</b>		<b>\$1,848.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$9,248.00</b>		<b>\$9,248.00</b>	

HSP PROJECT ENTITY: SDSU Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Cora Olson

GTS PROJECT NUMBER: 2012-47-38

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

Project Summary:  
Overtime enforcement will be used to patrol the campus roadways in Brookings targeting impaired drivers and speeding drivers.

THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)

C-6 Reduce Speeding Related Fatalities

Choose an item.

Choose an item.

ADDITIONAL PROJECT INFORMATION:

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$2,727.00		\$2,727.00	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$2,727.00</b>		<b>\$2,727.00</b>	

HSP PROJECT ENTITY: Spearfish Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Lt. Boyd A. Dean

GTS PROJECT NUMBER: 2012-47-39

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Spearfish Police Department will continue to maintain a standard for proactive traffic enforcement ensuring prevention of aggressive driving and speeding. A speed board/trailer will be set up every week at specific areas where high volumes of traffic and speed violators are common. Purchase 5 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$9,800.00		\$9,800.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,800.00</b>		<b>\$9,800.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$9,800.00</b>		<b>\$9,800.00</b>	If this box is checked, the cost summary is on file in Pierre OIS.
<b>State/Local Match</b>	<b>\$1,854.00</b>		<b>\$1,854.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$11,654.00</b>		<b>\$11,654.00</b>	

**HSP PROJECT ENTITY:** Spink County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Sheriff Kevin Schurch  
**GTS PROJECT NUMBER:** 2012-47-40

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Spink County Sheriff will purchase a portable Radar Speed Display to be used in school zones and other areas within the county where speed is a problem. They will track the speed information from the equipment and place officers on speed saturations in the problem areas.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** (select all that apply)

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$4,132.00		\$4,132.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$4,132.00</b>		<b>\$4,132.00</b>	Choose an item.
<b>Federal Funds</b>	<b>\$4,132.00</b>		<b>\$4,132.00</b>	If this box is checked, the cost summary is on file in P-100-015.
<b>State/Local Match</b>	<b>\$1,033.00</b>		<b>\$1,033.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$5,165.00</b>		<b>\$5,165.00</b>	

**HSP PROJECT ENTITY:** Stanley County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Brian LaCompte, Chief Deputy Sheriff  
**GTS PROJECT NUMBER:** 2012-47-41

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized to increase DUI enforcement to decrease traffic crashes. Purchase 1 radar unit and 1 permanent mount speed board.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	0		0	Choose an item.
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$6,000.00		\$6,000.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$6,000.00		\$6,000.00	
<b>Federal Funds</b>	\$6,000.00		\$6,000.00	If this box is checked, the cost summary is on file in Precinct OHS.
<b>State/Local Match</b>	\$1,500.00		\$1,500.00	
<b>TOTAL FEDERAL+MATCH</b>	\$7,500.00		\$7,500.00	

**HSP PROJECT ENTITY:** Sturgis Police Department  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Adam Martin, Assistant Chief of Police  
**GTS PROJECT NUMBER:** 2012-47-42  
**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

**Increase the number of arrests involving impaired drivers, increase seat belt and child restraint use, decrease motorcycle crashes, and decrease fatalities and injuries involving young drivers. Purchase 5 radar units and 4 digital video cameras.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.  
 Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed  
**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$9,250.00		\$9,250.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,250.00</b>		<b>\$9,250.00</b>	
<b>Federal Funds</b>	<b>\$9,250.00</b>		<b>\$9,250.00</b>	If this box is checked, the cost summary is eligible in PennDOT.
<b>State/Local Match</b>	<b>\$2,312.00</b>		<b>\$2,312.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$11,560.00</b>		<b>\$11,560.00</b>	

HSP PROJECT ENTITY: Union County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Joshua Lee

GTS PROJECT NUMBER: 2012-47-44

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

To reduce the number of traffic crashes, speed and DUI, the Union County Sheriff will increase routine patrols, public awareness, media and participation in the mobilizations. One radar unit and 1 digital video camera will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$4,670.00		\$4,670.00	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$1,850.00		\$1,850.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$6,520.00</b>		<b>\$6,520.00</b>	
<b>Federal Funds</b>	<b>\$6,520.00</b>		<b>\$6,520.00</b>	If this box is checked, the cost summary can file in Pierre OHS.
<b>State/Local Match</b>	<b>\$5,132.00</b>		<b>\$5,132.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$11,652.00</b>		<b>\$11,652.00</b>	

HSP PROJECT ENTITY: Walworth County Sheriff

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Josh Boll, Chief Deputy

GTS PROJECT NUMBER: 2012-47-45

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Walworth County Sheriff will increase speed and seat belt enforcement to reduce the number of accidents. Traffic safety talks will be held at the schools within the county. Purchase 3 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Speed

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$5,550.00		\$5,550.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$5,550.00</b>		<b>\$5,550.00</b>	
<b>Federal Funds</b>	<b>\$5,550.00</b>		<b>\$5,550.00</b>	
<b>State/Local Match</b>	<b>\$1,386.00</b>		<b>\$1,386.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$6,936.00</b>		<b>\$6,936.00</b>	

**HSP PROJECT ENTITY:** Watertown Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Captain Ryan Remmers

**GTS PROJECT NUMBER:** 2012-47-46

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

**Original Project Request**

**Project Summary:**

The Watertown Police Department will reduce traffic crashes caused by aggressive driving and speeding near schools, increase awareness and safety of pedestrians and bicyclists near schools and increase seat belt and child restraint use.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Speed

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$21,731.00		\$21,731.00	Section 402
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$21,731.00		\$21,731.00	
<b>Federal Funds</b>	\$21,731.00		\$21,731.00	
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	\$21,731.00		\$21,731.00	

If the box is checked, the cost summary is on file in Penn GDS.

## TAB D – POLICE TRAFFIC SERVICES

**NOTE:** Some of the "Project Entities" may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

**HSP PROJECT ENTITY:** South Dakota Highway Patrol  
**HSP PROJECT TITLE:** SDHP Crash Reduction Project  
**CONTACT NAME & PHONE:** Colonel Craig Price/Trevor Jones  
**GTS PROJECT NUMBER:** 2012-41-01  
**PROJECT AGE:** Legacy Project      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Highway Patrol will provide overtime personnel hours to address speed enforcement, impaired driving, juvenile drug and alcohol detection. The Highway Patrol will provide public education through the use of safety and educational materials on occupant protection, child restraints, impaired driving, safe driving habits and Instructing Alive at 25 classes. The Highway Patrol will participate in the statewide mobilizations.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-1 Reduce the Number of Traffic Fatalities
- C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services  
**Evaluation Measure:** Reduce the number of speed related fatal and injury crashes.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$105,000.00		\$105,000.00	Section 402
Travel	\$6,726.00		\$6,726.00	Section 402
Contractual Services	0		0	Choose an item.
Equipment	\$73,826.00		\$73,826.00	Section 402
Other Direct Costs	\$66,400.00		\$66,400.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$251,952.00</b>		<b>\$251,952.00</b>	
<b>Federal Funds</b>	<b>\$251,952.00</b>		<b>\$251,952.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$69,895.00</b>		<b>\$69,895.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$342,892.00</b>		<b>\$342,892.00</b>	

**HSP PROJECT ENTITY:** Office of Highway Safety  
**HSP PROJECT TITLE:** Law Enforcement Liaisons  
**CONTACT NAME & PHONE:** Lee Axdahl  
**GTS PROJECT NUMBER:** 2012-41-06

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

**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.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services

**Evaluation Measure:** Click here to enter text.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$43,000.00		\$43,000.00	Section 402
<b>Travel</b>	\$12,000.00		\$12,000.00	Section 410
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Choose an item.
<b>Other Direct Costs</b>	\$15,000.00		\$15,000.00	Section 402
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$70,000.00		\$70,000.00	
<b>Federal Funds</b>	\$70,000.00		\$70,000.00	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	\$70,000.00		\$70,000.00	

HSP PROJECT ENTITY: Sioux Falls Police Department

HSP PROJECT TITLE: Traffic Enforcement

CONTACT NAME & PHONE: Sergeant David McIntire

GTS PROJECT NUMBER: 2012-41-09

PROJECT AGE: First Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Sioux Falls Police Department has four full time officers who work from 5:30PM-4:00AM, whose primary responsibility is to look for and arrest the impaired driver. On an average weekend night, three DWI officers make an average of 4 DWI arrests. With a saturation patrol funded by SDOHS, an additional 8-13 officers specifically working DWI enforcement could make an average of 10-12 additional DWI arrests. By conducting 3 sobriety checkpoints utilizing 12-16 officers between the hours of 1730-0400, an additional 8-12 DWI arrests per checkpoint could be achieved taking an additional 30 impaired drivers off the street. Use 12 overtime hours for car seat clinics, 10 overtime hours for teen classroom presentations, 16 overtime hours for teen presentations on supervised driving course. Purchase 4 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-5 Reduce the Number of Alcohol Impaired Driving Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Police Traffic Services

Evaluation Measure: Increased number of DWI citations.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$1,900.00		\$1,900.00	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$8,000.00		\$2,000.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0			Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,900.00</b>		<b>\$9,900.00</b>	
<b>Federal Funds</b>	<b>\$9,900.00</b>		<b>\$9,900.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$2,000.00</b>		<b>\$2,000.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$11,900.00</b>		<b>\$11,900.00</b>	

**HSP PROJECT ENTITY:** Corson County Sheriff  
**HSP PROJECT TITLE:** Highway Safety Program  
**CONTACT NAME & PHONE:** Sheriff Keith E. Gall  
**GTS PROJECT NUMBER:** 2012-47-11

**PROJECT AGE:** Not Applicable      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Corson County Sheriff will reduce the number of traffic crashes by designating two deputies and two patrol vehicles to enforce traffic speed and seat belt violations. Mileage will be paid for enforcement of traffic laws as well as purchasing 2 radar units.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$3,700.00		\$3,700.00	Section 402
Other Direct Costs	\$6,000.00		\$6,000.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,700.00</b>		<b>\$9,700.00</b>	
<b>Federal Funds</b>	<b>\$9,700.00</b>		<b>\$9,700.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$1,004.00</b>		<b>\$1,004.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,704.00</b>		<b>\$10,704.00</b>	

**HSP PROJECT ENTITY:** Groton Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Sergeant Jess Doyle

**GTS PROJECT NUMBER:** 2012-47-19

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:**

**Original Project Request**

**Project Summary:**

**Overtime enforcement and purchase of a radar unit will be used to increase speed and seat belt arrests. Safety information will be disseminated.**

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$27,168.00		\$27,168.00	Section 402
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	\$1,850.00		\$1,850.00	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$29,018.00		\$29,018.00	
<b>Federal Funds</b>	\$29,018.00		\$29,018.00	If this box is checked, the cost summary is on file in Pierce DHS.
<b>State/Local Match</b>	\$462.00		\$462.00	
<b>TOTAL FEDERAL+MATCH</b>	\$29,480.00		\$29,480.00	

HSP PROJECT ENTITY: Madison Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Officer Aaron Talich

GTS PROJECT NUMBER: 2012-47-25

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

By utilizing overtime enforcement, Madison Police Department will reduce traffic crashes by distracted driving and speeding and increase safety belt and child restraint usage. Two radars will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Police Traffic Services

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$6,000.00		\$6,000.00	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	\$3,700.00		\$3,700.00	Section 402
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$9,700.00</b>		<b>\$9,700.00</b>	
<b>Federal Funds</b>	<b>\$9,700.00</b>		<b>\$9,700.00</b>	If this box is checked, the cost summary is on file in Pierre OPS.
<b>State/Local Match</b>	<b>\$924.00</b>		<b>\$924.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$10,624.00</b>		<b>\$10,624.00</b>	

**HSP PROJECT ENTITY:** Marshall County Sheriff

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** J. Todd Sandal

**GTS PROJECT NUMBER:** 2012-47-26

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Marshall County will reduce the number of people involved in injury crashes by focusing on speeding, failure to yield, seat belts, child restraints and alcohol. They will increase the number of sobriety checkpoints and saturation patrols. Two digital video cameras will be purchased.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-6 Reduce Speeding Related Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
<b>Personal Services</b>	\$10,000.00		\$10,000.00	Section 402
<b>Travel</b>	0		0	Choose an item.
<b>Contractual Services</b>	0		0	Choose an item.
<b>Equipment</b>	0		0	Section 402
<b>Other Direct Costs</b>	0		0	Choose an item.
<b>Indirect Costs</b>	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	\$10,000.00		\$10,000.00	
<b>Federal Funds</b>	\$10,000.00		\$10,000.00	If this box is checked, the cost summary is on file in Pierre OIT's.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	\$10,000.00		\$10,000.00	

**HSP PROJECT ENTITY:** Parkston Police Department

**HSP PROJECT TITLE:** Highway Safety Program

**CONTACT NAME & PHONE:** Chief Greg Reichenberg

**GTS PROJECT NUMBER:** 2012-47-35

**PROJECT AGE:** Not Applicable

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

Overtime enforcement will be utilized during the City of Parkston's annual street dance and festival to increase enforcement, specifically in the area of DUI, but also speeding and seat belts.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-5 Reduce the Number of Alcohol Impaired Driving Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Police Traffic Services

**Evaluation Measure:** See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$555.12		\$555.12	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$555.12</b>		<b>\$555.12</b>	
<b>Federal Funds</b>	<b>\$555.12</b>		<b>\$555.12</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$555.12</b>		<b>\$555.12</b>	

## TAB E – MEDIA/PIO

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Media

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-48-01/02

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

To educate the public on highway safety issues including impaired driving, occupant protection, speed and motorcycle safety, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials.

Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Media

Evaluation Measure: Number of traffic fatalities

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$200,000.00		\$200,000.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	
<b>Federal Funds</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Media

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-48-03

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

To educate the public on highway safety issues including impaired driving, occupant protection, speed and motorcycle safety, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials.

Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Media

Evaluation Measure: Number of traffic fatalities

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$200,000.00		\$200,000.00	Section 410
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	
<b>Federal Funds</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$200,000.00</b>		<b>\$200,000.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Public Information Officer

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-48-04

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

The Department of Public Safety 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 announcement 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.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Media

Evaluation Measure: Number of traffic fatalities

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$15,000.00		\$15,000.00	Section 402
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$50,000.00		\$50,000.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$65,000.00</b>		<b>\$65,000.00</b>	
<b>Federal Funds</b>	<b>\$65,000.00</b>		<b>\$65,000.00</b>	If this box is checked, the cost summary is on file in Pierre OIS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$65,000.00</b>		<b>\$65,000.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: South Dakota Broadcasters

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-48-05

PROJECT AGE: Second Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

To educate the public on highway safety issues including impaired driving, occupant protection, speed and motorcycle safety, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials.

Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics for occupant protection.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Media

Evaluation Measure: Number of traffic fatalities

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$300,000.00		\$300,000.00	Section 410
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$300,000.00</b>		<b>\$300,000.00</b>	
<b>Federal Funds</b>	<b>\$300,000.00</b>		<b>\$300,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>\$300,000.00</b>		<b>\$300,000.00</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$600,000.00</b>		<b>\$300,000.00</b>	

## TAB F – SAFE COMMUNITIES

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Volunteers of America, Dakotas

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Eric Majeres/Pamela Bollinger

GTS PROJECT NUMBER: 2012-44-01

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

Volunteers of America, Dakotas will develop highway safety activity modules that can be used in communities across the state and coordinate highway safety prevention efforts in local communities. Volunteers of America, Dakotas will conduct alcohol impaired driving awareness efforts in at least 52 communities, conduct occupant protection awareness efforts in at least 48 communities and support a minimum of 32 community safety advocates with educational materials to promote traffic safety and reduce crashes in FFY2012.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-2 Reduce the Number of Serious Injuries in Traffic Crashes**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Safe Communities

Evaluation Measure: Number of communities impacted.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$69,430.00	0	\$69,430.00	Section 402
Travel	\$15,824.00	0	\$15,824.00	Section 402
Contractual Services	\$12,100.00	0	\$12,100.00	Section 402
Equipment	0	0	0	Choose an item.
Other Direct Costs	\$20,275.00	0	\$20,275.00	Section 402
Indirect Costs	\$11,763.00	0	\$11,763.00	Section 402
<b>SUBTOTAL CATEGORIES</b>	<b>\$129,392.00</b>	<b>0</b>	<b>\$129,392.00</b>	
<b>Federal Funds</b>	<b>\$129,392.00</b>	<b>0</b>	<b>\$129,392.00</b>	If this box is checked, the cost summary is on file in Pierre OHP.
<b>State/Local Match</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$129,392.00</b>	<b>0</b>	<b>\$129,392.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Community Outreach Program Management

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-44-05

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION: Original Project Request

**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.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Safe Communities

Evaluation Measure: Number of communities impacted.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$50,000.00		\$50,000.00	Section 402
Travel	\$7,500.00		\$7,500.00	Section 402
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$30,000.00		\$30,000.00	Section 402
Indirect Costs	\$2,050.00		\$2,050.00	Section 402
<b>SUBTOTAL CATEGORIES</b>	<b>\$89,550.00</b>		<b>\$89,550.00</b>	
<b>Federal Funds</b>	<b>\$89,550.00</b>		<b>\$89,550.00</b>	If this box is checked, the cost summary is on file in Pierre OHS
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$89,550.00</b>		<b>\$89,550.00</b>	

**HSP PROJECT ENTITY:** Sioux Empire Safety Village  
**HSP PROJECT TITLE:** Youthful Driver Simulation Project  
**CONTACT NAME & PHONE:** David A Renli  
**GTS PROJECT NUMBER:** 2012-49-01  
**PROJECT AGE:** First Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

This project will provide funding for operating costs for the distracted/impaired driving simulator. A database including all participants by name and date of birth will be provided so that the information might be used as an experimental group to see if those involved in the program differ from the general population for incidents involving impaired or distracted driving.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Safe Communities

**Evaluation Measure:** Number of participants

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$6,480.00		\$6,480.00	Section 402
Contractual Services	\$10,400.00		\$10,400.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$16,880.00</b>		<b>\$16,880.00</b>	
<b>Federal Funds</b>	<b>\$16,880.00</b>		<b>\$16,880.00</b>	If this box is checked, the cost summary is on file in Pierre OPI's.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$16,880.00</b>		<b>\$16,880.00</b>	

## TAB G – MOTORCYCLE SAFETY

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Box Elder Police Department

HSP PROJECT TITLE: Highway Safety Program

CONTACT NAME & PHONE: Sgt. Chris Misselt

GTS PROJECT NUMBER: 2012-47-04

PROJECT AGE: Not Applicable

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

The Box Elder Police Department will reduce the number of speeding and impaired driving violations, increase occupant restraint usage and awareness of motorcycle crash risk, distribute promotional material, and purchase 10 FSTs.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-7 Reduce Motorcyclist Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Motorcycle Safety

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$1,800.00		\$1,800.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$1,800.00</b>		<b>\$1,800.00</b>	
Federal Funds	\$1,800.00		\$1,800.00	If this box is checked, the cost summary is carried in Pierre OIP's.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$1,800.00</b>		<b>\$1,800.00</b>	

**HSP PROJECT ENTITY:** Office of Highway Safety

**HSP PROJECT TITLE:** Motorcycle Safety

**CONTACT NAME & PHONE:** Lee Axdahl/Trevor Jones

**GTS PROJECT NUMBER:** 2012-45-01

**PROJECT AGE:** Legacy Project

**ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

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

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-7 Reduce Motorcyclist Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Motorcycle Safety

**Evaluation Measure:** Number of motorcycle fatalities

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$5,000.00		\$5,000.00	Section 2010
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$95,000.00		\$95,000.00	Section 2010
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$100,000.00</b>		<b>\$100,000.00</b>	
Federal Funds	\$100,000.00		\$100,000.00	If this box is checked, the cost summary is on file in Pierre OHS
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$100,000.00</b>		<b>\$100,000.00</b>	

## TAB H – PEDESTRIAN & BICYCLES

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: South Dakota EMS for Children

HSP PROJECT TITLE: SDEMSC Bike Safety

CONTACT NAME & PHONE: Amy Marsh, Laura Jensi

GTS PROJECT NUMBER: 2012-44-04

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

EMSC will provide bike safety and other traffic safety activities and informational materials for over 3,500 people attending the 2012 Sloux Empire Fair. EMSC will seek to reduce the number/seriousness of bicycle injuries related to head injuries. EMSC will provide seat belt promotion information to the 200 EMS services statewide in May, 2012 which includes EMS Week and May Mobilization. EMSC will provide education to up to 20 separate organizations, regarding texting/distracted driving by September 30, 2012.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: See Project Summary

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$2,060.00		\$2,060.00	Section 402
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$29,125.00		\$29,125.00	Section 402
Indirect Costs	\$4,363.50		\$4,363.00	Section 402
<b>SUBTOTAL CATEGORIES</b>	<b>\$35,548.50</b>		<b>\$35,548.50</b>	
<b>Federal Funds</b>	<b>\$35,548.50</b>		<b>\$35,548.50</b>	If this box is checked, the cost summary is on file in Pierre O-15.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$35,548.50</b>		<b>\$35,548.50</b>	

## TAB I – OTHER/P&A

**NOTE:** Some of the "Project Entities" may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Department of Public Safety - EMS

HSP PROJECT TITLE: EMS Training

CONTACT NAME & PHONE: Danny Hayes, Trevor Jones

GTS PROJECT NUMBER: 2012-43-01

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

The Office of Emergency Medical Services will train new ambulance personnel, re-certify first responder personnel, provide defensive driving courses for responders, provide basic trauma and pre-hospital trauma life support courses as well as re-certify EMT-Basic's. SD's training follows the guidelines of the 1994 DOT-EMT-Basic and DOT 40 hour First Responder curriculum. Funds will be provided for EMS staff to enhance their knowledge and training through attendance in annual conferences and training seminars such as National Council of State EMS Directors, National Council of State EMS Training Coordinators and Lifesavers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: Number of people trained and recertified, EVOC and PHTLS courses completed.

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$7,500.00		\$7,500.00	Section 402
Contractual Services	\$232,600.00		\$232,600.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	\$9,844.00		\$9,844.00	Section 402
<b>SUBTOTAL CATEGORIES</b>	<b>\$249,944.00</b>		<b>\$249,944.00</b>	
Federal Funds	\$249,944.00		\$249,944.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	\$396,583.00		\$396,583.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$646,527.00</b>		<b>\$646,527.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: USD Business Research

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-44-03

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION:

Original Project Request

**Project Summary:**

The USD Government Research Bureau will draft a Highway Safety Plan for FY2013 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects and a budget for FY2013. The USD Government Research Bureau will deliver a report assessing performance of FY2011 objectives against articulated objectives.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: Completion of Highway Safety Plan

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$50,000.00		\$50,000.00	Section 402
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$50,000.00</b>		<b>\$50,000.00</b>	
<b>Federal Funds</b>	<b>\$50,000.00</b>		<b>\$50,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$50,000.00</b>		<b>\$50,000.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: Roadway Safety Committee

CONTACT NAME & PHONE: Lee Axdahl

GTS PROJECT NUMBER: 2012-50-01

PROJECT AGE: Legacy Project

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

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

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: Traffic safety improvements

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$10,000.00		\$10,000.00	Section 402
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$5,000.00		\$5,000.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$15,000.00</b>		<b>\$15,000.00</b>	
<b>Federal Funds</b>	<b>\$15,000.00</b>		<b>\$15,000.00</b>	If this box is checked, the cost summary is on file in Pierre OHS.
<b>State/Local Match</b>	<b>0</b>		<b>0</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$15,000.00</b>		<b>\$15,000.00</b>	

**HSP PROJECT ENTITY:** Department of Public Safety – Office of Highway Safety  
**HSP PROJECT TITLE:** Teen Safe Driving Task Force  
**CONTACT NAME & PHONE:** Lee Axdahl/Trevor Jones  
**GTS PROJECT NUMBER:** 2012-50-02  
**PROJECT AGE:** First Year      **ORIGINAL OR REVISION:** Original Project Request

**Project Summary:**

The Task Force was created by HB1221 during the 2011 session of the South Dakota legislature to evaluate data, laws and current practices regarding teen driving in South Dakota and provide recommendations to the 2013 legislature to improve rural and urban safe driving practices by teen drivers.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

- C-9 Reduce Drivers Aged 20 or Younger in Fatal Crashes
- C-2 Reduce the Number of Serious Injuries in Traffic Crashes
- C-4 Reduce the Number of Unrestrained Passenger Fatalities in All Seating Positions

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** OTHER (Specify in Summary)  
**Evaluation Measure:** Number of traffic/fatal crashes

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$6,000.00		\$6,000.00	Section 402
Travel	\$4,000.00		\$4,000.00	Section 402
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$1,200.00		\$1,200.00	Section 402
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$11,200.00</b>		<b>\$11,200.00</b>	
<b>Federal Funds</b>	<b>\$11,200.00</b>		<b>\$11,200.00</b>	If this box is checked, the cost summary is on file in Pierre OIT's.
<b>State/Local Match</b>	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$11,200.00</b>		<b>\$11,200.00</b>	

HSP PROJECT ENTITY: Office of Highway Safety  
 HSP PROJECT TITLE: Planning and Administration  
 CONTACT NAME & PHONE: Lee Axdahl  
 GTS PROJECT NUMBER: 2012-51-01

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

**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 SD Highway Safety Plan and annual reports. Staff and percentage of time supported through P&A include the Director of Highway Safety 98% 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 SD Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of SD's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state.

US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the applicable sliding scale rate (54.88% for South Dakota) in accordance with 23 UCS 120. 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.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

**ADDITIONAL PROJECT INFORMATION:**

Program Area: OTHER (Specify in Summary)

Evaluation Measure: [Click here to enter text.](#)

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	\$65,856.00		\$65,856.6	Section 402
Travel	\$4,390.40		\$4,390.40	Section 402
Contractual Services	0		0	Choose an item.
Equipment	0		0	Choose an item.
Other Direct Costs	\$21,952.00		\$21,952.00	Section 402
Indirect Costs	\$3,780.13		\$3,780.13	Section 402
<b>SUBTOTAL CATEGORIES</b>	<b>\$95,978.53</b>		<b>\$95,978.53</b>	
<b>Federal Funds</b>	<b>\$95,978.53</b>		<b>\$95,978.53</b>	If this box is checked, the cost summary is on file in Pierre OIP.
<b>State/Local Match</b>	<b>\$78,909.47</b>		<b>\$78,909.47</b>	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$174,888.00</b>		<b>\$174,888.00</b>	

HSP PROJECT ENTITY: Department of Transportation

HSP PROJECT TITLE: DOT Hazard Elimination

CONTACT NAME & PHONE: Sonia Downs

GTS PROJECT NUMBER: 2012-52-01

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

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

THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

Choose an item.

ADDITIONAL PROJECT INFORMATION:

Program Area: OTHER (Specify in Summary)

Evaluation Measure: Click here to enter text.

Table with 5 columns: COST SUMMARY, Current Approved, Additional Request, Total to HSP, Funding Source. Rows include Personal Services, Travel, Contractual Services, Equipment, Other Direct Costs, Indirect Costs, SUBTOTAL CATEGORIES, Federal Funds, State/Local Match, and TOTAL FEDERAL+MATCH.

## TAB J – DATA & TECHNOLOGY

**NOTE:** Some of the “Project Entities” may be listed in more than one area of program emphasis. This is due to the different sources of funding required by the project.

HSP PROJECT ENTITY: Office of Highway Safety

HSP PROJECT TITLE: TraCS

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-46-03

PROJECT AGE: Sixth Year

ORIGINAL OR REVISION: Choose an item.

**Project Summary:**

The timeliness of the crash reporting system will be improved with electronic cash 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. Electronic reporting will be implemented incrementally; the State Highway Patrol implemented TraCS in 2007 and local law enforcement agencies will implement electronic reporting as interface software, equipment and training becomes available.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

**C-1 Reduce the Number of Traffic Fatalities**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Data and Technology

Evaluation Measure: [Click here to enter text.](#)

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$7,500.00		\$7,500.00	Section 408
Contractual Services	\$221,225.00		\$221,225.00	Section 408
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$228,725.00</b>		<b>\$228,725.00</b>	
Federal Funds	\$228,275.00		\$228,725.00	if this box is checked, the cost summary is on file in Drive OH5.
State/Local Match	\$85,000.00		\$85,000.00	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$313,725.00</b>		<b>\$313,725.00</b>	

**HSP PROJECT ENTITY:** Emergency Medical Services

**HSP PROJECT TITLE:** NEMSIS Implementation

**CONTACT NAME & PHONE:** Danny Hayes/Trevor Jones

**GTS PROJECT NUMBER:** 2012-46-04

**PROJECT AGE:** Third Year

**ORIGINAL OR REVISION:**

Original Project Request

**Project Summary:**

This is the third year of the NEMSIS project. This project provides technical assistance to the SD NEMSIS database system. NEMSIS contains information from traffic citations, crashes, EMS services, and traumatic data in one system. States are able to use the NEMSIS data to address traffic crash problems, evaluate patient care, develop treatment protocols, and analyze performance of EMS agencies.

The Office of Emergency Medical Services will contract with Med Media for maintenance on the system. The contract will cover the entire fiscal year.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES: (select all that apply)**

**C-2 Reduce the Number of Serious Injuries In Traffic Crashes**

Choose an item.

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

**Program Area:** Data and Technology

**Evaluation Measure:** NEMSIS database

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	0		0	Choose an item.
Contractual Services	\$25,800.00		\$25,800.00	Section 408
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$25,800.00</b>		<b>\$25,800.00</b>	
Federal Funds	\$25,800.00		\$25,800.00	If this box is checked, the cost summary is on file in Permit GIS.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$25,800.00</b>		<b>\$25,800.00</b>	

HSP PROJECT ENTITY: Office of Highway safety

HSP PROJECT TITLE: Web TraCS

CONTACT NAME & PHONE: Lee Axdahl/Trevor Jones

GTS PROJECT NUMBER: 2012-46-05

PROJECT AGE: First Year

ORIGINAL OR REVISION: Original Project Request

**Project Summary:**

SD has 45 agencies who utilize TraCS. Together these agencies have over 500 personnel available to compile accident records. This project will allow additional law enforcement agencies to electronically submit accident reports and upgrade the TraCS system via a web-based system. It will allow 20 additional law enforcement agencies to submit their reports, from 45 in FY2011 to 65 in FY2012 and also allow the conversion of 15 agencies using the TraCS v7.3 to TraCS v10.5. A consultant service will secure a web landing page and set up SD Web TraCS with secure sign-on, beta testing of the software and transfer to the SD Accident Reporting System.

**THIS PROJECT ADDRESSES THE FOLLOWING MEASURES:** *(select all that apply)*

C-1 Reduce the Number of Traffic Fatalities

Choose an item.

**ADDITIONAL PROJECT INFORMATION:**

Program Area: Data and Technology

Evaluation Measure: Web-based TraCS System

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Funding Source
Personal Services	0		0	Choose an item.
Travel	\$6,468.00		\$6,468.00	Section 408
Contractual Services	\$79,369.00		\$79,369.00	Section 408
Equipment	0		0	Choose an item.
Other Direct Costs	0		0	Choose an item.
Indirect Costs	0		0	Choose an item.
<b>SUBTOTAL CATEGORIES</b>	<b>\$87,337.00</b>		<b>\$87,337.00</b>	
Federal Funds	\$87,337.00		\$87,337.00	If this box is checked, the cost summary is on file in Pierre OHS.
State/Local Match	0		0	
<b>TOTAL FEDERAL+MATCH</b>	<b>\$87,337.00</b>		<b>\$87,337.00</b>	